

A WATERY GRAVE.

A Large Steamer Sinks a French Schooner.

BAD COLLISION AT SEA.

Sixteen Fishermen are Drowned—The Accident Occurred on the Grand Banks During a Partial Fog—Both Vessels Are Said to Have Been Going at Full Speed.

A New York special says: The Thingvalia line steamer Norge, which just arrived here, reports that she sank the French fishing schooner La Coquette, of Bayonne, France, on the Grand Banks. The captain and eight seamen were saved. Sixteen went down with the unfortunate vessel. The Norge sailed from Seattle, August 8. The weather was generally fine to the Banks of Newfoundland, when it became foggy, with patches of clear weather. On Saturday, August 20, between three and four o'clock in the afternoon, the weather was foggy, but not so thick that the vessel's speed was reduced. Captain Knudsen said he could see about three cable lengths ahead. The wind was fairly brisk from the west-southwest, when a vessel suddenly loomed up from the north with sails full, and stood directly across the bow of the steamer. The bells were rung to stop and back at full speed, but too late to check the steamer's headway. The stranger, a fishing schooner, fell across the bow and, with a crash, was forced over and sunk. Three men sprung aboard of the Norge. The passengers of the Norge, most of whom were about the decks, rushed about in alarm at the shock, but were soon quieted when they learned that the steamer was unharmed. A boat was lowered, and six men and a dog were picked up. The vessel sank almost immediately, and in sinking carried with her sixteen of her crew. Among those saved was the captain, Capt. Knudsen, of the Norge, said that as a steam vessel, he was obliged to keep out of the way of all sailing craft, but that this was a time when the sailing vessel could do more to help herself than the steamer. The latter was going ahead at full speed, for the fog was not, in the judgment of the captain, sufficient to reduce headway. The steamer was an active vessel, had a good breeze, and was under good steering way, but made no attempt to avoid the collision, keeping on with sails full until squarely under the bow. The collision occurred so suddenly that the steamer's headway could not be stopped promptly. The large hull of the Norge, Captain Knudsen said, should have been visible for a long distance.

The captain and the crew were taken to the French consul's office.

THE CAPTAIN'S STORY.

Captain C. B. Knudsen, of the Norge, after landing, said: "While coming along the banks we met with a dense fog; had been continuously on the bridge for twenty-two hours. Between 3 and 3.30 o'clock Saturday afternoon, when the steamer was going at one-half speed, and when the fog was not so thick, I suddenly heard the siren of the schooner dead ahead. I saw at a glance that a collision was unavoidable. The Norge must run into the schooner or suffer the fate of La Bourgeois by being run into by the schooner. As the Norge had a large number of passengers on board, I preferred to take the chance. I ordered the Norge to go full speed. We ran into the bow of the schooner, and tore a hole three feet wide. As the sea was choppy, and as the Norge rose and fell with the heavy swell, the hole in the schooner was made larger.

"Three of the men from the schooner clambered up on the Norge by means of the anchor chains. There were six or seven men floundering around in the water. Our second officer, Nicholson, lowered a boat and picked up the men, nine in all. The other sixteen men could be seen struggling in the choppy sea. The suction caused by the settling of the schooner drew them under. They could not be saved. The accident was unavoidable."

The anchor of La Coquette made a mark on the bow of the Thingvalia liner.

ABOUT NO THING PEOPLE.

Governor Leedy, of Kansas, ordered the firing of 13 guns in honor of the declaration of peace.

Mrs. Oliver Belmont and Mrs. Herman Oelrichs are conspicuous as leaders at Newport this season.

Miss Virginia Fair takes her morning dip in the sea at Newport, and rows away in the canoes, generally with Mr. Henry Clewes and Harry Lehr.

The Vatican asserts, despite the reports to the contrary, that the recent illness of the Pope was merely transitory indisposition, from which he has entirely recovered.

Herr Heinrich Kilpert, the well-known geographer of Berlin, was 80 years old the other day. The geographers of Germany presented a collection of essays and maps to him.

Mr. Moody announced to his young people that he would be glad to have a corn-roast or a clam-bake with them, and added: "You haven't got to be talking about the Lord all the time to be a Christian. I run away from a person who won't talk about anything else."

Lovel Clark, of Denmark, N. Y., who is 92 years old, has seen the soldiers march to fight under the Stars and Stripes four different times: first in 1812, then in 1846, in 1861, and a few weeks ago, when he went to Syracuse to see the boys off for camp.

Charles Lowery, of Portland, Me., when only 17 years old, enlisted with his father and five brothers, and all seven served through the Civil War. He again enlisted at the time of the Virginia affair, and in the present war he has been a sailor in the blockading fleet off the south coast of Cuba.

Miss Hastie, a Scotchwoman, is about to undertake a scientific expedition to the South Sea.

Colonel Hutton, who has been appointed Commander-in-Chief of the Canadian military forces, was under fire for the first time in the Zulu War of 1879. He also took part in the Boer War, and such good work did he perform there that he was selected for similar duties in the Egyptian campaign of 1882.

Ex-President Harrison will make several speeches, it is announced, during the Indiana campaign, which will be opened by the Republicans on September 10.

The King of Sweden sets aside every second Tuesday on which any one of his subjects may call on him. The only formality required is to send in one's card, the visitor being received when their turn comes in the order of arrival.

CONSTITUTION FOR HAWAII.

The Commission Sent from Washington Organizes at Honolulu.

A San Francisco special says: The steamship Monana arrived here from Australian ports, via Honolulu. An Associated Press correspondent writes from Honolulu under date of August 18 as follows: "The congressional members of the committee to prepare a form of government for the territory of Hawaii arrived August 17 on the Mariposa.

"The three commissioners met President Doles and his cabinet at the executive building by appointment. After exchanging courtesies the members qualified and elected a secretary, a stenographer and a sergeant-at-arms. Senator Cullom is chairman. The men for the clerical positions and the sergeant-at-arms were brought from Washington. The commission will visit the different islands. The business sessions will be private excepting when there are hearings."

Senator Cullom said there would probably be prepared by the commission one organic act corresponding to the constitution of a State, describing the territory, the manner, method and limitations of legislation. This organic act will be supplemented by many congressional laws bearing upon customs, land, taxation, the judiciary, etc. It is by no means contemplated that there shall be any radical changes in the system here.

Senator Morgan said: "We shall keep within the bounds laid down in Newland's resolution, and we are not going to make any new laws or institute any radical changes. Our duties are largely, if not wholly, advisory, and we shall confine our work as much as possible to that line."

The steamship Jalma arrived, bringing Major Langfitt's Third Battalion of the Second Regiment, United States Volunteers. There is soon to be telegraphic communication between the islands of this group. A cable connecting the islands with one another is to be laid almost immediately. One of the duties of the Engineer Corps that is now here, the Third Battalion of the Second Regiment, United States Volunteer Engineers, will be the construction of an inter-island cable system.

The fact that the Government intends to proceed at once with the work is pretty conclusive that the franchise for a cable from the coast to Honolulu will not long be delayed.

ORDERED FROM PORTO RICO.

All Troops Not Needed Will Return—Sickness Among Them on the Increase.

A Washington special says: Orders have been issued directing General Miles to send home from Porto Rico all troops not actually needed for service there. No point has been designated as yet for their disembarkation in the United States, but an examination of several sites is in progress. It is desired to secure a healthy camp, and at the same time one where disembarkation can take place at once without any delay, such as occurred at Montauk.

Porto Rico, (Special).—The United States transport Ogdan, from Cienfuegos, arrived, bringing Mrs. Miles and her daughter, the wife of Colonel Rice.

General Miles' plans contemplate an immediate return to the United States. It has been decided to send the Fourth Pennsylvania, the Third Wisconsin and the Third Illinois Volunteers home without delay.

Sickness among the troops is on the increase. There are six hundred men now in hospital quarters.

General Ernst's brigade will leave for San Juan by way of Guayama.

FRENCH CRUISER LOST.

A Rumor That the Bruix Has Foundered in the Indian Ocean.

Paris papers report that the French armored cruiser Bruix has foundered in the Indian Ocean, but the rumor is not confirmed.

The Bruix is a steel vessel with two screws. She is 274 feet long, 45 feet, 10 inches beam, and has a draft of 19 feet 7 inches. Her displacement is 4,750 tons, and her indicated horse-power 7,400, with speed of 17 knots. Her armament consists of two 7.6-inch guns, six 5.5-inch quick-firing, four 2.5-inch guns, four 1.8-inch guns, six one-pounder Maxim guns, and she has five torpedo tubes. She was launched at Rochefort in 1894.

NO FRICTION AT MANILA.

Trouble With the Natives Has Ceased—Business Again Booming.

Manila, Philippine Islands, (Special).—The rumors of troubles between the natives and the Americans are for the most part unfounded. The fact is that the insurgents have been unwilling to disarm until assured of the permanence of American protection.

The distrust felt as to the Spanish Bank, which originated in rumors as to an excessive note issue to aid the Spanish authorities, led to a run on the institution, but the British banking houses came to its assistance and averted a failure.

Business is now booming. The obstructions in the River Pasig, which flows through the town, have been removed, and the water-works have resumed operations.

CAVALRY HORSES STAMPEDE.

Eight Hundred on the Rampage in Texas.

A San Antonio special says: The First Texas Cavalry Regiment is hard at work and will likely be kept in the saddle a week hunting 800 of its horses, which stampeded while being driven through from Fort San Houston to the target range for pasture.

The frightened animals dashed through the streets, over fences and even through open houses. People fled for their lives in all directions.

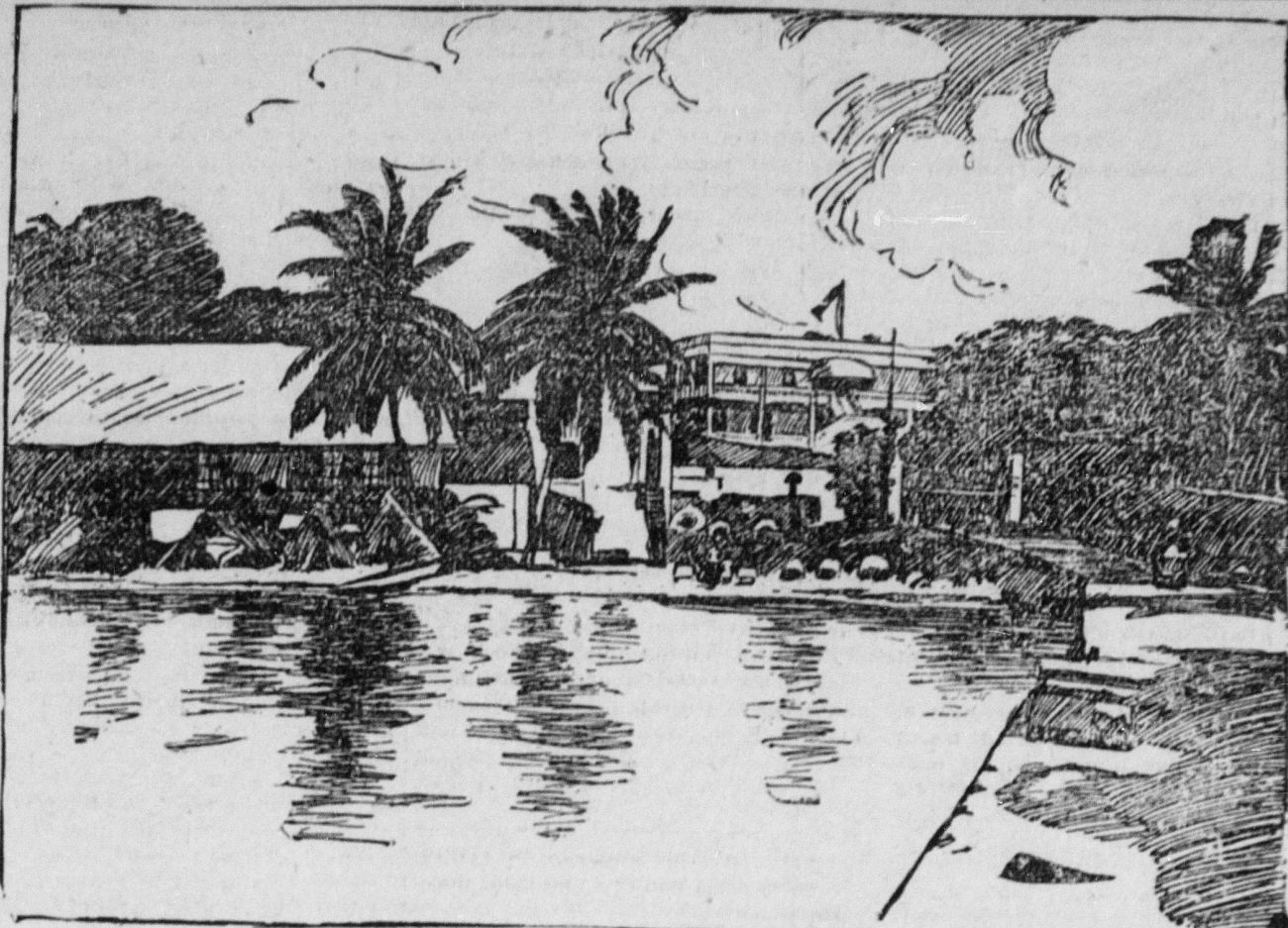
Nobody was seriously hurt, though several carriages and wagons were badly damaged.

RATIONS SENT TO CUBAN SUFFERERS.

A Washington special says: The Comal sailed from Tampa to Havana with 1,000,000 rations for distribution to the starving people of Cuba. These rations will be distributed by Lieutenant A. D. Nisker, under the direction of Capt. Louis Niles. Supplies will be sent to other provinces in the island, under the direction of officers of the army, as emergency may demand. There will be no difficulty over the entry of the supply vessels to Cuban ports or their distribution under the direction of United States officers. The Spanish authorities in Cuba are glad to have the provisions sent in.

War Balloon For Omaha Exposition.

The balloon used by the United States Army in the operations before Santiago de Cuba will be sent to Omaha. The War Department has detailed a detachment of the signal corps to handle the balloon at the exposition. Arrangements will be made daily. Col. H. C. Dunwoody, of the United States signal corps, will be in command of the detachment.



Government House at Iloilo, Second City of the Philippines.

VICTORS HOME.

Thousands Shouted Greeting to Sampson's Squadron.

THE SHIPS ON PARADE.

With New York in the Lead, They Moved Majestically Up the River, Followed and Surrounded by Hundreds of Small Craft—Address of Welcome by Mayor Van Wyck.

A New York special says: Sampson and Schley and their hard-fighting, straight-shooting men came home in six steel ships Saturday morning, and to them was accorded a welcome so magnificent, so patriotic, so inspiring, that naval history finds few spectacles to equal it since men began to fight by sea.

The President sent his cabinet officers to meet them. The Mayor of New York and a committee of distinguished citizens told them of their country's pride and gratitude, and gave them the keys of the city at its gate. Then the navy's fine representatives passed in review up the Hudson and back to an anchorage off Tompkinsville. A million persons lined the shores or crowded on boats.

It was a glorious morning, when, clothed in their simple suit of battle drab, stripped as for action, scoured by Spanish shells, the victorious fleet steamed up the harbor in majestic single column, saluted and saluting, and accompanied by a flotilla of steamboats, yachts, tugs and launches, so miles long and extending from shore to shore, New York had seen no such spectacle before.

Steadily through the crowded waters ploughed the cruisers and battleships—seven in all when the Texas joined them—keeping the signalled distance apart, moving at the signalled speed of eight knots, guided by same hands which had made them irresistible.

That they moved until they reached Grant's tomb, set on a hill, the verdure of which was hidden by a cheering, flag-waving multitude. Then for the first time the fleet saluted as a whole. The New York set a string of signal flags and steamed on, firing from starboard and port until she moved in a cloud of her own creation. The mighty Iowa took up the note, then the Indiana, the Brooklyn, the Massachusetts, the Oregon, the Texas—until there was a line of smoke and flame.

Headless of the jostling, shrieking launches, yachts and steamboats which seemed to make evolution without accident an impossibility, the New York turned gracefully about and headed south again, her consort swinging easily round the circle marked by her wake.

Down the course again, with the observation post packed closer than ever about them, cheered more wildly, still thundered at by field batteries, still making the signalled speed and holding their position as if they were in the open sea, the fighting ships swept back to Governor's Island.

Then the cabinet officers took leave of the Admiral and departed amid the roar of his guns. He received Rear Admiral Schley and the captains of the other warships on board, while his ship was surrounded by hundreds of vessels, whose passengers cheered each man and ship in turn as men and ships were seldom cheered before.

There were many who compared Saturday's pageant to the Columbian celebration of 1892. In many ways it was greater—for the former water pageant appealed chiefly to the eye, but this one filled the eye and moved the heart as well.

The New York, the Brooklyn, the Oregon and the Iowa appeared to have vast groups of admirers afloat who never wearied of following them and shouting joyously their praise of ships and officers. The dominant note of the day was patriotism and pride in the men and the ships which have done so much to give this country a new place among the nations.

CABLE SPARKS.

At the Quebec international conference, which is to begin this week, a proposition will be made to give the United States access to Canada's inshore fisheries. In exchange for trade concessions in Cuba and Porto Rico.

At a feté in the city of Mayence, Emperor William made a speech contrasting his present rule with the Holy Roman empire, pointing out that the latter had none of the cohesion which characterizes his.

Indians in the southern part of Mexico are in open revolt and white men penetrating into remote districts have not been heard of again.

Yung Hung's concession for the Tien-Tsin-Kiang Railroad has been transferred to an Anglo-German syndicate.

The premiers of Queensland, New South Wales and Victoria met at Sydney and discussed plans for raising money for a Pacific cable.

PENSION REPORT.

Nearly a Million Now on the Roll—No New Laws Needed.

A Washington special says: In the forthcoming annual report of the Commissioner of Pensions, Mr. H. Clay Evans, it will be shown that, on June 30, 1897, there were on the rolls of the Pension Bureau 976,014 pensioners. To this must be added 6,852 original claims granted, but not recorded, and 762 restorations which were not entered at the time on the books.

Commissioner Evans granted 63,648 original claims during the past year, and restored 4,089 pensioners to the benefits of pensions. The pensioners now aggregate 1,040,356.

More pensions were granted last year than at any time from 1859 up to 1880.

There is absolutely no means of even approximating what the claims will be for the present year. The Pension Office has done nothing with the claims that have been filed up to this time. They do not aggregate a hundred, and for the most part are claims of widows and next of kin for the soldier boys who fell before Santiago.

Before a claim can be perfected it must contain the full record of the soldier's service, and this information has not yet been compiled by the War Department. When this is done the claims will be speedily taken up.

The majority of the claims will be for wounds and sickness, the latter leaving the soldier less disabled.

"No additional legislation will be required to deal with the cases arising from this war. The present laws, the authorities say, cover all that is necessary, and claims will be adjudicated on the same lines as those of the Rebellion."

SWORD FOR DEWEY.

The Admiral Will Get a Magnificent Souvenir of His Great Victory.

A Washington special says: The design for the memorial sword the government is to present to Rear Admiral Dewey, according to act of Congress, was finally determined upon by the committee having the subject in charge, consisting of Acting Secretary Allen, Senator Lodge, of Massachusetts, and Professor Oliver, of the United States Naval Academy. A great many designs had been submitted, some of them showing much artistic beauty. The one selected was submitted by Tiffany & Co., of New York. The design is less ornate than some of the others. Its marked characteristics is simple and solid elegance. The hilt of the sword, as originally submitted, showed an eagle's head, but this was changed to a plain and solid, but highly traced gold handle. The blade is "Damascened," being subjected to that process by which the famous Damascus blades were made. One side of the blade bears the inscription: "The Gift of the Nation to Rear Admiral George Dewey, U. S. N., in Memory of the Victory at Manila Bay, May 1, 1898."

The scabbard is of dark blue Damascened metal, with a tracery of gold. One of the most marked features of the original design was at the end of the scabbard, where in miniature a crown presumably the Spanish crown, was being run through by this Dewey's sword. The committee rejected this suggestive feature, and instead of the pierced crown substituted two dolphins.

TO REPRESENT SPAIN.

Members of the Cuban and Porto Rican Military Commissions Here.

A despatch from Washington says: The State Department received a call from M. Thiebaut, secretary of the French embassy, and in charge during the absence of Ambassador Cambon, who bore a notification from the Spanish government of the military commissioners appointed for Cuba and Porto Rico.

Under the peace protocol each government was to name its military commissioners within ten days, their meeting to begin within thirty days. The ten days just expired and accordingly Spain gave the official notice of the appointments at the last moment. They are as follows:

For Cuba—Maj.-Gen. Gonzalez Parrado, Rear-Admiral Pastor y Landero, Marquis Montoro.

For Porto Rico—Maj.-Gen. Ortega y Diaz, Commodore Vallarino y Carrasco, Judge-Advocate Sanchez del Aguila y Leon.

Considerable significance attaches to the selection of Marquis Montoro for the Cuban commission. He is the only commissioner, Spanish or American, taken from civilian life. He is secretary of the treasury of the Cuban autonomous cabinet, and all his interests are connected with the government of Cuba, rather than with the military question of the Spanish evacuation of Cuba.

HOBSON TO RETURN TO SANTIAGO.

He Will Superintend the Raising of the Wrecked Spanish Warships.

A New York special says: Lieutenant Hobson will leave this city on the Segurana for Santiago, where he will superintend the raising of the Spanish warships. Hobson made final arrangements with the makers of the air bags, which will be sent to him by instalments. There will be nearly 300 of them, which will have a lifting capacity of 1,200 to 1,500 tons. The air-bags have been chosen, as well, but the lieutenant expects to make an addition to his complement of pontoons.

NAVAL CONTRACTS.

Seven Million to Be Spent for Torpedo Boats.

THE BIDS WERE OPENED.

Twenty-eight Vessels to be Built at Once—Destroyers Will be the First Vessels of That Type Added to Our Navy—They Are to be Good Sea-Going Vessels.

A Washington special says: The Navy Department opened bids at noon Tuesday for 16 torpedo-boat destroyers and 12 torpedo-boats, to cost in the aggregate not exceeding \$6,900,000, as provided in the last naval appropriation act. These destroyers and torpedo-boats constitute the largest single addition ever made to the navy, and as the destroyers are to be completed within 18 months and the torpedo-boats within 12 months, it means that the actual augmentation of the navy by these formidable modern naval engines will be an accomplished fact before long. According to the requirements of the Department, the destroyers are to have a guaranteed speed of 28 knots, and the torpedo-boats 26 knots. The destroyers are to be about 400 tons, and are to cost not more than \$235,000 each, while the torpedo-boats are to be about 150 tons and to cost not more than \$170,000 each.

These destroyers will be the first vessels of that type added to our navy, except those improvised from yachts during the recent emergency.

The torpedo-boat destroyers will have twin screws vertical engines to be placed in separate water-tight compartments, each with a condenser; water tubular boilers and a bunker capacity for carrying at least 100 tons of coal, affording some protection to engines and boilers.

The vessels will be lighted throughout by electricity and furnished with one searchlight of an approved pattern.

They are to be built staunch and strong, with good freeboard, good sea-going qualities, and designed to operate at high speed in a seaway. They are to have two conning towers, the forward one of which will be made of half-inch nickel steel plates.

The battery will be composed of seven rapid-firing guns in approved positions on deck or conning towers, which, with their mounts and fittings, will weigh about eight tons. The ammunition required will weigh about seven tons. There will be four tubes to carry 17-foot torpedoes, weighing in all, four tons, and a space below will be required for stowing the two spare torpedoes and four war heads. Total ordnance weights will amount to about 24 tons.

Berthing space will be required to accommodate a crew of 60 men and 4 officers, and provision space for 20 days.

The torpedo-boats are made of the same design, except smaller. Their coal capacity is 40 tons, as against 100 tons for the destroyers, and their berthing space is for 26 men and 3 officers.

The torpedo-boats will be of about 150 tons trial displacement. They are to have twin screws; vertical engines, placed in separate water-tight compartments, each with a condenser; water tubular boilers, and a bunker capacity of at least 40 tons of coal.

The vessels will be lighted throughout by electricity, and furnished with one searchlight of an approved pattern.

They are to be built staunch and strong for the service intended, of good freeboard and sea-going qualities, and capable of operating at high speed in a moderate seaway. They are to have two conning towers, the forward one of which will be of one-half inch nickel-steel plates.

The battery will be composed of three rapid-firing guns and mounts, weighing about two tons, with three and one-half tons of ammunition.

There will be mounted on deck, in approved positions, three 15-foot torpedo tubes, with torpedoes, and stowage space below for two additional torpedoes and five war heads. Total of all ordnance weight will amount to about 13 tons.

Representatives of all the great ship building firms were present when the bids were opened. The bids, plans, etc., were piled several feet high, and there promised to be much delay and confusion. Some of the department officials thought it would take two weeks to get the bids fully tabulated, as they took a wide range, owing to the Department's call for two classes of propositions, one based strictly on the Department's plans and specifications, and others based on the individual idea of the builders, all essential requirements being followed.

TWO TRANSPORTS ARRIVE.

Peru and Faebia at Manila with Otis and Hughes Aboard.

The American transports Peru and Faebia, having on board Gen. Otis and Gen. Hughes, have arrived at Manila. There was no serious illness on board either of the vessels.

CAPITULATION OF MANILA.

Terms of Surrender Agreed Upon Including Only the City and Suburbs.

A Washington special says: Unofficial advices from Manila received previous to the arrival of the text of the terms indicated that the capitulation of the city included the surrender of the Philippines, and that Spanish sovereignty over the entire archipelago was, temporarily at least, at an end. This view is not sustained by the conditions of the surrender, as cabled Saturday by General Merritt, and it is not the view taken by the best informed officials of the administration.

While some of the war authorities were at first inclined to the opinion that the articles of capitulation, necessarily temporary and naturally somewhat elastic in their phraseology, might be construed to mean the surrender of Spanish control over the entire Philippine group, the prevalent opinion now is that they mean precisely what they say, and that the surrender includes only the city of Manila and its immediate surroundings, or "suburbs," as it is expressed in the articles.

The terms of the capitulation of Manila can have but little effect upon the action of the Paris peace commission. The protocol, as signed by the accredited representatives of the government of the United States and Spain, provides for the cession of the city, bay and harbor of Manila to the United States and leaves to the peace commission to determine the disposition and government of the Philippine Islands.

Conditions of Surrender.

The War Department received from General Merritt the following dispatch, giving the complete text of the terms of capitulation agreed upon by the American and Spanish commissioners:

"The undersigned, having been appointed a commission to determine the details of the capitulation of the city and defenses of Manila and its suburbs and the Spanish forces stationed therein, in accordance with agreement entered into the previous day by Maj.-Gen. Wesley Merritt, United States Army, American commander-in-chief in the Philippines, and his Excellency Don Fernan Jaudenes, acting general-in-chief of the Spanish army in the Philippines, have agreed upon the following:

"First—The Spanish troops, European and native, capitulate with the city and defenses, with all the honors of war, depositing their arms in the places designated by the authorities of the United States and remaining in the quarters designated and under the orders of their officers and subject to control of the aforesaid United States authorities until the conclusion of a treaty of peace between the two belligerent nations. All persons included in the capitulation remain at liberty, the officers remaining in their respective homes, which shall be respected as long as they observe the regulations prescribed for their government and the laws in force.

"Second—Officers shall retain their side arms, horses and private property. All public horses and public property of all kinds shall be turned over to staff officers designated by the United States.

"Third—Complete returns in duplicate of men by organizations and full lists of public property and stores shall be rendered to the United States within ten days from this date.

"Fourth—All questions relating to the repatriation of officers and men of the Spanish forces and of their families and of the expenses which said repatriation may occasion shall be referred to the government of the United States at Washington. Spanish families may leave Manila at any time convenient to them. The return of the arms surrendered by the Spanish forces shall take place when they evacuate the city or when the American army evacuates.

"Fifth—Officers and men included in the capitulation shall be supplied by United States, according to their rank, with rations and necessary aid, as though they were prisoners of war, until the conclusion of a treaty of peace between the United States and Spain. All the funds in the Spanish treasury and all other public funds shall be turned over to the authorities of the United States.

"Sixth—This city, its inhabitants, its churches and religious worship, its educational establishments and its private property, of all descriptions, are placed under the special safeguard of the faith and honor of the American army.

"F. V. GREEN,
"Brigadier-General of Volunteers, United States Army."

"R. L. LAMBERTOS,
"Captain, United States Navy."

"CHAS. A. WHITTIER,
"Lieutenant-Colonel and Inspector-General."

"E. H. CROWDER,
"Nicholas de la Pena."

"Auditor-General Extra."

"CHARLES REYES,
"Colonel de Ingenieros."

"JOSE MARIA OLIVERA FELLA DE ESTADO,
"Major."

Cruisers Laid Up.

A Washington special says: Orders have been given for the two triple-screw cruisers Columbia and Minneapolis, which rendered good service in the operations in the West Indies, to go into "reserve" at the League Island Navy-yard. Although their force is reduced, the vessels will not go out of commission.

While in reserve both vessels will be in command of Capt. T. F. Jewell, now of the Minneapolis. Capt. J. H. Sands, who has been in command of the Columbia throughout the Spanish War, was detached from that duty and ordered to duty as governor of the Naval Home at Philadelphia, one of the most desirable billets in the navy. In this duty he succeeds Commodore John C. Watson, now in command of one of the divisions of the North Atlantic Squadron.

A Young Man's Sad Death.

John Richards, twenty years old, son of a prominent merchant in Parkersburg, W. Va., while riding to a freight station on a day load of goods was jostled off, and the wheel of the drag passed over his head, bursting his skull and killing him instantly.

FIELD OF LABOR.

Boston has 1,400 union cigar makers, California has a Portuguese union. Japan labor unions are multiplying. Victoria, Colo., is to have a labor temple. Germany has three women gunsmiths. Buskin (Tenn.) co-operative colony is thriving.

One who counterfeits a union label in Illinois is fined \$100.

Three-fourths of the workers of Australia enjoy the eight-hour day.

A man in the London slums makes a living by selling hot water at a half-penny per quart.

The laws of the Coopers' International Union prohibit the taking of an apprentice under fifteen years.

Trade unionism, says the National Labor Tribune, stands as a strong guard between all kinds of social extremes.