

STATE WITHIN A STATE.

A Slav Community in the Duchy of Saxe-Altenburg.

Although the Altenburgers Now Speak the German Language, They Cling to Ancient Racial Customs.

[Special Berlin Letter.] Years ago I once stood in front of a bookstore on the Rue Madame, Paris, and looked, like a throng of people beside me, at the display of photographs in the show window. There were the "lions" of the day, the celebrities of the hour, the successful politicians, the most enticing dancers at the Folies Bergieres, the noted actors and actresses, all at so many francs each—their likenesses I mean, of



AN ALTENBURG BEAUTY.

course. There were also views of fine scenery, of the Alps and Apennines and in exotic countries. There were, besides, pictures of Turks, of Samoans, of Circassians in their native costumes, and among them all there were also a few which showed people of a different type than the rest, people who looked civilized, to judge by their faces and their expressions, yet in clothes that had a queer air, to say the least. It



THE MARKET SQUARE AT ALTENBURG.

amused me to listen to the comments of these blase Parisians on these last-mentioned pictures. "They're Turks," said some. "No, they're a wild tribe from the Caucasus," said another. "You're mistaken, monsieur, those are natives of Holland," quoth a third. And so the guessing went on. None of them guessed aright. None knew the truth. I said nothing, though I did know. For these pictures showed types perfectly familiar to me, since I had once been in the little country they hail from. The pictures are not those of Turks, nor of anything like them. They were, on the contrary, the faithful reproduction of the features and costumes of a small people domiciled in the very heart of Germany—a duchy of about 400 English square miles, called Saxe-Altenburg, highly civilized at this present day, though it is inhabited by an alien race which has preserved many odd customs as well as their peculiar dress.

Curious Altenburg! Its population is purely Slav, as much Slav as is that



A GROUP OF ALTENBURGERS.

of Poland and Russia, yet 600 years of German domination has driven out the Slav tongue once universally spoken there. The soil of the little land is exceptionally fertile, so much so that all the dire oppression of centuries ago by the then autocratic lords of the manor has not been able to destroy the property of the peasants of this region, who count among the wealthiest and most purse-proud of all Germany. On market days, when the peasants flock to the big square at Altenburg or Ronneburg, it is a sight to watch them. They came driving four-in-hands, or comfortable-looking coaches, drawn by horses that show coats shining as silk. They sell their wheat and rye, their fattened oxen and calves, their pigs and their wool at prices over which they never allow any haggling. Then, business concluded they repair to the beer houses and old-fashioned taverns close by, carrying their bagfuls of gold and silver—they never take paper—with them. And then you may see the ancient Slav vice, if gambling is indulged in—with a passion and persistence, a cold-blooded daring, which can-

not be overtopped even by the most expert poker fiend in America. They're proverbial all through Germany for that. Often, very often, they play for such high stakes that not alone the proceeds of the crop just sold are lost at a protracted sitting, but thousands of marks besides. When they play they always have the cash piled up on the table, gold and silver, and for new resources they go to those inextinguishable bags of theirs. A week ago I read of a case where one of these Altenburg peasants, a wealthy one, lost 65,000 marks (or about \$16,000) on one sitting lasting from Saturday noon until the following Monday. And they never "flunk," these fellows. Never a case known where they have appealed to the courts or to the police afterwards. The game played all through Altenburg almost exclusively is "skat," the most interesting of all card games. They are, in fact, the inventors of the game of "skat," and such is its hold on those once acquiring a knowledge of it (for it is as difficult to learn as it is varied) that they are hardly ever known to abandon or forswear it again.

To-day "skat" has spread all over Germany and wherever Germans reside in other countries. National congresses are held to fix or alter the rules of the game from time to time, and the man who is known as the first inventor of the game will have a monument rising in his honor on the city market square of Altenburg itself before long, as the money for the purpose is already collected and the sculptor is now working on it.

Queer, isn't it? Another odd feature of Altenburg life is the costume of the peasant classes. From the accompanying pictures an idea may be gained. But a few words in further explanation may not come amiss. There are visible distinctions in the get-up of the married and unmarried females, of the peasant owner class and of the mere farmers or rural laboring masses, these distinctions consisting in the hue of their apparel, in the form and numbers of the buttons, and in the headgear. The latter is, perhaps, the oddest feature, for it consists of three parts—two gayly-colored silk scarfs worn round the head itself, and a high turban-like arrangement, made of stiffened gold brocade,

worn over them, with long, fine ribbons to tie around the chin. These all the women, too, wear not skirts, but a blouse and knickerbockers in one, fastened in front by buttons, and an apron, usually of striped silk, hangs down from waist to knees, but not covering the back. It cannot be truthfully maintained by the present scribe that, judged from the aesthetic point of view, this is a very becoming costume, and I have often seen the small boy following such Altenburg women (who are much sought after for wet nurses by the wealthy merchants of Leipsic) in the streets of large cities, hooting and yelling at the droll aspect. Nevertheless, it is true that many of the Altenburg girls are quite pretty, despite their dress. The peasant boys and men of this part wear a costume which is very much like that of the well-to-do Polish peasants, with a curious little, round felt hat and a long coat, nearly always in black or brown.

He who thinks that these Altenburg peasants are fools—perhaps because they sometimes look a little that way in their strange gear—labor under a misapprehension. On the contrary, they are shrewder and brighter than the average peasant in Germany. Many of them take a course in the higher schools of Leipsic, or perhaps a year or two at the university, and then they contentedly return home to till the paternal acres for the rest of their days, as their forebears have done for a hundred centuries back. But in their homes, old-fashioned and rustic as they look, you will miss few evidences of a higher civilization, and while their daughters often play the piano to perfection and sing well, their brothers and sons have, in the library or in the parlor, a store of good books to inform their minds, and politically considered, the little duchy is among the most progressive and liberal in Germany.

WOLF VON SCHIERBRAND. Was Very Considerate.

Mrs. Beeson—George, what makes you so quiet when you're out in company? You sit around like a dumb person. Why don't you talk more?

Mr. Beeson—My dear, I do talk when I am out alone. I was quiet this evening because I thought it wouldn't be just the thing for one family to monopolize the conversation.—Washington Post.

Not Losing Time. "Did you win that cake by walkin' for it?" inquired Mr. Erastus Pinkley's friend.

"No, indeed," was the answer, "Walkin's too slow for me. I picked de cake up an' run."—Washington Star.

Hard to Understand. Mrs. Beeson—I do not see how Eve could ever have married Adam.

Mr. Beeson—Why not?

Mrs. Beeson—He was positively without ancestors.—Harlem Lite.

HIS YANKEE THRIFT.

Uncle Sam Will Use It in Buying Ships.

He is Not Looking for Bad Bargains in Foreign Shipyards—Plans for Equipment of Auxiliary Cruisers—Machinists are Badly Needed in the Navy.

Washington, March 11.—The United States government has not yet acquired a single additional ship for the navy. This is not because of a lack of offers of warships from abroad, but for the reason that the navy department is proceeding with circumspection in looking after the qualities and prices of the crafts. There is a strong disposition to refrain from being drawn into bad bargains and to insist on getting good vessels at prices not extortionate. Secretary Long was in receipt of a large number of cablesgrams Thursday, almost all relating to offers of ships.

There was a good deal of talk yesterday about the assignment of officers to the command of auxiliary cruisers, the St. Paul and St. Louis being specially mentioned, but Secretary Long set these stories at rest by the statement that he had not made any such assignments and had only progressed to the point of informing himself of the possibility of getting the ships officered and manned quickly. While looking after new ships the navy department is not neglecting the old vessels, and arrangements have been made to make short repairs on several ships that in the ordinary course would not be treated in that fashion, but would receive a thorough overhauling. Thus in the case of the Philadelphia, which has had five years' hard work and has never yet been done over, as is the custom, orders have gone to Mare Island to put her in shape for sea within 40 days.

At Norfolk the Newark is set down for 30 days' repairs, and as a good deal of work has already been done on her she will be almost a new ship when she comes out of the yard. The big monitor Puritan has practically completed her repairs. The monitor Comanche at Mare Island has been examined and found in tolerable condition. At League Island the monitor Miantonomah and the ram Katahdin went into commission yesterday, although they have not yet had their orders. The torpedo boat Dupont has sailed from Mobile to attach herself again to the flotilla at Key West. Again it was said at the navy department that nothing had been heard from the court of inquiry at Havana nor from Admiral Seward at Key West.

The presence in the city of several persons connected with steamship lines and steel works led to the circulation of a number of sensational stories, but perhaps none of these had the persistence of one that found currency at the capitol, until it met with a denial from Assistant Secretary Day, to the effect that Minister Woodford had notified the Spanish government that the president intended to send to congress a message announcing his recognition of Cuban independence. Commander Hawley left Washington last evening for the south with Chief Engineer Webster and Surgeon Persons to enlist machinists for the navy. During the day the board changed its plans and finally started for New Orleans. It has been informed that there are a number of good men to be had on the gulf coast and Commander Hawley will open temporary recruiting offices in the gulf cities.

A conference was held in the office of Assistant Secretary Roosevelt to map out plans for arming and equipping merchant vessels as auxiliary cruisers. Those present were Mr. Roosevelt, Capt. Crowninshield, of the bureau of ordnance; Chief Hitchborn, of the bureau of construction, and Commander Bradford, of the bureau of yards and docks. This meeting had been preceded by a call from President Griscom, of the International Navigation Co., which owns the four ships St. Louis, St. Paul, Paris and New York. The board meeting brought out a general discussion of the work the various bureaus would be called upon to perform in making these and other vessels ready as auxiliary cruisers.

On the question of manning the auxiliary fleet, the navy department feels that the most effective step would be to enlist into the United States naval service the present merchant crews of the several ships. These crews are thoroughly familiar with the vessels and could handle them with far greater effect than green crews. The ships would be officered from the regular navy.

The proposed batteries for the auxiliary cruisers consist in the case of the steamships St. Louis and St. Paul of eight 6-inch guns, four 6-pounders and four machine guns; the Paris and New York twelve 6-inch, six 6-pounders and six machine guns. It is designed to give vessels of the Caracas and Seneca type a main battery of eight 4-inch guns, and from six to eight rapid fire machine guns.

The navy department finds itself in comparatively good condition as to the supply of automobile torpedoes, which constitute one of the most deadly engines of naval destruction. The Whitehead torpedo is now in general use, although a few of the Howell class are still on hand. Fifty Whitehead torpedoes were secured a short time ago, and with these there is a total of about 350 on hand.

Force Bill Passed Over the Governor's Veto. Frankfort, Ky., March 11.—The senate yesterday passed the Goebel election bill over the governor's veto and the house will do so to-day. This bill puts the entire election machinery of the state in the hands of three democratic commissioners to be elected by the legislature.

Was Not a Law Until Signed. New Haven, Conn., March 11.—Judge Townsend, of the United States court, yesterday decided in a customs case that the Dingley tariff bill did not become a law until President McKinley had signed it.

WOULD LIKE TO KILL THEM.

Spaniards in Havana Manifest the Utmost Hatred of Americans—Congressmen Arrive in Blanco's Town.

New York, March 10.—A special to the World from Key West, Fla., says: Among the passengers on the Olivette from Havana yesterday was Senator Proctor, of Vermont, who has been making a study of Cuba and the Cubans. With him was Col. M. M. Parker, of Washington. Senator Proctor called on Admiral Seward and was closeted with him for two hours. Col. Parker said: "We were just about to enter a hotel one day with our party, in which were several ladies. A group of Spanish officers were standing at the door. As we passed one of them he said in Spanish: 'I should like to have an order to kill these people.' Every American in Cuba now is watched as though he were a criminal. The Spaniards hate us and do not hesitate to say so. Every one in Havana now knows that the Maine was blown up. Spaniards no longer deny it. They do not seem to be very sad over it, either."

Havana, March 11.—The court of inquiry into the loss of the Maine is quietly continuing its work and its members are as secretive as usual. So far as can be judged there have been no important developments recently. The yacht Anita arrived here Thursday. She had on board Senator Gallinger, Senator Thurston and Mrs. Thurston, Senator Money with his father, mother and sister; Congressman Cummings and Smith.

A QUAKER CITY SCANDAL.

Philadelphia Councilmen are Accused of Receiving Bribes for Their Votes on Certain Measures.

Philadelphia, March 11.—The rumors of lobbying in connection with the bills before the city council for the transfer of the city water works to private corporations, which have prevailed for some time, culminated in a direct charge of attempted bribery made by a member of the common council at a meeting of that body yesterday. The meeting was a special session, called for the consideration of the measure known as the Schuylkill Valley water bill. Shortly after it had been taken up Walter N. Stevenson, member from the Thirty-second ward, declared that he had been offered \$5,000 to vote for the bill. He further stated that he was reliably informed that members who were voting for the bill were getting from \$1,000 to \$5,000 for their votes. He asked that an immediate investigation be made.

The declaration of Mr. Stevenson caused a great sensation in the hall and has no doubt proved a death blow to the bill. Other opponents of the bill followed with remarks corroborative of Stevenson's charges and amid great excitement a motion was adopted by a vote of 67 to 61 to indefinitely postpone the consideration of the bill. The special session was then adjourned. At the regular session later in the day a resolution was adopted providing for an immediate and full investigation of the charges.

NEW WIRE AND NAIL POOL.

It is Proposed to Build One on the Ruins of One that Died in Infancy.

Chicago, March 11.—That the proposed amalgamation of the wire industries of the country has been a failure is admitted by John W. Gates, president of the Illinois Steel Co., who was one of the promoters of the proposed combine. Mr. Gates said yesterday: "The attention of all concerned in the former plan of combination is now being directed toward perfecting a consolidation of some of the companies which were among those in favor of the original project."

The companies which are to form the present combine are: Consolidated Steel and Wire Co., which controls seven plants—one in St. Louis, two in Joliet, Ill., one in Cleveland, one in Beaver Falls, Pa., one in Pittsburg and one in Allentown, Pa. I. L. Ellwood, De Kalb, Ill., who controls the Ellwood Wire and Nail Co. and the I. L. Ellwood Manufacturing Co., both of De Kalb. American Wire Nail Co., Anderson, Ind. Salem Wire Nail Co., which controls one plant at Salem, O., and one at Findlay, O. H. P. Nail Co., Cleveland. American Wire Co., Cleveland.

A RAILWAY FEDERATION.

The Trainmen, Firemen, Telegraphers and Conductors Form a New Organization.

Chicago, March 11.—An organization to be known as the Federation of American Railway Employes was perfected here Thursday. It seeks to bring all organized railway employes into one central body which shall, under certain conditions, act with one accord, but without interfering with the individuality of each organization. The movement has been pending for two years. It culminated in the meeting of P. P. Sargent, grand master of the Brotherhood of Locomotive Firemen; P. H. Morrissey, grand master of the Brotherhood of Railway Trainmen; W. V. Powell, grand chief of the Order of Railway Telegraphers, and E. E. Clark, grand chief conductor of the Order of Railway Conductors. They elected the following officers: Chairman, E. E. Clark; vice chairman, P. H. Morrissey; secretary, W. V. Powell. The four organizations represented at the meeting are the only ones at present which will take part in the federation.

A Rush to Equip the Forts. Portsmouth, N. H., March 11.—Every effort is being made to carry out the rush orders which have been received to arm the fortifications at Newcastle. The floating derrick Tribby has arrived from Boston and will at once begin the removal of the heavy guns from the cars to the forts at the mouth of the river. An extra force of men is at work at the forts making preparations for the mounting of the guns, and it is likely that the battery will be in position within a few weeks. The schooner George Berry has arrived at the navy yard with ammunition for the steamship Alliance.

WITHOUT ANY LIMIT.

Gen. Flager May Buy War Material.

The House Committee on Naval Affairs Will Recommend Construction of Three New Battleships—A New Military Department Created.

Washington, March 12.—Hoping for the best and prepared for the worst about represents the situation in the war and navy departments. The most important developments Friday were the decision of the house naval committee to place in the naval appropriation bill a provision for three new battleships, and a conclusion by the secretary of war to issue to-day an order creating a new military department, including within its confines that part of the country which would be in all likelihood nearest to the field of hostilities.

The order will create a commotion in the south. The present Department of Texas is abolished and the headquarters, which has been at San Antonio, Tex., for many years, is abandoned. In place of the old department is created a new one, the Department of the South. Gen. Graham, at present commander of the Department of Texas, will command the new department. This department will include South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana and Texas. All of these states save the last are at present attached to the Department of the East, under command of Gen. Merritt, of New York, who is fully compensated for the strength of the command which passes away from him by the addition to his forces of the two regiments of artillery now recruiting. Headquarters of the new department will be at Atlanta, Ga.

Yesterday for the first time, war department officials admitted that they were straining every nerve to improve that part of the defenses of the country confined to their care. It is an unusual mark of confidence in an executive officer to empower him to give orders without limit for the purchase of war material, yet this is what the president and Secretary Alger have done in the case of Gen. Flager, chief of ordnance. This officer has instructed every concern capable of supplying war material, such as rapid-fire guns, shot, shell and ammunition, to go to work at full capacity.

The navy department has reason to believe that it has secured the two warships Amazonas and her sister ship, now building in England for Brazil. It was stated at the cabinet meeting Friday by Secretary Long that the naval attaché at London had almost completed the negotiations for the sale. So far, however, the final notification from him that his offer has been accepted has not yet reached the navy department. The day passed again without word from the court of inquiry.

In anticipation of a rupture between the United States and Spain many naval officers on the retired list have notified the secretary of the navy of their willingness to perform any duty in the line of their profession that he may deem suitable for them. There seems to be a misapprehension on the part of the public as to the availability of officers on the retired list for active duty in times of war. Section 1492 of the Revised Statutes provides as follows: "No officer on the retired list of the navy shall be employed on active duty except in time of war." The president has power to assign any retired officer of the navy to duty during the progress of war, but he can only assign him to the command of squadrons or ships by and with the advice and consent of the senate. There are many officers on the retired list in the full enjoyment of health and mental vigor, despite the fact that they are now 62 years of age, whose experience would undoubtedly be of great advantage to the nation in case it proved necessary to go to war.

PATRIOTIC ENGINEERS.

They Offer Their Services to President McKinley in Case of War.

New York, March 12.—The Herald says: George Uhler, president of the Marine Engineers' Benevolent Association of the United States, has gone from this city to Washington to offer President McKinley the services of 33,000 marine engineers in the event of war. Only such engineers as are American citizens are members of this association. At the request of many prominent members of the body an explanatory circular was sent to all local associations just after the Maine affair. Each local organization was asked to report to national headquarters in Philadelphia at the earliest possible moment the number of men who would be willing to enlist. Local association No. 33, of New York, was the first to respond. Out of the 1,308 members it was announced that practically all could be relied upon in the event of a call to arms from President McKinley. President Uhler said he had heard from all local associations except a few at distant places and that each local had offered all its members.

Ordered to Man the Forts. Washington, March 12.—Orders were issued at the war department Friday for manning the newly established fortifications on the Atlantic coast, from Boston down to Galveston on the gulf. They include the organization of the two new artillery regiments authorized by a recent act of congress.

Peral Tells of the Wreck. Havana, March 12.—Capt. Peral, president of the Spanish court of inquiry into the Maine disaster, in an interview Friday said: "Our divers are hard at work examining the hull of the Maine. Great difficulty is experienced, owing to the deep mud in which the hull is buried and the condition of the wreck. The whole forward part of the ship is a mass of iron and steel debris. We cannot believe there was an external explosion of a torpedo, because a torpedo following the line of least resistance must have blown a great hole in the mud at the bottom of the harbor. No such hole was found."

ROSECRANS IS DEAD.

Eternity's Gates Swing Open and Admit the Hero of Many Campaigns.

Los Angeles, Cal., March 12.—Gen. William S. Rosecrans died Friday morning at his home near Rondo. The old warrior's death was peaceful. For several days he wavered between life and death and at times was conscious and again in a comatose state. At the bedside when the end came were a son and daughter of the general and a number of friends of the family. Gen. Rosecrans was stricken with no particular disease and the end came through a general weakening of the system.

The place where he died is called Rosecrans, in honor of him, and is near a station on the Rondo railway and about 12 miles from this city. The general had made his home on a large ranch devoted to fruit raising. Gen. Rosecrans was born in Kingston, Delaware county, O., September 6, 1819. He was raised on a farm and educated at the public schools. He clerked in a store and in 1837 applied for appointment to West Point military academy. He was appointed and graduated in 1842. He entered the engineer corps as second lieutenant. He resigned from the army in 1854 and went to Cincinnati, where he engaged in business.

At the beginning of the war he offered his services to Gov. Dennison and was requested to act as engineer and lay out Camp Dennison. He went to Washington later and was commissioned colonel of the Twenty-third Ohio regiment, entered the field and within three days was commissioned brigadier general. He took the field in West Virginia. His first important action was at Rich Mountain, which he won. Gen. Rosecrans succeeded Gen. McClellan in the department of Ohio. He had command of the national forces and defeated Gen. Floyd at Fairfax river, September 19, 1861.

He participated in the battle of Corinth, and afterward defeated Gen. Sterling Price and pursued him for 40 miles. He was made commander of the Department of the Cumberland, which position he held from October 27, 1862, to October 16, 1863. He commanded in the battle about Murfreesboro, one of the bloodiest of the war. He drove Bragg out of Tennessee in 15 days. Gen. Rosecrans commanded at the great battle around Chattanooga and held Chattanooga, the objective point. The battle was a victory for the Confederates.

He was mustered out of the volunteer service in 1866 and resigned from the army in 1867. He had been breveted major general. He was appointed minister to Mexico in July, 1868, and held the office until June, 1869. He mined in Mexico and manufactured powder in San Francisco. He was elected to congress from California in 1881, served two terms and was appointed register of the treasury by President Cleveland. His wife died in 1878. Three children survive him.

A PEACE PROPOSITION.

A Plan to Stop the War in Cuba and Give a Measure of Self-Government to the People of the Island.

Washington, March 12.—Projects for the settlement of the Cuban question are numerous, but most of them are regarded in official circles as unworthy of serious consideration. One plan, however, has been presented to the president which has received the approval in a general way of men whose counsels have weight with the administration, and there is reason to believe it is the subject of reflection in the cabinet. The proposed plan gives to Cuba all of the rights and privileges enjoyed by Canada. Spain reserving to herself only such privileges as England exercises over her colonies. The statement as presented to the administration is as follows:

"If we insist upon immediate Cuban independence we must back the demand by force, for neither Spain nor any country with any self-respect could tolerate such interference in her domestic quarrel without resistance.

"Suppose we say to Spain that in the interest of humanity and peace, and for the preservation of our own commercial interests, we insist upon a cessation of hostilities, and that we will inform the Cubans that they must concede something. Spain's plight is a critical one, and she could honorably listen to such a proposal. The Cubans, on the other hand, would certainly hear respectfully any views we present to them in regard to a settlement, and could not fail to follow them. The precise terms can be worked out later.

"It is not unreasonable to expect that should Spain offer such self-government as the world would recognize as fair, putting Cuba in the same condition as an English colony and withdrawing from the island, as soon as quiet is restored, all but a nominal military force, we might properly insist on its acceptance. This would be a victory for Cuba, would leave Spain to retire with self-respect and would leave Cuba better off than though now made independent.

"If it should be shown that the Spanish government and its officials are innocent of any complicity in the disaster to the Maine and a prompt disavowal is made, with an expression of regret and an offer to arbitrate the question of responsibility and the amount of indemnity, if any was found due, the United States could hardly resist the principle of arbitration in settling the question. The Maine disaster, however, is a distinct incident and should be considered by itself."

The Philippine Rebellion.

London, March 12.—Dispatches from Shanghai say that there is little doubt but the prospect of trouble between the United States and Spain has caused the rebellion in the Philippine islands to break out again and has increased the fierceness of the insurgents, who have captured Atarri and Camarag, important towns connected by railroad with Manila. It is further announced that the whole of the northern provinces have revolted; the inhabitants have refused to pay taxes and they have destroyed the telegraph lines. The insurgents appear to be well supplied with arms and ammunition.