

ANOTHER BLIZZARD

All the Eastern States Swept by a Great Storm.

All Traffic Impeded—The Storm is Particularly Severe in Pennsylvania—Different Towns in New York Report a Big Snowfall.

Philadelphia, March 6.—With the exception of the extreme southeastern section of the state, the entire commonwealth of Pennsylvania is in the grasp of the heaviest snow storm of the winter. Railroad travel is practically tied up in many places.

Easton, Hazleton, Wilkesbarre and other points north of Philadelphia report that snow fell all day and still continues. There are 22 to 24 inches of snow on the ground at those points. Heavy drifts have closed up mountain passes, blocked railroads and closed down coal mines. In the northern central section, Williamsport reports 15 inches of snow. The storm is particularly severe from Harrisburg west to beyond the Allegheny mountains. At Harrisburg, Altoona and Bedford, 24 inches of snow have fallen. From all points in that territory, serious delay to steam railroads is reported. The main line of the Pennsylvania road is practically tied up at Altoona, all passenger trains being hours behind schedule time.

Pittsburg, March 6.—From all sections of western Pennsylvania and the northeastern portion of West Virginia, the reports are that the snow storm yesterday was the heaviest of the season. Business in many places was practically suspended, schools closed and the heavy drifts impeded seriously the operation of railroads and trolley systems. Along the Allegheny Valley railroad from Pittsburg to Oil City the snow on the level is 12 inches deep and the drifts in some places are 20 feet high. On the low grade division of the Pennsylvania railroad the drifts are even higher than on the Allegheny Valley, and trains are having a hard time to get through.

Baltimore, March 6.—Reports from all parts of Maryland show that the storm, which has been raging here since Tuesday night was equally bad in the mountains on the west and the low lands on the east. No serious results are as yet reported, the damage thus far being confined to telegraph and telephone wires, trees and trolley lines. Railway traffic has been impeded, but not seriously.

Hoosick Falls, N. Y., March 6.—This section of eastern New York is in the throes of a severe storm. A heavy snowfall began Wednesday morning, blocking traffic in general. The same conditions prevail along the Vermont line and in eastern Massachusetts.

Elmira, N. Y., March 6.—A heavy snow storm set in Wednesday morning and the entire Chemung valley is covered with snow to the depth of eight inches. On account of the recent floods, which covered one-third of the city, the storm is a great hardship to the poor people in the flooded sections.

Hudson, N. Y., March 6.—A heavy snow storm set in yesterday. The snow drifted badly and caused the entire force of men who were clearing the tracks of the New York Central railroad to suspend work. It will probably be a week before the New York Central tracks can be used for through traffic.

Whitehall, N. Y., March 6.—The worst blizzard of the season struck northern New York yesterday. Reports from Westport, Port Henry, Crown Point, Fort Ticonderoga and other lake points state that a fierce gale is raging, with heavy snowfall.

Boston, March 6.—The heavy storm, the center of which was off the Carolinas, struck Boston yesterday. Snow fell throughout the afternoon.

Huntington, W. Va., March 6.—The snow storm in West Virginia continues. Eighteen inches has fallen here, 24 at Logan, 20 at Point Pleasant, 30 at Dingess, three feet at Wyoming and five feet is reported in the Cheat mountains. The Guyanotte, Twelve Pole, Tug, Kanawha, New and Big Sandy rivers are all rising, the latter very rapidly.

New Haven, Conn., March 6.—An average of about 12 inches of snow has fallen throughout the state and street car traffic is delayed in all directions. Western Connecticut is suffering the most, trains being about two hours late. In the eastern part of the state, they are running better.

NUGGETS OF GOLD.

Chicagoans Find Them in Chickens that Came from Wisconsin.

Chicago, March 6.—Nuggets of gold weighing from a quarter of an ounce to one ounce were found in the crops of chickens and ducks in South Water street market yesterday. The fowls were shipped from Fifeid, Wis., a little town on the Wisconsin Central railway.

The ducks and chickens were received by one of the many commission merchants along South Water street, and the discovery of the precious metal was made by his helpers when they slaughtered the fowls.

The commission men express the opinion that there must be gold in considerable quantities about the bottoms near Fifeid.

A Conference on Cuban Reciprocity. Washington, March 6.—Speaker Henderson and Representative Cannon, of Illinois, called at the White House yesterday and discussed with the president the subject of Cuban reciprocity. Active canvassing continued among republican members preliminary to the third caucus on Cuban reciprocity to be held tonight. Positive claims are made by those opposed to Representative Payne's 20 per cent. reciprocity plan that there is a clear majority against it. Mr. Payne and his associates do not concede this.

BOATS COLLIDE.

Steamer Waesland Sinks Off the English Coast—Two Lives Lost.

London, March 7.—The American line steamer Waesland, Capt. Apfeld, from Liverpool March 5 for Philadelphia, and the British steamship Harmonides, Capt. Pentin, from Para for Liverpool met in collision Wednesday night off Holyhead, Wales. The Waesland sank. All but two of her passengers and crew were saved.

The Waesland carried 32 cabin and 52 steerage passengers and is owned by the International Navigation Co., but flies the Belgian flag. She plied regularly between Philadelphia and Liverpool, touching at Queenstown each way. Formerly she was known as the Russia. She is a four-masted bark-rigged iron vessel of 3,674 tons net. Messrs. J. & G. Thompson built her at Glasgow in 1867.

Liverpool, March 7.—Fifty-three of the passengers and crew of the Waesland arrived at Liverpool on board the Harmonides this morning. They were received by the agents of the American line here and were quartered at various hotels.

The collision occurred in a thick fog at 11:30 o'clock Wednesday night, when the Waesland was about 40 miles southwest of Holyhead. The Harmonides struck the Waesland amidships and there was a terrible shock. Most of the Waesland's passengers had retired for the night. Perfect order and discipline prevailed.

The crew of the steamer rapidly turned out the passengers and succeeding in assuring them that their lives were safe. The passengers were greatly influenced by the coolness of the crew and obeyed instructions willingly and quickly. The Waesland's boats were speedily got out and in less than half an hour the entire ship's company had been transferred to the Harmonides.

Unfortunately two lives were lost. The dead are a steerage passenger named Dangerfield and a child named Elsie Emmett, the daughter of a cabin passenger.

The Waesland sank in 35 minutes after the collision. The passengers and crew lost all their belongings. The vessel carried no mails. The passengers unite in the highest praise of the behavior of Capt. Apfeld and his crew. It is expected the company will send on the passengers by another vessel next week.

A CHICAGO MYSTERY.

Death of a Man in a Bath House Puzzles the Windy City's Police.

Chicago, March 7.—After spending 24 hours in the Great Northern bath house J. R. Davidson, western manager for the Philadelphia Watch and Case Co. and prominent in Chicago jewelry trade circles, was found unconscious by attendants in the place. He was removed to St. Luke's hospital, where he died. A post-mortem examination revealed a serious fracture of the skull. Even the frontal lobes of the brain had been affected, and it was made clear that Davidson died from the effects of a severe blow. Whether Davidson fell on the marble floor, or was struck has not yet been determined by the police, though Davidson's friends do not suspect that he was the victim of foul play.

Attendants at the bath establishment assert that Davidson was in good health when he entered the place. Davidson died without making a statement.

Refuses to Disband His Army.

Pekin, March 7.—The actions of Gen. Tung Fu Hsiang are causing excitement and apprehension at the imperial court. Tung Fu Hsiang has a considerable body of troops. The dowager empress, through Yung Lu, the first grand secretary, recently wrote to the general offering to maintain him comfortably if he would disband his followers. This Tung Fu Hsiang refused to do, intimating that he felt safer with his army around him. The court fears that when his resources fail, Tung Fu Hsiang may be compelled to resort to pillage in order to support his followers and that this would eventually lead to rebellion.

A \$75,000,000 Mortgage.

Clarksburg, W. Va., March 7.—A mortgage for \$75,000,000 given by the Baltimore & Ohio Railroad Co. was admitted for record in the office of the county clerk here yesterday. It was in favor of the Union Trust Co. of New York. The purpose of the mortgage is to liquidate all outstanding mortgages previously given on all lines operated by the Baltimore & Ohio system in Pennsylvania, Ohio and West Virginia. Twenty million dollars' worth of bonds already have been issued for this purpose. The largest single issue to be taken up is that of \$13,510,5330 on the Pittsburg, Lake Erie & Western system.

A Big Find of Iron Ore.

Plattsburg, N. Y., March 7.—The Chateaugay Ore and Iron Co. has discovered that the vein of iron ore at its mines near Lyon Mountain, N. Y., which it was supposed was 30 feet in thickness, is over 70 feet and extends for six miles, making it one of the largest deposits of iron ore in the world. The company has increased its capital stock, of which the Delaware & Hudson Co. owns a controlling interest. The charcoal blast furnace at Standish will be rebuilt with an annual capacity of 25,000 tons of charcoal pig iron. The company will double its present output of ore.

Organize a Bank Every Day.

Washington, March 7.—A report issued by the treasury department shows that since the passage of the act of March 14, 1900, there have been organized 574 national banking associations, with aggregate capital stock of \$48,519,000. Of these 52 had individual capital of less than \$50,000. During last month there was an average of one bank organized daily. At the close of business on February 28 there were in active operation 4,585 national banking associations with capital stock of \$672,799,195.

FIVE MEN KILLED.

Two Explosions Play Havoc with Mine Workers.

Catastrophe Occurred Near Monongahela, Pa.—Several Other Miners Injured, Two Probably Fatally—Relief Parties Unsuccessful.

Monongahela, Pa., March 7.—An explosion in the Catsburg mine of the Monongahela River Consolidated Coal and Coke Co. on Thursday resulted in the death of five men, and serious injury of several others, two fatally. The dead:

Mine Boss Robert Howey, aged 50 years, married.

James Howey, aged 20 years, son of mine boss.

Isaac Eastwood, of Monongahela, 40 years old, married.

John Gilder, of Charleroi, Pa., single.

William McFarland, of Monongahela, married.

Fatally injured: James Hagger, married, badly burned; James Terrent, married, badly burned.

On Monday a premature explosion of dynamite caused gas to ignite and since that time the mine has been burning. All the air channels were closed and it was hoped that the flames could be smothered. Yesterday morning 20 men entered the mine to investigate. It is not explained what caused the explosion, but it is thought that the turning on of the fan which had been shut off by the fan caused the gas which had accumulated to ignite. A terrible explosion followed, soon after the men entered. A relief party headed by Superintendent Seddon and Mine Inspector Leutich, made an effort and nearly succeeded in reaching the imprisoned men, but were compelled to return for air. All were overcome and are in a serious condition.

A second relief party, headed by John Coulter, entered the mine by another way, but a second explosion occurred and they were forced to retreat. A third relief party made a futile attempt. A fourth attempt will be made to reach the bodies of the men who are believed to have perished.

James Hagger was reached by one-rescue party. He was found badly burned. James Terrent was burned by flames that shot up all around him, but he crawled a thousand feet from his companion, Gilder, who was killed instantly.

A COAL FAMINE.

It May Be Felt at Bethlehem, Pa., as a Result of a Snow Blockade.

Bethlehem, Pa., March 7.—Snow drifts of ten feet extend from one end of the Lehigh Valley to the other, blocking the trolley roads and the Lehigh & Lackawanna branch of the Jersey Central railroad and choking up every township road between here and the Blue mountains. Reports from Wind Gap and vicinity say that much live stock has perished. Accompanying the embarrassment of the storm is the announcement by coal dealers that a coal famine is inevitable.

The score or more of trolley men who were passengers on a trolley car returning from a German Methodist conference at Bangor and were caught in a drift on the Blue mountains were released Wednesday night by farmers. They reached the Bangor & Portland railroad subsequently and got to their homes in Philadelphia by steam cars.

Easton, Pa., March 7.—This city and towns and country districts nearby are snowbound and it is very cold. A high wind drifted the snow badly. The city trolley lines have recovered somewhat, but the rural roads are drifted shut and it will be several days before traffic on them is resumed.

Claims of Maine Victims are Denied.

Washington, March 7.—The Spanish treaty claims commission has handed down a decision against the claimants for deaths and injuries received by seamen in the wreck of the battleship Maine, in Havana harbor. The commission holds that "individual claims of citizens of one nation may arise against the government of another nation for redress of injuries which such citizens may have sustained from such government, or its agents. But such individual claims do not arise in favor of the men of a ship who receive, in the line of duty, injuries to their persons for which a foreign government is responsible."

To Be Court-Martialed for Cruelty.

Manila, March 7.—A court-martial has been ordered to try Maj. Littleton Waller, and Lieut. John A. Day, of the marine corps, on March 17 next, on the charge of executing natives of the island of Samar without trial. Some of the circumstances in the case are peculiarly atrocious. One native was tied to a tree and shot in the thigh. The next day the man was shot in the arms. The third day he was shot in the body, and the fourth day the native was killed.

Perfume Makers to Combine.

Detroit, Mich., March 7.—The American Perfume Co., with a capital of \$5,000,000, is a combination which will be effected in a few days by about 15 of the largest perfume manufacturers of the United States.

Seized by the Sheriff.

Derby, Conn., March 7.—The Driggs-Seabury Gun and Ammunition Company's plant was closed up by the sheriff last night and 100 men were thrown out of work. Some time ago Laflin & Rand, New York powder manufacturers, attached the plant for \$30,000 to satisfy a claim of \$22,000. The company has not settled the account and the Driggs-Seabury Co. has been working night and day on government contracts and a large portion of the work has been unfinished.

NATION'S GUEST.

Prince Henry's Tour of American Cities Very Enjoyable.

Crowds Turn Out and Greet Him at Chicago, Milwaukee and Boston—The Prince Finally Returns to New York Safe and Well.

Chicago, March 4.—A glare of red fire that could be seen for miles, the blaze of hundreds of torches, the sparkle of myriads of electric lights, and the cheers of thousands of people made up the first taste of Chicago's hospitality that was given Prince Henry upon his arrival in this city last evening. His train arrived at the depot of the Chicago & Alton railroad at 6:30 o'clock and from there, after he had been welcomed by Mayor Harrison and the general reception committee.

The chief event of the stay of the prince in Chicago was the grand ball held last night in the Auditorium. Chicago, March 5.—Prince Henry of Prussia on Tuesday listened to an address from the Central Bund, of St. Paul, placed a wreath on the Lincoln monument in Lincoln park and enjoyed a luncheon and reception at the Germania club.

Milwaukee, Wis., March 5.—Milwaukee was host to Prince Henry of Prussia for six hours last evening and gave him a reception that was highly enthusiastic and an entertainment that was unique. His special train came at 4 o'clock and at 10 o'clock was away again on the run to Niagara and New England. The intervening time was all given over to the reception and entertainment of the royal visitor. It began with a drive through the business and residential districts in review before a crowd that numbered 200,000. Then there was a public reception at which Gov. LaFollette and Mayor Rose voiced the official welcomes, and the United Singing societies raised their voices in mighty chorus.

Rochester, N. Y., March 6.—Prince Henry of Prussia traveled from Chicago to Niagara Falls yesterday, crossed the Canadian frontier for a brief stay, during which he was welcomed by Dominion officials and resumed his journey last night.

Boston, March 7.—Prince Henry of Prussia was the guest of Boston yesterday and his welcome to the city was a cordial one. Gov. Crane and Mayor Collins, acting for the state and the city, extended the official courtesies to him and when the prince had returned their calls he went to Cambridge to deliver the gifts of his brother, the kaiser, to the Germania museum, and to receive from Harvard the honorary degree of doctor of laws.

Last night the prince was given a dinner by the city of Boston and sat at a table with more than 200 representative citizens of the commonwealth.

New York, March 8.—Prince Henry of Prussia yesterday completed his tour and is once more in New York, where he will remain until Monday, when he goes to Philadelphia. He was absent from the city for nine days, during which time his special train was within the territory of 13 states and ran a total distance of 4,358 miles. He was greatly pleased with his trip, and last night, through his aide, Capt. Von Muller, issued a statement expressing his satisfaction at the opportunity which came to him, and his gratification at the cordiality with which he was received throughout the country. Capt. Von Muller said:

"His royal highness is very much pleased by his trip into the interior of the United States. He is fully aware of the fact that he has had only a very superficial glimpse of a very small portion of the United States, and that he might perhaps have used his time to greater advantage had he remained in one of the larger cities of the east. But he is convinced, nevertheless, that, considering the character of his mission, the trip was the right thing for him to do. In making it he has obtained a very fair idea of the vastness of the country and its resources, which the capital of the United States and the great commercial centers of the east alone could not have given him. But more than this impression he values the hearty welcome which he met in all the places he went through, a welcome that showed him that the people of the United States everywhere understood and appreciated the intention of the German emperor in sending him here.

"The prince made a speech in St. Louis in which he said he regretted not to have been able always to express his thanks to those who greeted him at the railway stations, or who otherwise desired to show him their respect. He wishes to have the intent of that speech conveyed to all those who in the course of the trip gave him such a cordial reception, and especially he wishes to express his thanks to those who, early in the morning when he was not prepared and still in bed, welcomed him with music and cheers."

His last day on the special train which carried him to the south, west and east, rivalled in interest any of the others spent by the prince on the tour, for it began with a visit to Albany, included a run down the west shore of the Hudson river, and closed with a reception at the United States military academy at West Point.

End of a Big Strike.

San Francisco, March 6.—After continuing for nine and a half months, the strike of the iron workers of this city, begun on May 1 of last year to enforce a demand for a nine-hour day, is ended. Two-thirds of the union composing the Iron Trades Council acted upon a recommendation made by that body advising that the strike be prosecuted no longer and voted to allow their members to return to work. Within a week between 2,000 and 3,000 men will be employed. The men accept slight concessions.

PLEA FOR RELIEF.

Minnesota Makes It in Regard to the Fight to Prevent Combines.

Minneapolis, Minn., March 8.—Attorney General Douglas has appealed to congress in the Northern Securities case. With the backing of the Minnesota legislature and of the Minnesota delegation in both branches at Washington he hopes for an amendment to the judicial acts, which will change the anomalous position in which Minnesota is now placed.

The supreme court's decision in the Northern Securities case shuts out the state completely from redress in the federal courts. The court lays down the rule that a state cannot sue a citizen of another state where citizens of plaintiff state are necessary parties. This class of case is absolutely barred from the federal courts. In the belief of most attorneys the Northern Securities Co. cannot be reached in the state courts of Minnesota. An effort in this direction may be made by service upon President Hill, himself a citizen of the state, but there is not much hope of success in this direction.

Attorney General Douglas has recognized the far-reaching effect of this decision and has called the attention of Gov. Van Sant to it in a letter. This was transmitted to the legislature. The senate received it late Thursday afternoon and at the same time Senator Wilson presented a resolution drawn by the attorney general. It was passed immediately. The attorney general's letter was read before the house yesterday but the resolution did not make its appearance until later, when it was brought in from the senate. The house concurred by a viva voce vote. Attorney General Douglas already has written two members of the Minnesota delegation, Senator Nelson and Representative Stevens. He has asked them to look after the matter, and it is probable that they will introduce a bill in both branches amending the judiciary act as the attorney general suggests.

THREE IN ONE.

The Southern Pacific Co. Absorbs a Trio of Railroad Corporations.

San Francisco, March 8.—The Southern Pacific Co. filed articles of incorporation here Friday by which it transferred all its property in California, Arizona and New Mexico to a new corporation and hereafter its holdings in the three states will be managed by one company instead of three.

The new corporation is a consolidation of the three old companies. It is known as the "Southern Pacific Railroad Company." Its capital stock is fixed at \$129,445,000, making it the largest corporation ever organized in California.

By the terms of the articles of incorporation, the stock in the new company is to be taken up by the stockholders of the old corporations. The old stock will be cancelled and the new stock issued in its place. When the exchange shall have been completed the original companies will be dissolved.

The companies that have been superseded are the Southern Pacific Railroad Company of California, the Southern Pacific Railroad Company of Arizona and the Southern Pacific Railroad Company of New Mexico.

M'LAURIN'S AMENDMENT.

Would Prevent Judges or Congressmen from Profiting by the Ship Subsidy Bill If It Becomes Law.

Washington, March 8.—Senator McLaurin, of Mississippi, has given notice of an amendment he will offer to the ship subsidy bill, intended to prevent the high officials of the United States government from receiving any benefit from the enactment of the proposed law. The amendment requires that the names of all members of firms or of incorporations and stockholders of all corporations, whether owners of subsidized ships or contractors to build the same, shall be made public. It then proceeds as follows:

"No senator or representative of the United States, or judge of any court of the United States shall be directly or indirectly interested in any contract under this act, or in any corporation having a contract under this act, or directly or indirectly receive any money or thing of value under the provisions of this act, or be directly or indirectly interested in any corporation or vessel which is a beneficiary under this act."

The Rise in the Ohio River.

Evansville, Ind., March 8.—The Ohio river is rising slowly. The general opinion is that a stage of 38 feet will be reached, while some think it may go to 40. The high water completely covers the low lands between here and Henderson and thousands of acres of wheat will be badly damaged. The corn cribs in the hot-beds are in danger. Several farmers between here and Paducah were forced to move out to higher ground.

An Early Breakup.

La Crosse, Wis., March 8.—Ice in the Mississippi began moving yesterday. Much damage was done. Huge cakes of ice piled up at the bridge and did much damage to piers. Boathouses were crushed and the city's pile driver and many buildings along the levee carried away. The breaking up of the river is the earliest in 20 years.

Klump Is Arrested.

Lowell, Mich., March 8.—The coroner's jury which has been investigating the mysterious death of Mrs. William Klump here, on Friday decided that she was murdered and rendered a verdict to that effect. Mrs. Klump received a supposed sample headache powder by mail last Saturday and Sunday morning she took it. In a very short time the woman was writhing in agony and she lived but a few hours. William Klump, the woman's husband, has been arrested. It is said he recently became interested in a woman in Grand Rapids.

A BROKEN RAIL.

It Caused a Frightful Railroad Accident in Texas.

The Wreck Caught Fire—Passengers Were Asleep When the Crash Came—Fifteen People Killed and 28 Injured.

San Antonio, Tex., March 8.—A broken rail caused a frightful wreck on the Southern Pacific railroad near Maxon station, 25 miles west of Sanderson, at 3 o'clock Friday morning. From the latest accounts received here 15 people were killed outright and 28 were injured. The dead:

Three children of Martin Riddle, of Chetopa, Kan.

Chris Keel, San Antonio, Tex.

Estavon Contreras, Del Rio, Tex.

W. W. Price, engineer, San Antonio.

Andrew C. Shelly, wife and child, Del Rio, Tex.

Child of D. E. Housen, Racine, Wis.

Mr. and Mrs. White, Manitowoc, Wis.

Engineer Al Mast, El Paso, Tex.

Fireman H. Bertscholt, El Paso.

L. A. Joene, news agent, Doyleine, La.

The ill-fated train left San Antonio at noon Thursday, two and a half hours late, and at the time of the accident was running at a high rate of speed in order to make up time. The road at the point where the wreck occurred is in a rough country, the curves being sharp and the grades heavy. It was when rounding a curve that the train left the track, it is said, on account of a broken rail.

The hour was 3 a. m., 15 hours after the train had left San Antonio, showing that it was still behind time. All the passengers were asleep and the shock that followed was the first intimation they had of the danger.

The train was going at such speed that the tender and engine landed 75 feet from where they left the rails. The cars behind piled up against the engine, caught fire and all were consumed except the sleepers.

All the injured in the coaches just behind the express and baggage cars were cremated. The people in the sleepers were saved with the assistance of the uninjured passengers. The wrecked train was the Galveston, Harrisburg & San Antonio westbound passenger, and consisted of an engine, mail car, baggage car, one coach, one chair car, three tourist sleepers, one Pullman sleeper and one private car.

The mail car, the baggage car and coaches were piled together against the engine and were ablaze in a few seconds. It was impossible to move any of the coaches or the tourist cars, as they were all off the rails and were soon consumed by the flames.

So soon as it was possible to get in communication with the division headquarters relief trains with surgeons and physicians were started from El Paso, Del Rio and Sanderson, picking up along the line all the surgeons that could be found.

All the injured who were in a condition to be moved were sent to El Paso, where they are receiving careful attention.

Stockton, Cal., March 8.—Al Mast, the engineer killed in the wreck, was a former resident of this city. This was the fourth railroad wreck he had been in. After the third he told his friends he expected to lose his life in the next wreck.

LIGHT OUT, UT.

The Main Feature of the Past Week in the Industrial World.

New York, March 8.—R. G. Dun & Co.'s Weekly Review of Trade says: Unsettled weather was the most unsatisfactory feature of the business situation. A sudden thaw following an exceptionally heavy snowfall produced freshets and floods. Manufacturing and transporting interests suffered severely and consumers were urgent for shipment of delayed goods, while great quantities of merchandise became stalled in transit. Preparations for an enormous spring trade continue undiminished.

Not only is there no improvement to be recorded in the iron and steel outlook, but floods in the Pittsburg region added to the pressure by completely closing many plants and damaging much costly machinery. Supplies of coke failed to increase because the railways were badly disorganized, and the net result was a week of light output when requirements were notably heavy. Recent destruction by the elements makes an unusual demand for structural material, and on spot business buyers gladly pay premiums of \$6 a ton above list prices.

Nothing new has developed in the footwear industry. Buyers are delaying the placing of fall business in expectation of securing more satisfactory terms. Shipments have fallen below the figures for the same week last year, but since January 1 there still appears a good increase over 1901.

Cotton goods are well sustained, but there is much uncertainty as to the labor situation. Less activity is reported in the market for woolsens.

Failures for the week numbered 175 in the United States, against 208 last year, and 17 in Canada, against 18 last year.

A Mysterious Cremation.

Winsted, Conn., March 8.—Coroner Higgins is investigating a mysterious death which occurred in Barkhamstead Friday morning. Neighbors entering the house of Mrs. James M. Howard discovered the body of Mrs. Howard burned to a crisp, hanging over a potato bin in the cellar. A search failed to reveal a lamp or any other article which would have set fire to her clothing, and the woodwork upon which the body was hanging was not burned. Mrs. Howard's husband was away at work at the supposed time of the burning.