

VICE-ADMIRAL MAKAROFF SANK WITH HIS SHIP.

Perished on Big Battleship With About 700 of Those Aboard—Terrible Accident as the Fleet Was Going Out to Give Battle—Turned Turtle and Went Down.

London, (By Cable).—The St. Petersburg officials announce that at daybreak Wednesday the battleship Petropavlovsk was destroyed at Port Arthur, with 700 men and officers, including Vice-Admiral Makaroff.

The Russian advices declare the vessel was blown up by a mine that had drifted from Wei Hai Wei and dispatches from Wei Hai Wei induce the confident belief here that a naval engagement occurred off Port Arthur of a severe character and that later telegrams will show that the Russians suffered a severe loss than is yet admitted.

A rumor has reached Rome that Vice-Admiral Makaroff's squadron was attacked by the whole Japanese fleet, concealed behind Miaofoo islands. His retreat was cut off and he was forced to fight against odds, with the result that all his ships were damaged, while the Petropavlovsk was surrounded by torpedo boats, struck by five torpedoes and blown up.

Another report is to the effect that Rear Admiral Molas is among those killed aboard the Petropavlovsk.

RUSSIAN STORY OF CATASTROPHE.

Dramatic Description of the Loss of the Petropavlovsk.

St. Petersburg, (By Cable).—All Russia was stunned by dispatches from Port Arthur telling of the blowing up and sinking of the first class battleship Petropavlovsk by a mine and the death of Vice-Admiral Makaroff and all but a score of the 700 men and officers on his flagship.

The whole population of St. Petersburg is awake, waiting for further particulars of the disaster; and excitement throughout the city, and particularly among the crowds of thousands who throng the streets, is at fever heat.

Despair prevails everywhere. The streets are patrolled by largely increased guards.

At the palace the high officials of the government are in constant conference. The censors are planning a more rigid surveillance of war news. The only circumstance in connection with the awful affair that affords satisfaction is the fact that the Grand Duke Cyril, the Czar's cousin and first officer of the fated vessel, was saved. He sustained injuries, the nature of which is not known. His aid lost his life.

The rather formal dispatches received so far do not make clear whether the mine was a Russian or Japanese, but it is thought it was one of the former, which had drifted out of place.

It is also uncertain as to whether there was fighting after the destruction of the Petropavlovsk, but one dispatch indicates that a severe engagement was on.

The account of the disaster is dramatic. The Russian fleet steamed out of the harbor of Port Arthur at daylight. Vice-Admiral Makaroff, the commander of the Russian Pacific fleet, had hoisted his flag on the formidable Petropavlovsk and led the big array of fighting ships as they went to engage the enemy.

Admiral Togo's vessels were far out on the horizon, maneuvering to gain the best position to meet their oncoming foes. The great hulks of the Russians moved in dignified columns seaward, manned for action.

Makaroff, with the first officer of his ship, Grand Duke Cyril, Captain Jakovlev and the other officers of the vessel, were on the bridge laying their course and planning the expected battle. Every man was at his post and the great guns were being ranged for the fray.

On the other vessels of the fleet the same methodical preparations were being made to do battle. From their bridges their officers eagerly watched the big vessel in the morning mist ahead of them from which signals were being displayed for their disposition in the line of battle.

The sea fighters were well out of the harbor when suddenly the watchers on the trailing boats saw an immense column of water spout up amidships of the starboard side of the Petropavlovsk, reaching far above the fighting masts and descending in a deluge on the stripped decks of the

vessel. There was an accompanying muffled roar.

The giant vessel paused as if stayed by an unseen hand, lurched, sprang forward and began to settle to starboard.

The nearest ships lowered boats, which pulled away for the distressed battleship. A score of such rescuers were in the water in a few minutes.

On the Petropavlovsk there must have been scenes of the direst horror. Of the 700 men all but a score were below decks or in the turrets.

When the explosion occurred the officers immediately divined the cause. A mine had been struck and a great hole torn in the side of the vessel below the water line. Into this the sea poured, listing the vessel rapidly.

Orders were issued to flood the compartments on the port side of the ship in order to bring it to an even keel, but these instructions could not be carried out.

Gradually over went the big battleship. Into a few boats scrambled such of the men as were above deck. The first thought was for the Grand Duke Cyril and he was helped to a boat by his lieutenants.

St. Petersburg, (By Cable).—Barely recovering from the shock of the catastrophe to the battleship Petropavlovsk, the city and nation were again plunged more deeply into grief when official telegrams were given out announcing the sinking of the torpedo-boat destroyer Bezstrashni, with a crew of forty-five, and the damaging of the battleship Pobieda on a mine in the Port Arthur harbor.

No news was received from Port Arthur until 10 o'clock in the morning, when a long cipher message was received and hurried to the naval officials and translated. The message was from Rear Admiral Prince Ouktomsky, who tersely told of the new misfortune which had overcome the squadron. The message after confirming the loss of the Petropavlovsk, said:

"The torpedo boat Vestrasini was sent out with others, on a night expedition, and was unable to return, owing to the stress of weather. She was surrounded by the enemy's torpedo boats and sank fighting. Five men were saved.

"After the sinking of the Petropavlovsk I took over temporarily the command of the fleet.

"While surrounded by the enemy's squadron, the battleship Pobieda ran into a mine, which struck her starboard side amidships. The Pobieda succeeded in making the harbor without aid. No one on board was hurt."

The Pobieda is a battleship of 12,674 tons displacement and of 14,500 horsepower. She is 40 1/2 feet long, has 7 1/2 feet beam and draws 26 feet of water and is heavily armored with steel. She was completed in 1901; has a complement of 732 men. Her estimated speed is 18 knots. The steel armor of the battleship varies in thickness from four to nine and a half inches along her belt. Her armament of the Pobieda consists of four ten-inch guns, eleven six-inch guns, sixteen three-inch guns, ten 1.8-inch guns and seventeen 1.4-inch guns. She has six torpedo tubes.

The official bulletin conveying the information of Prince Ouktomsky and telling of the destruction of the destroyer and the injuring of another battleship was almost as severe a blow as the news of the first disaster. The people of the city had been up all night anxiously awaiting news from Port Arthur, and despite the blinding snowstorm that prevailed the bulletin boards were besieged by large crowds during the day. The posting of the bulletin in the afternoon caused acute anguish among the waiting people, and many groaned and sobbed as they read of the new disaster.

The Russian word in the text of the official dispatch describing the accident to the Pobieda means either "mine" or "torpedo" but the qualifying verb indicates something moving toward the ship. This dispatch puts an end to the idea prevailing here that there had been an engagement following the disaster to the Petropavlovsk.

It is considered remarkable here that the Japanese did not take advantage of these terrible accidents to attack Port Arthur.

The Novoye Vremya reproduces a lecture delivered by Admiral Makaroff in 1894 on the subject of the Victoria and Camperdown catastrophe, in which he pointed out the inherent weakness of battleships and their liability to turn turtle even when their water-tight compartments are closed, because their armor and guns make them top-heavy.

The magazine was totally flooded with water, and when the men opened the door found Monson barely alive, the water having reached his neck.

The damage to the battleship is much greater than was stated at first. In addition to the large amount of ammunition ruined by the magazine being flooded, which will amount to thousands of dollars, the after turret is badly injured, the top being burned away and all brass work melted inside. The hoist is a charred mass, and the mechanism of the guns is completely ruined.

The estimated damage caused by the explosion will reach \$50,000. The total list of the dead now numbers thirty-two.

The Missouri will not conclude her target practice, but will go to New York to be docked as soon as the court of inquiry makes its findings.

PINNED DOWN BY LEAD

Death Ends Hours of Terrible Suffering of Diver.

HEROISM OF TWO OTHER DIVERS.

They Risk Their Own Lives in Trying to Save Their Brother From His Prison, Under 70 Feet of Water, at the Bottom of the Jersey City Reservoir—Signals From Doomed Man Grow Fainter as His Strength Fails.

Boonton, N. J., (Special).—Pinned down by his foot by two tons of lead in the darkness and silence of 72 feet of water at the bottom of the big reservoir of the Jersey City Water Supply Company, at this place, a diver has lain since 2 o'clock Monday afternoon. At intervals during the 24 hours of his imprisonment he signaled to the men at the air pumps on the shore of the reservoir, letting them know that he was still alive. The last signal was received at 1.30 o'clock P. M. The movements of the signal line grew fainter and fainter, and finally ceased.

While it seems certain the man is dead, after suffering terrible agony for hours, the men at the air pump on the raft still pumped away, with the forlorn hope that they were still giving him the breath of life while he was unconscious.

The efforts of skilled rescuers including four divers and other experts, aided by scores of landmen, to save this one man's life have been ceaseless for about 35 hours and are almost unparalleled in the history of marine divers.

Every wrecker device known to the most experienced diver, if it could be brought into use in this emergency, has been tried, without avail. And if it were possible to tear away the very walls of the reservoir without the loss of other lives in the flood the wreckers would not have stopped at the loss of property.

Thousands of spectators watched for the end of this strange tragedy under water, a terrific pressure of two atmospheres which brought blood to the eyes and finger nails of the heroic rescuers who dropped overboard from the raft to try to save their brother diver.

A special train was secured at the yards of the Lackawanna Railroad at Hoboken. Two expert divers were procured and brought to the reservoir in all speed.

With an electric lighting apparatus one of these divers descended and found that the great ball of lead had slipped into place suddenly and that the diver's foot had been caught between the ball and the edge of the aperture leading into the pipe. The second diver went down at once and an effort was made by the two to dislodge the ball. Their puny strength was as nothing, and after hours of work, at short intervals, with rests between, they conveyed the knowledge to the imprisoned man of the hopelessness of his condition and went to the surface.

At intervals the two divers descended and tried to help the poor fellow. Finally they became exhausted and two other divers volunteered to engage in the hopeless and perilous task. They reported it was impossible to resist the suction of the water within 15 feet of the mouth of the pipe, encumbered as they were by their armor and tools.

They described the doomed diver as lying on his back on the bottom, with his left foot securely pinned beneath the ball of lead, whose whole weight rests upon it. They said that the man must have dislodged the ball by his first efforts and been drawn underneath it by the suction at the same time. They reported that they thought that the doomed man's leg might have been broken and that his suffering was probably greater than can be imagined.

BALTIMORE WILL LOSE \$20,000,000.

Insurance Companies to Pay Only \$30,000,000 to the 258 Losers.

Baltimore, (Special).—The total loss by the great fire on February 7 and 8 was between \$45,000,000 and \$50,000,000. The number of losers is 258. The insurance companies will pay a trifle over \$30,000,000 to the losers, of which amount over \$25,000,000 has been paid already.

These are the figures that will stand out most prominently in the report of Chairman Paul Turner, of the General Insurance Committee, called to Baltimore to deal with the recent calamity. His report is rapidly nearing completion and will be supplemented by an exhaustive report on "fireproof" buildings. It will admit the claims made by builders to be justified by the experiences of such structures over which the flames passed in Baltimore.

Exposition Hall Collapsed.

Philadelphia, Pa., (Special).—Exposition Hall, the main building of the group at Thirty-third and South streets, that served to house the National Export Exposition in 1899, and in which the republican national convention met one year later, collapsed, burying several workmen in its ruins.

Three of the injured men were so badly hurt that they were taken to the Philadelphia hospital for treatment, while a dozen others, although bruised and shaken up, were able to go to the hospital, and had their wounds attended to at their homes.

Gift to Tuberculosis Camp.

New York, (Special).—Mrs. Andrew Carnegie has offered to equal the highest donation to the Speedwell Country Home Society for the opening of a tuberculosis camp for the poor children of the tenements, within easy reach of New York City. The announcement was made by Mrs. Donald Sage MacKay, the president, at the annual meeting, which was held at the home of Miss Helen Miller Gould. The Speedwell Society has homes in the vicinity of Morristown, N. J., and in its work it recognizes neither race nor creed distinctions.

NEWS IN SHORT ORDER.

The Latest Happenings Condensed for Rapid Reading.

Domestic.

Two Chicago negroes caused the arrest of several Chinamen for violation of the Civil Rights Law by refusing to serve them in a restaurant.

Six men were injured by a collapse of a building at Eighth avenue and Thirty-fifth street, New York. Four of the injured were passersby.

Two St. Louis physicians are using a new drug in the treatment of consumption with promising results.

Four persons were injured by a gasoline explosion in an automobile factory in Detroit.

The first trip through the new subway of New York City was made.

Six men were injured by the collapse of a building in New York.

W. H. Kenworthy, an American Express Company messenger, and Harry Drake, a baggage master on the Big Four Railroad, have confessed to the Cincinnati police that for a year they have been robbing trunks and express packages.

A settlement was reached in the sheet and tin-plate wage dispute and a strike avoided that would have involved thousands of men.

"Monk" Eastman, the leader of a notorious gang of thugs of the East Side, New York, was convicted of assault in the first degree.

A fine of \$3,000 was imposed on R. Friedlander & Co., of Chicago, for making false affidavits to undervalue imports.

Dr. George W. Webster, of the Illinois State Board of Health, gave up his ranking as one of the causes of typhoid.

The Standard Oil Company announced another reduction of half per cent. on all grades of refined petroleum.

The Circuit Court, in Richmond, Ky., threw out as invalid all the various wills of the late Gen. Cassius M. Clay.

Harry T. Hill, the veteran theatrical manager, died at his home, in Saratoga, N. Y.

The United States torpedo-boat flotilla arrived at Cavite.

Thousands of men employed in the cigar factories and breweries of Manila united in a demonstration against proposed measures of the government to secure internal revenue.

The San Francisco Merchants' Exchange has received a cablegram stating that the steamer Colon has been wrecked at Punta Remedios.

Mrs. Joseph B. Hall, proprietor of the Catskill Recorder, one of the oldest newspapers in the United States, died at Catskill.

The car barn and paint shop of the International Traction Company at Cold Springs, near Buffalo, were destroyed by fire.

Former Police Chief Devery has made demand on Commissioner McAdoo for \$35,000 as damages for breach of contract.

The flour mills at Minneapolis will close down for an indefinite period because of railroad discrimination.

Charles A. Beecher, a friend and adviser of Abraham Lincoln, died suddenly at Marysville, O.

A fire in the hold of the steamer Havana caused a damage of \$20,000.

Foreign.

The House of Commons sanctioned by resolution the employment of Indian troops in the political mission to Tibet. It was announced that Colonel Younghusband had reached Gyantse, Tibet, which was his goal.

An imposing funeral service was held over the body of Queen Isabella in Paris, after which the body was taken to Madrid.

The police in Barcelona have arrested an accomplice to Joaquin Miguel Arca, who attempted to assassinate Premier Maura.

Colonel Marchand, the hero of the Fashoda affair, bitterly resents his treatment by the French War Office.

Bebel, the Socialist leader, criticised in the Reichstag the German government for permitting the sale of a steamship to a Russian company. Chancellor von Buelow replied that the sale did not affect Germany's neutrality, and that Japan had an equal right to buy ships from Germany.

Emperor William went on board the American steam yacht North Star, at Syracuse, Sicily, and had a chat with Mr. and Mrs. Cornelius Vanderbilt.

An infernal machine concealed in an anarchist's trunk in a hotel in St. Petersburg exploded, blowing him into the air and causing a fire in the hotel.

The British torpedo-boat destroyer Teazer, which ran ashore during the naval maneuvers at Portsmouth, has been towed off.

The Mad Mullah, whom the British have been trying to catch, has escaped into Italian territory.

The matter of a Zionist settlement in Uganda, East Africa, has been arranged satisfactorily.

The Berlin canals and waterways bills just presented to the Prussian Diet propose the expenditure of \$100,000,000 on new waterways, including a canal from Berlin to Stettin, for large vessels.

Financial.

Nearly \$4,000,000 of Japanese gold has just arrived at San Francisco.

When Lake Superior gets that \$2,000,000 from Canada, things ought to look up.

There has been better buying of United States Steel common this week than for three months.

"I'm bullish," says John W. Gates. "I don't quite carry the weight such a remark once bore."

Export business of the United States Steel Company is falling off.

The "big fellows" are leaving Wall Street. J. J. Hill and E. H. Harriman have gone West and J. P. Morgan is on the Atlantic.

American petroleum sold in Europe last year was \$37,482,000 worth of refined and \$5,298,000 worth of crude oil.

Seventy-one railroads in February earned gross \$86,048,000, an increase of \$2,064,000, but net earnings were \$19,886,000, a decrease of \$1,470,000. For eight months of the fiscal year gross revenue has risen \$50,000,000, and net profits \$8,535,000.

\$5,000,000 FOR HERO FUND

A New Endowment By Mr. Andrew Carnegie.

VERY GENEROUS BENEFACTION.

Its Purpose is to Place Those Following Peaceful Vocations Who Have Been Injured in Heroic Effort to Save Human Life in Better Pecuniary Condition Than They Were and to Provide for the Dependents.

Pittsburg, Pa., (Special).—It was learned here that Andrew Carnegie has created a fund of \$5,000,000 for the benefit of "the dependents of those losing their lives in heroic effort to save their fellow-men, or for the heroes themselves if injured only." Provision is also made for medals to be given in commemoration of heroic acts.

The endowment is to be known as "the Hero Fund," and consists of \$5,000,000 of first collateral 5 per cent. bond of the United States Steel Corporation. The trust is placed in the hands of a commission composed of the following gentlemen: W. L. Abbott, Edwin H. Anderson, W. W. Blackburn, Edward M. Bigelow, Joseph Buffington, Wm. N. Frew, Rev. W. J. Holland, John B. Jackson, Thomas Lynch, Charles G. Mellor, T. N. Miller, Thomas Morrison, Frederick C. Perkins, Robert Pitcairn, H. Kirk Porter, James H. Reed, W. H. Scaife, William Scott, W. H. Stevenson; F. M. Wilmot, secretary.

The commission held its first meeting here and made known its project. It is learned that the scheme was conceived by Mr. Carnegie immediately after the Harwick mine disaster, when he summoned to New York Charles L. Taylor, chairman, and F. M. Wilmot, manager, of the Andrew Carnegie relief fund, to discuss with them plans for the relief of the sufferers from this catastrophe. On this occasion Mr. Carnegie announced to Messrs. Taylor and Wilmot his intention to endow a fund for heroes, outlined his plans and asked that they consider the project and write him regarding it, making such suggestions and giving such ideas as might occur to them. This they did, and on March 12, just before his departure for Europe, Mr. Carnegie forwarded a letter to Mr. Taylor announcing the plan, and stating that the certificates of the bonds had been placed in his hands.

In a letter to the hero fund commission Mr. Carnegie outlines the general scheme of the fund, which in his own words is "to place those following peaceful vocations who have been injured in heroic effort to save human life in somewhat better position pecuniarily than before until again able to work. In case of death of widow and children or others dependent to be provided for—the widow until she is remarried and the children until they have reached a self-supporting age. For exceptional children exceptional grants may be made for exceptional education. Grants of sums of money may also be made to heroes or heroines as the commission thinks advisable, each case to be judged on its merits."

It is provided that no grant is to be continued unless it is soberly and properly used, and recipients remain respectable, well-behaved members of the community.

A medal shall be given to the hero or widow, or next of kin, which shall recite the heroic deed it commemorates. The medal shall be given for the heroic act, even if the doer be unimpaired, and also a sum of money, should the commission deem such a gift desirable.

APPROPRIATION ASKED.

Ten Thousand Dollars is the Amount That is Requested.

Washington, (Special).—Secretary of the Navy Moody transmitted to the House a request for a \$10,000 appropriation to provide for the proper care of the remains of the victims of the explosion on the battleship Missouri.

The bureau of navigation of the navy department announces that the W. J. Bogard, named in the dispatch of Admiral Barker of the 13th inst., as having been killed in the Missouri explosion, and whose name could not be found on the records, has been identified as William Joseph Bogard, of Brooklyn, N. Y., whose next of kin is James Bogard, a brother, who lives at 250 Prospect avenue, Brooklyn, N. Y. This man was blown overboard and his body has not been recovered.

The bureau of navigation also announces that the B. J. Mulligan, mentioned in the same dispatch as having been killed, and whose name could not be found on the records, is John Joseph Mulligan, landsman, of Providence, R. I. His next of kin is given as James Mulligan, of 206 Chestnut street, Providence, R. I., his father.

CHILDREN WITNESSED TRAGEDY.

Three Little Ones Saw Father Attempt Mother's Life.

South Hadley Falls, Mass. (Special).—The three children of Daria Capestand, a good chopper, died of poisoning, and Mrs. Capestand is ill with the same malady. Parts of the bodies of two of the children and the meat from which it is suspected the poison came have been taken to Harvard for analysis.

The three children—aged 6, 4, and 2, who died very suddenly—were buried Friday. There were present at the cemetery Medical Examiner Branch, of Amherst; Chief of Police Buckley, of the Falls, and Maj. James McWay, of the state police. They are very reticent about their suspicions, but claim that it is a case of murder.

LIVE WASHINGTON AFFAIRS.

Problems of Irrigation.

The progress made in the irrigation work of the Government is reviewed in the publication issued by the Geological Survey, which points out the necessity of great caution and conservatism in the extension of reclamation work.

In the report it is stated that of the irrigation projects favorably reported in 1903, which included those on the Truckee river in Nevada, on the Salt river in Arizona, on the Milk river in Montana, on Sweetwater river in Wyoming and on Gunnison river in Colorado, the Nevada and Arizona projects have been found feasible and construction on the engineering work along the Truckee and Salt rivers has progressed to a reasonable extent. The Montana project, however, has presented unexpected engineering difficulties as well as complications regarding water rights, so that progress is slow. It has been found necessary to modify the first plans in order to achieve early results. The Wyoming project as first outlined has been found impracticable. A better reservoir site than that on the Sweetwater river, however, has been found on the North Platte, so that a large scheme of development may be worked out there in the future. Great engineering difficulties are encountered in the accomplishment of the Colorado project. The amount of arid land thereby reclaimable is less, too, than was anticipated.

Boloes for the Army.

General Crozier, chief of the ordnance department of the army, has ordered the manufacture at Watervliet arsenal of 11 5-inch barrette cartridges, model of 1903, and 200 cartridges for 2.5-inch life-saving guns for the Treasury Department.

Three thousand hospital corps knives of new model also have been ordered manufactured. General Crozier has ordered the purchase of 5,000 boloes, with sheaths, for issue to the troops in the Philippines. In the future saber scabbards for officers will be made of steel, nickel-plated, instead of German silver, and in order to obtain better results in gallery practice an elongated bullet, weighing 107 grains, has been adopted in place of the round ball.

Classification of Postoffice Clerks.

F. T. Rogers, president of the National Organization of Postoffice Clerks, was heard by the House Committee on Postoffices and Post Road, in favor of the bill of Representative Wilson, of Illinois, providing for the classification of clerks employed in postoffices of the first and second class.

Retirement of Letter Carriers.

Senator Frey introduced a bill providing for the retirement of letter carriers who have reached the age of 65 years and who have served for 35 years. The bill gives the carriers retired pay at 80 per cent. of the salaries they were receiving at the time of retirement.

Home for Disabled Volunteers.

The House Committee on Military Affairs authorized a favorable report on a bill appropriating \$60,000 to purchase a temporary home in the District of Columbia for disabled volunteer soldiers.

Congressional and Departments.

Senator Dietrich has been exonerated from all blame in connection with postoffice patronage in Nebraska by a special committee of the Senate, which made an investigation.

The House and Senate committees agreed to the bill allowing the contractors of the Baltimore Customhouse \$175,000 for loss sustained in the recent fire.

The committee investigating Red Cross affairs had an expert examine the accounts of Miss Clara Barton.

Mrs. McComas, the wife of the Maryland Senator, died at her Washington home from Bright's disease.

Senator Proctor introduced a bill to provide for a "distinguished service list."

The House of Representatives passed the Philippine Bill.

President Roosevelt has decided to appoint James Holland judge of the recently created eastern district of Pennsylvania.

The Comptroller of the Currency authorized the Traders' National Bank of Clarksburg, W. Va., to reopen for business.

The Senate Committee on Postoffices and Post Roads will investigate the workings of the Postoffice Department.

Arthur L. Orrison, a juror in the Watson embezzlement trial, was sentenced to jail for contempt of court.

The American Federation of Labor has arranged its exhibit for the St. Louis Exposition.

By a decisive vote the Senate put itself on record against any investigation of the Postoffice Department at this session of Congress.

Senator McComas introduced a bill to extend the Coastwise Shipping Laws to the Panama Canal zone.

Secretary Moody declared himself opposed to the proposed bill for the creation of a general staff in the Navy.

A resolution was introduced in the House to ask the Secretary of the Interior if the officials involved in the land grants were still in the public service, and if so, why.

The House passed the bill appropriating \$3,000,000 for river and harbor improvements.

WOMAN AND CHILDREN POISONED.

Police Are Having Analysis Made and Will Search for Murderer.

Philadelphia, Pa., (Special).—Frederick Scaife, aged 32 years, committed suicide after shooting his wife Mary. She will recover. Mrs. Scaife said she knew of no reason for her husband's crime unless it was his groundless jealousy.

The woman saved her life by her presence of mind. When her husband drew his revolver she threw her arms about him and a fierce struggle ensued. Scaife managed to discharge the weapon, a bullet entering his wife's back. She fell, and, thinking he had killed her, he turned the weapon upon himself and blew his brains out.

The couple have three young children, and the shooting occurred in the presence of the little ones.

TWENTY-FOUR MEN AND FIVE OFFICERS KILLED.

United States Battleship Missouri Was Holding Its First Target Practice When Gun Exploded—Big Warship Barely Escapes Destruction.

Pensacola, Fla., (Special).—The newest battleship of the navy, the Missouri, had a narrow escape from being blown to pieces by the explosion of a magazine and also being beached as it came to light.

Capt. William S. Cowles prevented the latter when the vessel was within 250 yards of the beach by giving orders that the ship's course be changed. Chief Gunner Mate Monson saved the ship and the lives of over 600 men by jumping into the open magazine and closing the door behind him.

It is stated, though not by officers of the Missouri, that when the officers heard the explosion in the turret and saw the fire lapping through the top they realized the hot magazine would next explode and headed the ship for the beach, intending to beach her if possible before the explosion. Captain Cowles quickly stopped the plan and put the ship back to sea.

When the first explosion occurred in the turret the men in the handling room knew in an instant what had occurred. The big magazine door was

open and standing against it were four charges of powder. Without a moment's hesitation Gunner's Mate Monson shoved these aside, and jumping into the magazine pulled the door closed after him.

The magazine was totally flooded with water, and when the men opened the door found Monson barely alive, the water having reached his neck.

The damage to the battleship is much greater than was stated at first. In addition to the large amount of ammunition ruined by the magazine being flooded, which will amount to thousands of dollars, the after turret is badly injured, the top being burned away and all brass work melted inside. The hoist is a charred mass, and the mechanism of the guns is completely ruined.

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