

THE NEWS.

The engineer, conductor and the entire crew of the Phillipsburg local train in the wreck on the Delaware, Lackawanna and Western Railroad was suspended.

Of the six persons killed in the railroad wreck on the Lackawanna, at Paterson, N. J., four were members of the family of Alexander Craig, of Scranton, Pa.

Three men were injured by the premature discharge of a gun while a governor's salute was being fired at the unveiling of a Spangenberg gun at Pittsburgh, Pa.

Henry Kinder and his son Frederick were held for court at Napoleon, O., on the charge of murdering the former's second wife five years ago.

Exercises were resumed at Virginia Military Institute, which had been closed on account of the typhoid fever epidemic.

William Thomas, a desperate character of Phoebus, Va., was shot by Policeman Mastin while resisting arrest.

Arnold Tnebschmidt, of the United States Internal Revenue office in St. Louis, was arrested for embezzlement.

William Beekham, a boy of twelve years, was arrested in Duffield, W. Va., on the charge of barn burning.

Lawrence Doyle was arrested in New York, on the charge of stabbing his son during a family fight.

The most valuable plates in the Lippincott's vaults escaped damage from the big Philadelphia fire.

The house of George Staubs, in Harpers Ferry, W. Va., was burned and his wife cremated.

Lightship No. 59 went ashore just inside McKenzie's Head, Oregon.

Frederick O. Beach and Mrs. Carley Havemeyer, widow of the eldest-son of the late Theodore Havemeyer, were married at Grace Church, New York. William K. Vanderbilt was best man.

Bankers and business men at Richmond, Va., are making a move to test the constitutionality of the act of Congress taxing the issues of state bank notes.

The New York Times announces that the Pennsylvania Railroad Company has secured possession of the Baltimore and Ohio Railroad.

David D. Badeau was arrested in New York on the charge of buying and selling washed internal revenue stamps.

Hon. William L. Wilson's health is falling, and he has been ordered to go to Southern Arizona.

A big iron plant will be erected near McKeesport, Pa., by Carnegie, Morgan and others.

The University of Pennsylvania received a gift of \$250,000 for a physical laboratory.

Calvin de Wolf, a Western abolitionist, died at Chicago, aged eighty-four.

Rev. H. H. Howell, a noted Welsh minister, died at Columbus, O.

General Leonard Wood arrived at New York from Santiago.

Hubert C. Taylor was appointed receiver by the Supreme Court for the Franklin Syndicate in New York. The assignee appointed by Miller before he skipped demanded the funds found on the premises, but the police refused to turn them over. The police found no trace of Miller. John C. Agnew, who ran a similar syndicate in Brooklyn, was arrested.

A movement has been started to get Southern representatives in Congress to work for the passage of a bill refunding \$11,000,000 to Southern people from whom cotton was seized by the United States troops during the Civil War.

Bert Repine, of Nashville, Tenn., won the forty-eight-hour bicycle race at Kansas City, making a new record. Distance covered 96 1/2 miles.

Montyalo A. Cole, convicted of manslaughter in Wilmington, Del., was sentenced to five years' imprisonment and to pay a fine of \$500.

John C. Lammers, ex-county treasurer, was sentenced in Lockport, N. Y., to seven years in Auburn prison for grand larceny.

Dewey accepted the invitation of the people of Chicago to be their guest on the anniversary of the battle at Manila Bay.

Dr. H. P. Murray, a well-known physician of Newport News, Va., died there, from consumption.

The headquarters of the Brotherhood of Railway Trainmen was established in Cleveland, O.

Captain Charles H. Davis, of the Dixie, entered suit for prize money.

Charles Coghlan, the well-known actor, died at Galveston, Texas.

George R. Geiselman, the cattle dealer, died in Hanover, Pa.

Louis August, the Fort Monroe artilleryman, denied any knowledge of what he did at the time he is accused of having killed Annie Benedict. He admitted that blood-stained clothing found in his box at the fort was his.

Eliery P. Ingham, ex-United States district attorney, and his law partner and former assistant, Harvey K. Newitt, were sentenced in Philadelphia to imprisonment for two years and six months.

The new battleship Kentucky in her official speed trial off the Massachusetts coast, made a record of over 16 knots an hour against tide, wind and heavy head sea for half the course.

Sergeant Bill Anthony, the marine who announced the sinking of the Maine, committed suicide in New York.

William Hummel, accused of the murder of his wife and children, was arrested near Williamsport, Pa.

John Tates, a waiter, was fatally stabbed with an umbrella in a Chicago restaurant.

John G. Skilton, founder of the Richmond Mica Works, died in Richmond, Va.

Ed Luckey and Tom Mitchell were executed in Darlington, S. C., for rape.

Rev. Edwin A. Schell resigned as secretary of the Epworth League.

The city of Tucson, Ariz., accepted Carnegie's offer of a library.

The Anti-Trust League was incorporated in Albany, N. Y.

The General Assembly, Knights of Labor adopted resolutions condemning combinations and trusts, and characterizing President McKinley as the "bitter enemy of labor."

William Hay, son of Congressman Hay, was held up, assaulted and robbed near Staunton, Va.

Miss Mary Campbell Quinn, daughter of James Cecil Quinn, and Lloyd Lowndes, Jr., son of Governor Lowndes, of Maryland, were married in the First Presbyterian Church at Chillslothe, O.

Thomas Giffe, a pension attorney of Chattanooga, Tenn., who was disgraced for alleged crookedness, and Commissioner of Pensions Evans for \$25,000 damages.

FEATHER FOR NAVY.

WHOLE PROVINCE OF ZAMBOANGA IN AMERICAN HANDS.

CAMPAIGN IN THE LUZONS.

Insurgents Capitulated to Commander Very of the Castine—Filipino Council Ordered Their Troops to Scatter and Indulge in Guerrilla Warfare—Loss of Zamboanga a Hard Blow to the Insurrection.

Washington, (Special).—Secretary of the Navy Long received a cablegram from Admiral Watson informing him that the entire Province of Zamboanga, Island of Mindanao, had surrendered unconditionally to Commander Very, of the Castine. The surrender was made on the 18th inst. Admiral Watson's dispatch follows:

"Cavite. — Secretary Navy, Washington: November 18 inst. Province Zamboanga surrendered to Very unconditionally. Delivery all guns promised. Numerous local chiefs declared loyalty. WATSON."

President Highly Pleased. The information contained in Admiral Watson's dispatch was received by the President, and his advisers with unqualified satisfaction. The surrender of the Province of Zamboanga is regarded as the beginning of the end of the revolution in the Island of Mindanao, and, it is believed, will be a hard blow to those who are still endeavoring to maintain the insurrection in the Island of Luzon.

On November 21 Admiral Watson cabled the Navy Department that Very had captured the city of Zamboanga on November 16. He was aided by friendly natives and Moros, and was holding the town pending the arrival of reinforcements from Jolo. On the same day General Otis informed the War Department that he had ordered two companies of infantry to be sent to Zamboanga from Jolo.

Yielded to Americans. Zamboanga is the principal city of the Island of Mindanao, which is the second largest island of the Philippine group. Advice from Admiral Watson indicates that the entire southern half of the island, which comprises the province of Zamboanga, has yielded to the American forces and acceded to the authority of the United States.

War Office Not Notified. The War Department has not been advised of the surrender of the province as reported in Admiral Watson's dispatch, Secretary Root saying he had no news from General Otis. Both Secretaries Root and Long are elated over the information sent by the Admiral, and express the belief that the end of the insurrection in the Philippine Islands is now near at hand.

SUICIDE OF BILL ANTHONY. Marine Who Announced to Captain Sigbee that the Ship Was Sinking.

New York, (Special).—William Anthony, better known as "Brave Bill" Anthony, died at the Presbyterian Hospital, half-an-hour after he had swallowed a quantity of cocaine at one of the Central Park entrances. He was the man who, on February 15, 1898, when the battleship Maine was blown up in Havana harbor, reported to Captain Sigbee in the famous words: "Sir, I have to report that the ship has been blown up and is sinking."

On his return to this country Anthony was accorded receptions everywhere. He received many invitations from cities to be their guest. For months he traveled over the country, being accorded the honors of a hero. When his leave of absence was ended, Anthony was promoted to be a sergeant of marines, and was detailed at the Brooklyn Navy Yard.

In one of Anthony's coat pockets was found a letter written by him to his aunt, which read that he was discouraged and disconsolate, and was going to end it all. Among the other articles found was a picture of his one-month-old child, on the back of which was written: "Bury this with me." A Spanish-American War medal, such as all the survivors of the battleship Maine received, was also found.

BOY SAVES A PASSENGER TRAIN. Stands in the Track and Prevents a Bad Wreck.

Brant, Ind., (Special).—The courage and presence of mind of fourteen-year-old Frank Williams prevented a disastrous wreck on the Vandavia Railroad.

Williams was coming from Knightville to this city when he noticed a broken rail which had been pressed out of position by a freight train some hours before. The lad heard the westbound passenger and mail train whistle for the Knightville station. Knowing that the train did not stop there, the boy ran up the track, and when he sighted the train stood between the rails and waved his hat.

The engineer, seeing the boy would not leave the track, reversed the lever and applied the airbrakes, stopping the train within a few feet of the broken rail. The engineer said he was running fifty miles an hour when he saw the boy, and had his engine struck the broken rail at such great speed a fearful wreck would have resulted.

THE CHARLESTON DOOMED. At Last Reports the Cruiser Was Under Water.

Washington, (Special).—The following cablegram was received at the Navy Department from the commander of the United States naval station at Cavite, P. I.:

Cavite, November 23.—Charleston wrecked November 24. Last seen November 19th under water from stern to smokestack. Three unsuccessful attempts to get near her. Heavy typhoon since. Expect Calgoa with later news. Officers and crew all saved and well. LEUTZ.

The Calgoa is the supply ship which sailed from Hong Kong several days ago with wreckers and divers to examine the Charleston.

Lost a Bag of Precious Gems. Chicago, (Special).—Daniel Earl, a diamond importer, lost a leather pouch containing \$7,363 worth of diamonds, rubies, sapphires and other precious stones while carrying it from his office to safety deposit vaults. He placed the pouch in his outside coat pocket, and missed it while on the street.

CHILD BURNED TO DEATH. Terrible Fate of a Two-year-Old Child Left Alone.

Sandy Spring, Md., (Special).—Walter, the two-year-old son of Mrs. Edith Bowman, who resides with Mr. W. H. Zapp, near Uxley, Montgomery county, was burned to death. About 7:30 o'clock Mrs. Bowman was in the barn milking and the other members of the household engaged in farm work, the little boy being left alone in the house in a room in which was a large fireplace, and it is supposed he fell from a chair into the fire.

Annual Report of Chief Willis L. Moore—Extension of Service to the West Indies.

Washington, (Special).—The annual report of Professor Willis L. Moore, chief of the United States Weather Bureau, deals largely with the work of the bureau in announcing the tempestuous weather of the closing months of 1898, and in the explorations of the upper air by means of kites and clouds observations.

No destructive marine storm occurred without the danger warnings of the bureau preceding the storm.

"Probably the most severe storm within the memory of the living swept along the Massachusetts coast on November 26-27, 1898, entailing a loss of at least two hundred lives and many vessels. Hundreds of craft sought a safe anchorage on the advice of the Weather Bureau.

An important change in the forecast work of the bureau was the extension of the usual time limits of the night forecast from thirty-six to forty-eight hours. The only hurricane in the West Indies during the season of 1898, followed closely the establishment of stations in that region. Hurricane warnings were cabled to weather bureau stations in the Lesser Antilles on September 10 in advance of the storm. At Barbadoes eighty-three persons were killed, one hundred and fifty injured, and property of the estimated value of \$2,500,000 was destroyed. In the West Indies the work of establishing a storm warning service was prosecuted under very great difficulties.

The West Indian service was instrumental in giving advance warnings of a hurricane that struck our South Atlantic coast on October 2. The coming of this storm was successfully announced, and sailing vessels valued at \$380,000 were held in port until the danger had passed.

Climate and crop services have been established in both Cuba and Porto Rico, and the organization is far enough advanced on both islands to issue weekly and monthly bulletins giving the condition of the crops as affected by the weather.

Block in Philadelphia District Almost Wiped Out.

Philadelphia, (Special).—Nearly two million dollars' worth of property was destroyed by two fires in the heart of the business section of this city.

The greater of the two fires started at 6:30 A. M. in the big department store of Partridge & Richardson, at the southeast corner of Eighth and Filbert streets, the center of the shopping district, and before the flames had been put under control they spread to adjoining property and caused a loss of about \$1,700,000.

While this fire was in progress and spreading every moment another fire broke out four blocks away, on the fourth floor of 419 Market street. The losses of the two fires are more than covered by insurance.

The eighth street fire was difficult for the firemen to handle. Eighth street and Filbert street are narrow thoroughfares. It took four hours to get the flames under control.

The fire started in the basement of Partridge & Richardson's store from an electric spark, and soon the entire building was a mass of flames. The two stores to the south of Partridge & Richardson's were soon destroyed, and then the flames attacked the big building of the J. B. Lippincott Publishing Company, on Filbert street, east of the burning department store. The building was completely ruined. In this building, stored away in vaults, is nearly a half-million dollars' worth of manuscripts, plates, and other material for reference books, and it is not yet known whether they were destroyed.

The second fire was discovered at 7:30 o'clock in the four-story building at 415 Market street, occupied by several manufacturers and wholesale dealers. The contents of the entire building were destroyed, as were also those of the adjoining building, No. 417. The estimated loss is \$110,000.

Trains Collide at Paterson, N. J.—More Than 20 Injured.

Paterson, N. J., (Special).—The eastbound Buffalo express on the Delaware, Lackawanna and Western Railroad, while standing outside the station at the Van Winkle street crossing in this city, was run into by a swiftly moving accommodation train, bound from Phillipsburg, N. J., to Jersey City.

Six persons were killed and 20 injured, of whom some will probably die, while some of those not seriously injured were able to go to their destination.

The two rear cars of the express were broken to pieces, most of the passengers on them being either killed or injured. The engine of the Phillipsburg train was completely wrecked, the engineer and fireman escaping by jumping.

The express was 45 minutes late, and the accommodation was following closely. When Engineer Beardon saw the lights ahead the distance was too short to avoid a collision. His engine was going at full speed. The engine plunged into the rear car of the express, a Pullman day coach, and plowed through the heavy timbers a most its entire length. This car was lifted from the track and crushed to the next to the last car, also a Pullman, carrying off its end and almost completely telescoping it. The engine of the Phillipsburg train was torn to pieces. The wreckage caught fire, but the flames were soon extinguished.

A Former Soldier Killed, a Ramrod Being Driven Through His Body.

Pittsburg, Pa., (Special).—After serving in the Spanish war and handling an old gun hundreds of times during the past eight years, Private James Starkey, of Hampton Battery B, N. G. P., lost his life through the premature discharge of a cannon on Monument Hill, Allegheny, while firing a salute during the ceremonies incident to the unveiling of the Spanish cannon presented to Allegheny. The other members of the firing squad detailed on this work were burned by powder and slightly injured. The ramrod used in filling the gun was forced almost through Starkey's chest, and he died from the effects of this wound.

Cruiser New Orleans Has Caught Up with the Brooklyn.

Washington, (Special).—The cruiser New Orleans has arrived at Colombo, on her way to Manila. This brings her up to the cruiser Brooklyn for the first time since their ocean race to the Philippines began. The Brooklyn arrived at Colombo, and will coast probably in time to get ahead of the New Orleans. The latter has been gaining of late, however, and has bettered her position by two days against the Brooklyn since leaving Aden. At this rate the indications are that the New Orleans will be the first to arrive at Manila.

Soldiers Passed Buckets for Days to Save Transport—Ship Rolled in a Typhoon.

Manila, (By Cable).—The transport Manauense, with three companies of the Thirty-first Infantry, commanded by Col. James S. Pettit, on board, has arrived here, after a terrible trip. Lieut.-Col. Webb Hayes, son of ex-President Hayes, was also on the ship.

The officers and soldiers were for 12 days hailing with buckets and boxes. The steamer, they say, was unseaworthy, undermanned and short of provisions. Her engines broke down, and she rolled three days in a typhoon.

When the Manauense anchored in Manila bay 33 days after her departure from San Francisco there were several feet of water in her hold. Four hundred grimy, greasy, hungry and exhausted soldiers and sailors had been passing buckets of water since November 17 night of day. First Assistant Engineer Donkey was under arrest, and, according to Colonel Hayes' official report, the chief engineer would also have been under arrest if there had been anyone to replace him.

The Colonel's report also states that the captain of the vessel told him that the only thing which brought them through was the fact that the men were greenhorns and failed to realize their danger, while experienced seamen would have deserted the ship and taken to the rats in midocean.

The Manauense is a chartered ship flying the British flag. She belongs to a firm of which United States Senator Perkins, of San Francisco, is alleged to be a junior member. The officers also allege that the firm bought her for \$45,000, and that efforts were made to sell her to the Government for a much higher figure. She started from San Francisco accompanied by the transport Pekin, which carried the remainder of the Thirty-first Infantry. After starting it developed that she was undermanned, and soldiers had to be detailed to act as firemen, coal-passers and waiters.

Before reaching Honolulu the crew concluded that the ship was not safe, and the majority agreed to desert. Though they were closely watched, many of them succeeded in getting away, and the Manauense left Honolulu with less than half her crew.

The captain of the transport told Colonel Hayes on November 17 that the vessel had sprung a leak, and an investigation resulted in finding several feet of water in her hold. The steam pumps were tried, but failed to work, and there were no hand pumps on board.

Forty-six buckets were found, others were improvised, and the soldiers not employed in working the ship were organized into five shifts. Stripped and forming lines, they began hailing, the officers working with the men, passing the buckets, which were sent up to the deck by a windlass.

The longest time a shift could stand was two hours and often the period was not longer than half an hour. The hailing continued until the ship anchored here.

The same day the leak was discovered the machinery collapsed. The electric lighting plant and evaporating, distilling and refrigerating apparatus failed to work. There were no lamps, and the few candles found were exhausted after a few days.

The typhoon lasted three days, and in the midst of it the engines stopped. The officers then held a council and found that there were 429 persons on board, with lifeboat accommodations for only 213.

Colonel Pettit ordered the Manauense to proceed to Guam and await relief, but the captain of the Manauense demurred, the officers say, because the Government was renting the ship for \$500 a day.

The engines were repaired, but through-out the remainder of the voyage they failed frequently. The ship would roll for a few hours while the engines were being repaired again. Then she would proceed again for a few hours.

The meat and vegetables rotted because of failure of the refrigerators, and were thrown overboard. After the typhoon the water supplied to the ship at Honolulu had to be used for the boilers, and there was little or none for drinking.

It is said that during the last week of the voyage the men lived almost entirely on whiskey, beer and hardtack.

The officers and soldiers were utterly exhausted when they reached Manila. It is said by the officers that the behavior of the troops was beyond praise. For days the men worked in the dark, suffocating hold, with water sometimes up to their shoulders and planks washing about in a most dangerous to life and limb. The officers took the lead in hailing and encouraged the men.

The regiment will proceed to Zamboanga on the Pekin to garrison several ports on the Island of Mindanao.

Bryan to Spend Winter in Texas. Austin, Texas, (Special).—W. J. Bryan and wife arrived here to spend the winter in this city. They are the guests of ex-Governor Hogg temporarily, but will shortly rent a private residence for the winter. Mr. Bryan stated that he had come to Texas to spend the winter, to rest up and prepare for the campaign of 1900, which he expected would be a very hard one, and that he would only make a few speeches in Texas during his stay.

Washington, (Special).—The Marine Hospital Bureau was informed by its surgeon at Cadiz that a suspected case of bubonic plague is in the hospital there.

In a report to the Surgeon-General of the Marine Hospital Service, Surgeon Havelburg, at Rio Janeiro, states that the bubonic plague probably was introduced into Santos by rats on the ship Rei de Portugal, which sailed from Oporto, Portugal, where the plague was then prevailing.

Westchester, Pa., (Special).—After suffering awful agony for two days, Joseph Gibbs, aged thirty-two years, of Willowdale, near here, died in the Chester County Home for Hydrophobia Patients. His wife is afflicted with the same disease at her home.

Gibbs and his wife were bitten by a rabid dog about two months ago. He was sent to New York, where he received the Pasteur treatment. A cure was supposed to have been effected, but on Sunday an attack developed, resulting in his death.

Danville, Va., (Special).—C. B. Overezer, a Southern Railway brakeman, fell from the top of a rapidly moving freight car on the outskirts of the city, and was seriously, if not fatally, injured. He was found lying near the track in an unconscious condition and removed to the Home for the Sick in this city, where he lies in a very critical condition.

Elkins, W. Va., (Special).—A fire which was gaining much headway was discovered just in time by the sexton of the Davis Memorial Church, in this town, to prevent the destruction of the building.

A dispatch from Otis declares that the insurgent government is now a fiction, some of the members of the Cabinet being in the hands of the Americans, while others are fugitives. The troops are now only banditti.

President Bantista, of the Filipino Congress, has renounced to General MacArthur all further connection with the insurrection, and says the Filipino Congress and Cabinet are scattered, never to reassemble.

General Hughes captured the insurgent capital on the Island of Iolilo and drove the insurgents back into the mountains.

The War Department was advised that General Wood had started from Santiago in reply to a summons to Washington.

Captain Lentz, commanding at Cavite, reported that the Cruiser Charleston had disappeared from sight.

The War Department asked for twelve more Y. M. C. A. army secretaries, to be sent to Manila.

The last council of war of Aguinaldo and the other retreating leaders of the Filipinos has been held. Recognizing the futility of further united resistance to the American forces, they agree that the Filipino troops scatter and follow guerilla methods.

The entire province of Zamboanga, Island of Mindanao, has surrendered to Commander Very, of the United States gunboat Castine. Zamboanga is the principle city of the Island of Mindanao, which is the second largest Island of the Philippines.

The Filipinos took the American prisoners from the Victoria prison, and the San Carlos convent were found the names of the Americans.

The officials who welcomed the Americans at Malasiqui, Island of Luzon, were murdered on the streets by the insurgents.

According to a Spanish corporal, Aguinaldo, the Filipino leader, passed through Dayamban hatless, his clothing torn and splattered with mud. He stopped only long enough to change horses, and then hurried away toward Malasiqui. General MacArthur has returned to Tarlac and taken up headquarters at Aguinaldo's former residence.

A cablegram from the commander of the naval station at Cavite announced that the cruiser Charleston was under water from stern to smokestack.

A severe engagement occurred north of Iolilo. Four Americans were killed and twenty-five wounded, including three officers.

The transport George W. Elder arrived at San Francisco from Manila, bringing the body of Major Guy Howard.

General Wood, military governor of the province of Santiago de Cuba, has been ordered to Washington.

A returned soldier said in Lynn, Mass., that many dishonorably discharged American soldiers are serving as officers for the Filipinos.

Wreckers found a chest containing \$19,000 in Spanish gold in the sunken Spanish cruiser, the Almirante Oquendo.

Aguinaldo escaped the pursuit of General Lawton and his forces.

New Draft of a Treaty Submitted by Washington Government.

Washington, (Special).—The United States has declined to accept the agreement as to the disposition of the Samoan Islands reached by Great Britain and Germany.

It was possibly the leaking of some information to the effect that gave rise to the report circulated in European capitals recently of the development of a serious hitch in the negotiations. As a matter of fact, there is no serious hitch, and the reasons which influenced the state Department here in rejecting the British-German arrangement when it was submitted for approval related entirely to minor matters, and touched rather upon the form than the substance of the arrangement.

Having rejected the tentative treaty submitted by the other two Powers, our Government has in turn, and at the instance of the other two parties, prepared and submitted a draft of a treaty which it is hoped will be acceptable to all three Powers. This is now before the Foreign Offices at London and Berlin for consideration, and it is confidently believed here that it will receive unanimous approval, not differing in principle as already stated, from the original project.

Insurgents Abandoned Mangalaren, Leaving American Prisoners.

Manila, (By Cable).—The insurgents have evacuated Mangalaren, province of Pangasinan, leaving seven American and 94 Spanish prisoners, who escaped in the confusion on the Filipino retreat. The Americans are P. J. Green and George Powers, of the battleship Oregon; Thomas Edwards and Charles Bird, of the Sixteenth Infantry; Henry W. James, of the Twelfth Infantry; John Desmond, of the Signal Corps, and F. H. Huber, of Lowe's scouts.

They report that two Americans, who were unable to escape, are with the insurgents. They are David Scott, of the Twenty-fourth Infantry, and William Sherry, of the Hospital Corps. Four deserters are with the Filipinos—Howard, Martin and Ford, of the Californians, and Watts, whose former regiment is unknown. Howard is the only one serving with the insurgents. He is a captain of artillery.

Henry James, the novelist, does most of his writing at night.

Arthur Rousby, whose death is announced, was one of the best-known and most successful exponents of English opera.

The Marquis of Townshend, who died recently in Paris, was the first philanthropist to take up the question of sets for shopgirls.

The next portrait to be hung in the Treasury Department will be that of the present Secretary, Mr. Gage. The portrait is now being painted.

Benjamin Burdum, a Parisian sculptor, has been in South Dakota for the last three months making models in clay of Indians for the Paris Exposition.

Mrs. Edward M. Herrick, of Oakland, Cal., recently gave an exhibition of paintings, etchings and photographs of the Madonna, for the benefit of the Fabiola Hospital.

Washington society is making much of the Duke De Castagnas, an attaché of the Italian Embassy. Handsome, agreeable, rich in his own right, a duke and just turned 21, he is a general favorite.

Captain Percy Scott, who designed the carriages by which the naval guns were taken to Ladysmith just at the right moment, is described as a specialist in gunnery, and a good all-round sportsman.

President Kruger's Anger at American Consul—Will be Supported.

Washington, (Special).—Consul Macrum must be either expelled by the Boer Government from the Transvaal or that Government must allow the Consul to discharge his duties as indicated to him by the State Department.

This Government has decided to stand by Mr. Macrum, against whose action in distributing money in aid of the British prisoners President Kruger has protested