

Russia is willing to spend \$90,000,000 on a new navy.

The lowest estimate places the wealth of President Harrison's Cabinet at \$42,000,000.

Geologically and mineralogically, Nicaragua is said to be the richest spot in America.

There were 14,900 divorces in the United States during the last twenty years caused by drunkenness.

The project of neutralizing the banks of Newfoundland during the fishing season is exciting public interest.

It is said that unless the present conditions are changed the complete destruction of the Adirondacks is inevitable.

Fourteen ex-Senators are said to inhabit the Kansas Penitentiary, though only one of them ever conducted legislative business in the interest of that State.

Australia has just made to a projected railroad a grant of 16,000,000 acres, or 20,000 acres a mile. The grant to the Pacific railroads amounted to about 6400 acres a mile.

The Dakotas plume themselves, according to the Commercial Advertiser, upon artesian wells of such force and number as to make manufacturers of all sorts well within their possibilities.

Dr. Chaille, the well-known statistician, states that the average life of woman is longer than that of man, and in most parts of the United States woman's expectation of life is greater.

There are, it is said, five men in America worth \$50,000,000 each, fifty worth \$10,000,000 each, 100 worth \$5,000,000, 200 worth \$3,000,000, 500 worth \$1,000,000 and 1000 worth \$500,000 each.

The Atlanta Constitution believes that Spain holds on to Cuba as a matter of national pride. The island has proved an expensive possession. In the insurrection from 1868 to 1878 20,000 lives were lost, and the total cost to Spain was about \$700,000,000.

"Life is a delicate possession, after all," concludes the Detroit Free Press. "A Michigan child was recently fatally injured by falling upon a lead pencil, and last week an English actress was killed by the accidental puncture of her neck with a knitting needle."

Miss Rose Porter, the well-known writer of religious books, is a most remarkable woman. Although an invalid, and forced to dictate from her bed, she has already written some fifteen books, all of which have had extensive circulation. She lives in a pretty brick house in New Haven, Conn., and is much thought of in that city.

The Albuquerque Democrat says: "New Mexico covers a vast lake, and as wells are being sunk in different parts of the Territory this fact is being assured. A well sunk at Gallup has penetrated a body of water sixty feet in depth, and wherever a hole is sunk to the water it is found to exist in inexhaustible quantities."

The wide-embracing arms of civilization are rapidly stretching out to take in the whole world. One of the latest notable illustrations of this is the announcement made the other day that a cable will soon be laid from Bermuda to Halifax. In a short time, therefore, one can no longer get out of the world, so to say, by making a voyage to the Bermudas.

In a recent talk with a delegation of clergymen and others who called upon him to urge a more Christian policy in dealing with the Indians, General Harrison said emphatically that he should do his best in the direction named. He added, however, that "the Indians with whom he must be most concerned at present were not on the frontier, but here in Washington."

It is generally predicted that Oklahoma will be settled up with phenomenal rapidity. The Oklahoma Valley is one of the finest in the United States, with an abundance of timber and an altitude of 1600 feet above the sea. If any cattlemen are ill-advised enough to remain in the Territory, observes the New York Tribune, they may expect short shrift from the boomers, who will have many old scores to settle.

The San Francisco Chronicle says: The Chinese Mandarins who have had charge of the repairs to the banks of the Yellow River could give Caucasian boodlers points in dealing public money under the guise of stealing State work. The notorious California brush dam frauds are entirely eclipsed by the Chinese official, who coolly built an embankment of millet stalks and dirt on top of the ice which formed on the Yellow River, and then declared that the great breach was satisfactorily closed.

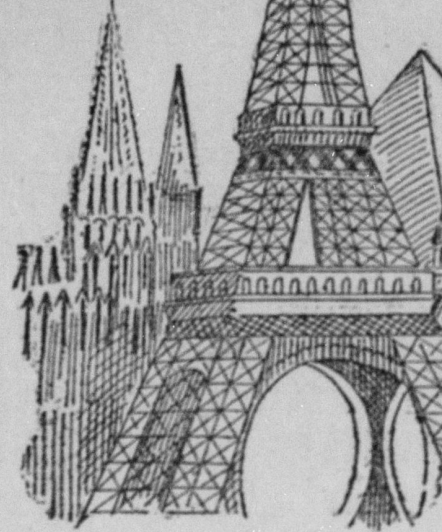
NEARLY 1000 FEET HIGH.

The Great Eiffel Tower at the Paris Exposition.

How the Colossal Structure, Just Completed, was Erected.

The great Eiffel tower at the Paris Exhibition has just been completed, and a description of the colossal structure, with an account of the way it was built, and a sketch of its constructor, will be appropriate at this time. It is scarcely necessary to say that the

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Eiffel tower is by far the highest structure in the world. It presents a decidedly unique appearance, too—in general outline not unlike a stack of four gigantic masts with their butts well and solidly spread and their bayonets joining at their tips.

The Eiffel tower stands in the Champ de Mars, almost on the left bank of the river Seine, just in the rear of the Grand d'Orsay, and in fact a part of its foundation is sunk through an old arm of the river, which has been filled in these many years. Its base covers a plot of ground 328 feet square, or nearly two and a half acres in extent.

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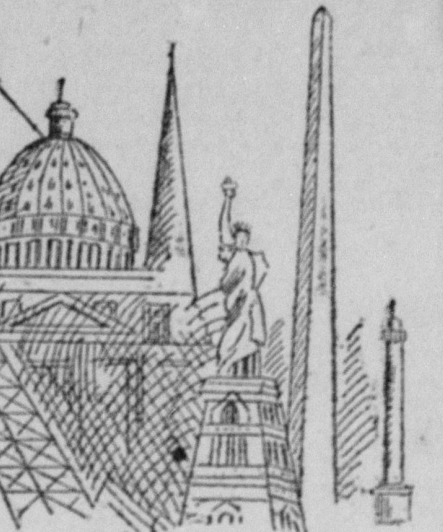
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and drilled so that no modification was necessary at the place of operations. Up to a height of about fifty feet the workmen required no scaffolding to work upon, as each pier supported itself, although each leaned toward the others. Then an artificial support had to be provided, as above that height, until the first platform was reached, the center of gravity of each pier would fall outside of the base.

And so piece by piece the towers grew, and length by length a height of 140 feet. Then four enormous horizontal trusses were put in place to connect the four piers. These were nearly 140 feet long and weighed a good many tons, and in order to place them in position it was necessary to erect an extensive false work, or scaffolding. When these trusses were in position, and the connecting beams to form a flooring were in place, the workmen had a great solid platform nearly 150 feet above the ground, and upward of 150 feet square, to work upon.

These four inclined piers and the four big connecting trusses form the solid groundwork of the tower. There is nothing particularly unique in the detail of construction. The work is simply a system of trusses and braces, in which the material is so placed as to make a strong and light structure. The four great arches which rise between the piers, immediately under the great horizontal trusses, are largely ornamental in character. They serve to round off what would otherwise be an angular outline, but do not support any of the weight of the structure.

Above the lower platform two four-cornered piers incline toward each other at a sharp angle. The iron columns are lighter and the spaces in the system of bracing are larger. High above the first platform, nearly 400 feet from the ground, a second series of horizontal trusses binds the four piers together and forms the basis for a second landing. These two platforms are glorious places



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from which to view the city of Paris. They are so large that even very timid persons standing on them will lose all fear. The lower one is nearly level, and the upper one is about one-third that size. From the platform a view of the country for forty miles around may be obtained.

Above the second platform the four corner piers gradually approach each other and at length unite in one pier at the top of which, nearly a fifth of a mile from the ground, there is a covered observatory, and above this rises a slender mast. Doubtless many thousand people will see Paris and ever so many square miles of surrounding country from the observatory during the summer. They will not have to walk up, for a gigantic elevator runs up through one of the piers to the very top. This elevator is of peculiar construction, for the carriage or truck, travels upward on a spiral track, while the car itself rises vertically, or rather as nearly vertically as the angle of the pier will allow.

While the Eiffel tower was a stupendous conception, and will stand as completed the marvel of modern engineering, no new principles are involved in its construction. In fact, to an engineer, the most wonderful thing about the tower is its simplicity. The way for the Eiffel tower, both in conception and execution, was paved, after a fashion, by the work on the Garabit viaduct and the Paris bridge, both of which were built by Eiffel. In fact, the construction of bridges and viaducts, without the use of scaffolding or false work, by making the several parts balance themselves as the work progresses, owes much to this French engineer.

Gustave Eiffel is a master of construction. It is said of him that he combines within himself the practical knowledge of the English engineer, the audacity of the American and the science and theories of the Frenchman. He was born at Dijon, France, in 1832, and was educated at the Central School of Sciences and Arts. He it was who first made practical use of compressed air in caissons in the building of bridge foundations, in the erection of the great bridge at Bordeaux.

It is really at the base a group of four towers, each nearly fifty feet square, placed at the corners of the plot of ground, and inclining toward each other as they rise at an angle of fifty-four degrees. Each tower consists of four columns, bound together by trusswork, and each column rests on a masonry pier which is so built that the weight of the column rests upon it squarely and not at an angle.

As the tower is 984 feet high, it will be seen that the matter of providing a solid foundation was one of great importance. There was a lot of boring and digging before the spot upon which the tower stands was finally selected.

The foundation rests upon a thick stratum of sand and gravel. It may be well to say, for the benefit of those who think sand is a rather treacherous sort of ground, that a bed of sand and gravel, away under ground, is pretty solid stuff. One of the towers of the Brooklyn Bridge rests on that sort of base. The foundations of the two piers of the Eiffel tower farthest from the Seine rest on sand and gravel about twenty-five feet below the surface of the ground. These foundations were laid in open excavations, and consist first of great solid platforms of beton, six feet thick, and each four stone piers which rise to the surface to receive the iron columns.

The foundations for the two piers nearest the river were not so easily laid. It was necessary to go thirty-five feet below the surface of the ground, and this was sixteen feet under water. So caissons had to be used, as they were in building the Brooklyn Bridge piers.

A caisson is in effect simply an enormous iron box, without any cover, turned upside down. The method of using it is to dig the earth out from under it and allow it to gradually settle as the excavation progresses, meanwhile building the pier on top. When the required depth is reached the caisson itself is filled up with the beton and it forms the bottom layer of the foundation. A shaft is left running through the pier above for entrance and exit as the work goes on, and the air in the caisson and shaft is compressed to whatever is necessary to keep the water out of the bottom. It is the principle of the diving bell modified.

THE SAMOAN DISASTER.

Particulars About the Wrecking of Our Ships at Apia.

Survivors Bring the Story of the Great Calamity.

The steamer Alameda arrived in San Francisco bringing advices from Apia, Samoa up to March 30.

The steamer stopped at the Samoan capital and took off many of the shipwrecked sailors. Among those who came upon the Alameda were Chief Cadet Robert Stocker and Cadets Hibbs, Decker, Wells, Cloke, Sackland, Lejune, Wiley and Logan, and Dr. Corders, all of the Vandalla. Lieutenant Ripley came on the Alameda, with thirty men, but stopped off at Honolulu.

The hurricane which cost so many lives at Samoa began about 2 o'clock on Saturday morning, March 16, and lasted until Sunday at a little after 5 o'clock in the morning. The Eber, the German vessel, was the first to be wrecked. She broke up in pieces in a few minutes, and only one officer and four men being saved. Her guns, which were of great weight, probably assisted in smashing her so quickly.

Shortly afterward the Adler (German) also drifted on the same reef a little further westward. She was lifted high and dry, and is now lying on her port side high and dry, only a few feet of her side being under water at high tide. In all twenty men were lost from the Adler.

The United States steamer Nipisic was the next on the list of casualties. It was observable from the shore that she would not be able to hold out. She was drifting toward the reef, and at about nine o'clock she struck the shore and just touched the points of the reef with her rudder, which was carried away, together with her stern post, but, by the skillful management of the captain and officers they succeeded in beaching her on the sand. Great credit is due to the captain in which the Nipisic was handled, for if she had gone on the reef a larger number of lives would undoubtedly have been lost.

As it is seven men were drowned, but all would have been saved if they had stuck to the ship. Early in the morning the Olga collided with the Nipisic, doing the latter considerable damage, carrying away her smokestack, steam launch, and part of her bulwarks. On account of the collision, the engine room off the funnels would not draw to keep a full head of steam on. Excepting for this accident the Nipisic, which had powerful engines, might have rode out the gale in safety.

On Thursday morning the Nipisic was successfully floated out to her old anchorage. Her propeller is too much injured to be repaired in Samoa, and her rudder is gone. The Vandalla was the most unfortunate vessel of the United States Squadron. She drifted, about 9 o'clock, near to the Calliope and the Olga came into collision with her. The Calliope struck her with great force on the port, doing considerable damage. The Vandalla still continues drifting almost in company with the Calliope, but the latter vessel, having lost nearly all her anchors, put full steam on and went steadily out to sea.

The captain of the Vandalla, seeing no hope of saving his ship, headed her for the shore, and in endeavoring to reach the sandy beach unfortunately struck the reef, and filled and sank before she could beach, within about fifty yards from the stern of the Nipisic. The captain, paymaster, pay clerk, lieutenant of marines and many men were washed overboard. The vessel was completely submerged, and all hands had to take to the rigging, where they remained until the Trenton was driven alongside about 8 o'clock in the night, when most of the officers and crew got on the Trenton, excepting Lieutenant Ripley, who jumped off the stern before the Trenton was alongside and with great difficulty swam to the shore. He then procured a whaleboat, and with the aid of Samoans, got a line out to the wreck. The loss of life in the Vandalla were the commander, three officers and thirty-nine seamen and marines.

The Trenton, meanwhile, was gradually coming closer to the land. She had her bridge ports broken in, which left an opening, and the sea came in great quantities through and the lanes pipes, getting into the fires. This was unfortunately fatal to the chances of saving the Admiral's ship.

The engineers were unable to keep up steam. All hands were ordered to the pumps, which were kept at work all day. At about 3 o'clock the Trenton had drifted toward the Olga, which vessel was then about 500 yards from the reef. Both ships tried to avoid touching, but a collision was inevitable. The Olga's bow struck the Trenton on the quarter, opening a large breach in the main deck, and the Olga's bow was smashed.

After the vessels cleared each other the Trenton drifted still further toward the reef, and one time held fairly well to her anchors, but at about 5 o'clock she dropped down just clear of the reef and on to the Vandalla. The Trenton's stern was aground, and the poor fellows who had been on the Vandalla's yard about twenty hours before the Trenton was run into one of the best positions for beaching in the harbor.

The Nipisic is fitted up with the Vandalla's funnel. Her rudder and stern post are gone, proper beam and rudder, a colored man, the Olga, after slipping her cables and getting clear of the Trenton, managed to make headway against the sea for a short time, and hopes were entertained that this vessel, the last left afloat in the harbor, would be saved, but within half an hour she was run into one of the best positions for beaching in the harbor.

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Nearly every day since the wrecks of the German and American vessels bodies of the drowned are being washed up, greatly decomposed and unrecognizable. Only forty of our dead sailors' bodies have been found off Apia. Some of our officers and men attended the German memorial service, but not a German was present at the American services. Admiral Kimberly shows that the Trenton could not have been saved, because the badly constructed haws-holes allowed water to pour in and flood the engine room, putting out the fires. He says the Trenton had all steam on, but that her engines were not powerful enough to save her.

On the Tuesday following the disaster divers recovered the safe of the Vandalla, which contained \$40,000. A rumor is current in Apia that the Admiral and Consuls are endeavoring to arrange matters between Mataafa and Tausa, so as to induce them to return to their homes until after the Samoan conference. There were some disgraceful scenes at Apia, it appears, after the terrible disaster in the harbor on March 16.

Some of the men rescued from the American and German war-vessels got drunk, and there was a good deal of feeling against the Samoan sailors on the part of our men. Captain Fritz, the senior German officer,

when asked to help to restore order, begged to be excused, saying he was afraid the Americans would attack the German sailors. He further requested that the American officers should take full charge. This was done, and the American sailors were not allowed to approach the lower part of the tower, where the Germans had their headquarters. The next great question was how to get the news of the disaster to America and Europe. Frank Wilson was sent to Pitulua Island, where he boarded the steamer Mariposa, Auckland, from whence he telegraphed the news.

The Calliope took on coal, and Thursday, March 19, after firing thirteen guns as a salute to Admiral Kimberly, sailed for Sydney. The order was generally restored in Apia in a few days. A large force of Samoans succeeded in hauling the Nipisic. The Trenton's sailors are temporarily quartered in tents in the middle of the town. The Vandalla's men are quartered near the American Consulate. The survivors of the German vessel are quartered in the German Trading Company's warehouses.

Most of the merchant vessels in the harbor at the time of the storm belonged to the German Trading Company. Admiral Kimberly, commanding the American fleet, was the last to leave the Trenton, his flag-ship. He said he considered faulty construction of the Trenton's haws-holes as indirectly the cause of her wreck. Within a few days of the storm a condition of things resembling that had been brought about. The marines and Mataafa's police had been actively at work in this direction. The Germans and Americans held memorial services at different dates for the dead.

Admiral Kimberly and other American officers attended. The world's conference of the Latter Day Saints or Mormons at St. Joseph, Mo., has adjourned. The next conference will be held April 6, 1890, at Lamar, Iowa. LAW PRISCE, colored, of Savannah, Ga., in a fit of religious frenzy, killed his four-year-old child.

A CENTENARIAN DEAD.

Death of Chevreul, the Distinguished French Chemist.

M. Michel Eugene Chevreul, the distinguished French chemist, has just died in Paris at the age of 102. He was born at Angers, August 31, 1798. He was educated in the schools of that place. In 1810 he was appointed a professor of chemistry in the Lycee Chevreul. He was awarded in 1827 a prize of \$2400 for an essay on animal oils. He succeeded his old master Vauquelin in the chair of chemistry at the Museum of Natural History in 1810. He was made commander of the Legion of Honor in 1844. He was the author of many works on scientific subjects. In 1889 the centenary of his birth was celebrated in Paris.

Almost to the last he was a devoted student, and his intellect and memory were kept unimpaired by advancing years. His vitality was amazing, and he betrayed the liveliest interest in all current affairs of the day. His daily life was one of extreme simplicity and rigid regularity. Of late years he was out of bed for a few hours daily, but this was only a matter of precaution. He pursued his studies in his bedroom, and received his friends, with whom he discussed chemistry and all colors, with unfailing animation. It may be interesting to know that he never drank, never smoked, and never ate fish or drank milk except when mixed with other food. His regular diet was of stroug soup, beefsteak or cutlets, and coffee.

THE LABOR WORLD.

The iron trade is very inactive.

A silk mill is to be erected at Lynchburg, Va.

A shoe factory is to be built at Raleigh, N. C.

Several silk mills are to be built in Pennsylvania.

The three labor strikes in Buffalo, N. Y., are still on.

The hosiery manufacturers are crowded with work.

Hungary, in fear of a labor shortage, has forbidden emigration.

In Sparta, S. C., there are eight cotton mills in operation.

Tuskaloosa, Ala., expects soon to have a \$100,000 boot and shoe factory.

In Great Britain there are 203 tin-plate mills, employing 100,000 hands.

A general strike of the street-railway employes in Minneapolis is threatened.

Krupp, of Germany, is putting up a big mill to turn out more war material.

The carmen of Vienna are organizing with a view to striking for higher wages.

Organized labor is making preparation for the eighth hour strike next year.

The Welsh tin plate makers have abandoned their attempt to form a trust.

New England shoemakers continue to leave large cities for country places.

Knoxville and Nashville, Tenn., are looming up as great manufacturing centers.

The paper-making industry throughout the United States is profitable. There are 117 mills.

The Higgins printing plant in the world is this situated over by the United States Public Printer.

Poor cotton, poor weather, high speed make the threads break often and take the weaver's life a bore.

It is probable that Pennsylvania will appropriate \$500,000 to introduce manual training in public schools.

A GERMAN manufacturer now visiting America says American leads the world in the line of shoe machinery.

An expert weaver can care for eight looms; he works in an aisle with four looms before him and four behind him.

NEW YORK State is maintaining 3000 idle convicts, many of whom are upon the verge of insanity from lack of work.

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LATER NEWS.

GEORGE CALDER, proprietor of the Fulton Cotton Mill at Lancaster, Penn., has made an assignment. Liabilities \$150,000.

The thirty wood acid manufacturers of the United States met in Binghamton, N. Y., and an association in the nature of a trust was formed.

INTENSE excitement was created in shipping circles at New York on Saturday by the receipt of a dispatch announcing that the Danish steamer Danmark, of the Thingvall line, had been passed in mid-ocean in a wrecked condition, with no one on board. The Danmark had sailed from Denmark with 722 souls—of whom 650 were passengers—on board. The agents of the line at New York believed that the people on board had all been picked up by a passing vessel.

LUMBERTON, Ala., fifty-five miles north of Mobile, has been totally destroyed by fire.

An extremely malignant and mysterious disease resembling in some respects scarlet fever has broken out in Illinois. A dozen cases have proved fatal. The disease usually runs its course within thirty-six hours.

MEREDITH STANLEY jumped from the Cincinnati Southern Railroad bridge over the Kentucky River. The height of the bridge is 255 feet. He jumped into twelve feet of water and was uninjured.

THE "Orange Belt" Railroad, from St. Petersburg, on Tampa Bay (154 miles) to Sanford, Fla., has been formally opened.

THE world's conference of the Latter Day Saints or Mormons at St. Joseph, Mo., has adjourned. The next conference will be held April 6, 1890, at Lamar, Iowa.

LAW PRISCE, colored, of Savannah, Ga., in a fit of religious frenzy, killed his four-year-old child.

THE United States Grand Jury at Port Townsend, Washington Territory, have found twenty-five indictments against William Harned, ex-Special Deputy Collector; eleven against Herbert F. Beecher, ex-Treasurer Agent, and twelve against Quincy A. Brooks for stealing from the Government.

THE President made the following appointments: Henry S. White, of West Virginia, to be Marshal of that State; Lyman E. Knapp, of Middlebury, Vt., to be Governor of Alaska; James P. Luce, of Dakota, to be Register of the land office at Rapid City, Dakota; Thomas W. Reed, Jr., of Washington Territory, to be Register of the land office at Seattle, Washington.

THE Secretary of State has been informed that the Government of the Argentine Republic will send delegates to the conference of American States to be held in Washington on the 4th of October next.

W. H. H. SMITH has been appointed Chief Clerk of the Bureau of Steam Engineering, Navy Department.

HOK ALLEN G. THURMAN, of Ohio, had a social conference with President Harrison at the White House.

THE French Senate, in full regalia, sitting at Luxembourg, began the trial of General Boulanger for sedition.

VIOLENT earthquakes were reported in Ephrus, Greece.

THE American bark C. D. Bryant was seized by the Hawaiian Government at Honolulu for smuggling opium.

FOUR of the men arrested on the charge of being implicated in the derailment of President Diaz's train a few weeks ago, near Monterey, Mexico, have been shot. The execution was carried out very quietly.

SIR CHARLES RUSSELL finished his speech in behalf of the Parnellites before the Parnell Commission.

AN explosion of gas occurred in the Grant Tunnel mine at Nanticoke, Penn., causing the instant death of Charles Hogg, a fire boss, and Evan Maddie, pump runner. The Commodore Bateman, a pilot boat, was cut in twain off the Georgia Banks, Nantucket, R. I., by the steamer Sveva, and Pilot John Handran, of Brooklyn, and a colored cook named Harry Halford were drowned.

A CYCLONE struck the mining town of Beldier, Penn., and demolished six dwellings.

EX-CONGRESSMAN S. B. CRITTENDEN died at his home in Brooklyn. He was sixty-eight years old and was worth \$5,000,000.

JOHN P. USHER, of Kansas, Secretary of the Interior under President Lincoln, died at the University Hospital, in Philadelphia, while undergoing a surgical operation.

THE subscription for the Georgia Confederate Home, started at Atlanta, reached \$38,000 in a week's time.

JOHN JACKSON, President and proprietor of the St. Louis Grain Elevator Company, and a prominent and wealthy citizen, committed suicide by hanging in the office of the elevator.

EDDIE GALLERY, eleven years old, of Chicago, was accidentally shot and killed by his mother.

E. G. RATHBON, of Cincinnati, has been appointed Chief of Postoffice Inspection.

THE total amount of bonds purchased to date under the circular of April 17, is \$188,786,500, of which \$33,968,550 were four per cents and \$79,792,500 were 4 1/2 per cents. The total cost of these bonds was \$188,332,441, of which amount \$71,032,964 was paid for the four per cents and \$86,600,177 was paid for the 4 1/2 per cents.

MRS. J. C. FEEBER, wife of Admiral Feeber, of the United States Navy, was thrown from her carriage in Washington and killed.

THE Samoan Commissioners started for Berlin. Secretary Blaine's instructions insist on the maintenance of Samoan independence. The United States will pay no indemnity.

A CONFLICT of a serious character has broken out at Demerara, South America, between the blacks and the Portuguese. The shops of the Portuguese, who are the principal tradesmen, have been sacked. The estimated loss is more than \$100,000.

GREAT distress is prevailing on the Isthmus of Panama.

EDITOR WILLIAM O'BRIEN has entered a libel action against Lord Salisbury, the British Premier, for certain remarks made by the latter in a recent speech at Watford.

THE Empress of Austria is insane. She suffers from long spells of melancholia and entertains delusions, accusing herself of the death of Crown Prince Rudolph. She is possessed with ideas of suicide, thinking to leave the Emperor free to remarry.