

The United States now furnish more than half the hardware imported by Mexico.

According to Major-General Tulloch, of Victoria, New South Wales, depends for its defense on ten obsolete torpedo boats.

Mortality tables show that the average duration of the life of women, in European countries, is something less than that of men. Notwithstanding this fact, the Scientific American notes that of the list of centenarians collected by the British Association a fraction over two-thirds were women.

The New York Independent says: In Kentucky and New Mexico and Tennessee the actual number of white illiterates is greater than that of colored; but the percentage is decidedly in favor of the whites. Everywhere, however, a most encouraging reduction in the percentage of illiterates among the colored population is indicated.

The San Francisco Chronicle remarks: "The Actors' Protective Union, of Boston, has under consideration a plan for securing for the 50,000 actors of the country an amendment to the National election laws whereby they will be allowed to vote in the place where their profession may call them on Election Day. At present they are unable to vote except at their own homes. The question is a plain and simple one. It involves only an amendment or two to the Constitution of the United States, two or three acts of Congress, the joint action of the Legislature of more than forty States, and a complete reversal of the doctrine of suffrage which has obtained since the republic began. With these trifling obstacles removed there could be nothing in the way of the desire of the Actors' Protective Union, of Boston."

The space given in the annual messages of the Governors of various States to the question of good roads is indicative to the New York Tribune of the growing popular interest in a question of large importance in all parts of the country. It cannot be said that legislation has kept pace with the demand for improved roads, and even where laws have been enacted they have not always accomplished the end in view. In this State, for example, through the influence of Governor Flower a law was passed two or three years ago which it was believed would stimulate a number of counties to engage in road construction on approved principles. But this result has not followed. Not a single county, we believe, has taken advantage of the provisions of that law. It is plain, therefore, that additional legislation is demanded if New York is to do its duty in providing good roads.

Says the New York News: "There is a good deal of activity, particularly in the New England States, among those who desire the further restrictions of immigration, and it is not at all unlikely that Congress will be asked to amend the present law. The facts set forth in a circular just sent out from Boston in justification of the movement are that last year, under the present law, fourteen per cent. of the immigrants who came to this country could not read their own language, while nineteen per cent. of them could not write, and that while the foreign born population is not quite fifteen per cent. of the total it furnishes one-third of all the insane and nearly one-half the paupers. It is also urged that the immigrants now coming are from countries whose people are not good material for the making of American citizens, nearly one-third of the males over twenty-one years old already here not having been naturalized, and about the same proportion not speaking our language. These are grave facts and well worth considering. There is no doubt that many of those who land on these shores ought to be kept out, but it is extremely difficult to draw the line between those that are desirable and those that are not. It will not do to require that an immigrant shall have so much money before he is permitted to come, for the poor but industrious are far more valuable acquisitions than the indolent who may have a few dollars. A racial distinction might be made between immigrants from Europe, as we have already provided in the case of the Chinese, but it would be difficult, if not quite impossible, to mete out absolute justice in that way. While the vast majority of the arrivals from a certain country may be extremely bad material, there is sure to be a minority who should be made welcome."

Spain puts out 3,000,000,000 corks per year.

Berlin has no slums. Even in the poorest quarters the streets are paved with asphalt, and are kept faultlessly clean.

The holding of Pure Food Exhibitions in all our large cities is doing a great work in calling attention to the immense benefit to mankind conferred by the plucky, sagacious men who have first produced a pure article, and second, made all the world want to buy it.

Evidence is accumulating, states the New York Mail and Express, that Marshal Ney was not shot, as the Bourbons ordered, but that he was really the American schoolmaster who dwelt in the Carolinas after the fall of Napoleon. His alleged preservation is attributed to the connivance of Wellington.

A wide-awake member of the South Australian Legislature has made a profit of \$75,000 on a shipment of onions to the mines in Western Australia. He probably had had some experience of the wants of people on freshly opened gold fields. His example has been followed by a number of other enterprising traders, and according to late advices there is quite a small of onions about the famous Coolgardie fields.

By the time Alaska is ready for settlement its resources will probably be much improved, which is far better than to have a great wave of immigration to destroy them. The Siberian reindeer taken to Alaska are increasing rapidly, and this domesticated animal will be an invaluable help to settlers. If the waste of fish and game along the coast could be stopped, the Chicago Herald believes, the big Territory would be in excellent shape.

The famous Berlin professor, Virchow, is a most outspoken opponent of the Darwinian theory as applied on the Continent to the descent of man from a lower order of creatures. At the International Anthropological Congress at Innsbruck, of which association he is the veteran President, the New York Observer states that he again poured out his vials of wrath and scorn on the advocates of this theory. He claims that Darwin himself originally abstained from applying his theory to the descent of man, and that only later the ape theory was adopted. "Men might as well have invented a theory of the descent of man from a sheep," continued Virchow. He regards the problem involved as one that can never be scientifically solved.

The Board of Supervisors of the Boston Public Schools has reported in favor of vertical, instead of slant, handwriting. The report states that the adoption of vertical handwriting in a number of European schools has proved to be a remedy for various physical defects, and that it has the endorsement of a number of international hygienic congresses. The Board therefore makes these recommendations: "That vertical penmanship be introduced at once into a certain number of schools designated for that purpose, and that it be permitted in all of the schools. That all pupils, in writing, face the desk so that a line joining the shoulders shall be parallel with the front edge of the desk. That all paper used in teaching writing be ruled with a single line, as for ordinary correspondence."

A Vienna scoundrel named Shapira has been working a green goods swindle on the greedy and credulous of that city with great success. He has improved on the American game very decidedly. His scheme is to sell only genuine notes. Of course the buyers had no trouble in working them off, and soon his wares came into great demand, and he received orders by the score. All meetings for the delivery of the goods were arranged to take place at solitary spots on the frontiers. When the orders were for small amounts, Shapira allowed them to go, as baits for more business, but when the sale was large, the transfer would no sooner be consummated than policemen would appear and arrest the parties, confiscating all the money. The swindlers would be held, but the swindle would be allowed to go, as having suffered enough by losing their money. The police, who were confederates of the swindlers, would then return the money to the office of the firm. Some of the dupes caught on to the scheme, but they were afraid to complain, as they were criminally connected with the transaction. When rumors of his crooked work reached the ears of the authorities, Shapira absconded. He was arrested recently in Rotterdam.

OCEAN HORROR.

The Atlantic Steamship Elbe Sunk in a Collision.

HUNDREDS OF LIVES LOST.

Struck at Night By a British Steamer in the North Sea.

The Disaster Occurred Fifty Miles Off England's Coast, and the Elbe Was Sent to the Bottom in Twenty Minutes—Terrible Scene on Deck—All but a Handful Were Engulfed—Tales of the Survivors—Desperate Struggles for Life Among Terror-Stricken Passengers and Crew.

The little fishing smack Wild Flower has just sailed into the harbor of Lowestoft, on the east coast of England, with a handful of survivors, who were all that remained of a ship's company of nearly 400 souls who sailed twenty-four hours before from Bremen bound for New York. Few of the great tragedies of the sea have been more terrible than the fate of over 300 men, women and children who went down in the North Sea in the wreck of the steamship Elbe, of the North German Lloyd Company.

The disaster befel the great ship almost without warning. She was pursuing her course just before daybreak through a rough sea with a gale, which blew bitter cold. Other vessels were in sight, with which she exchanged signals. Suddenly there was a crash, and in a moment the Elbe lay helpless upon the water, cut half in two by a smaller steamer which struck her almost amidships. How it happened no one on the larger vessel lives to tell, for all who are known to be saved were below deck when the collision occurred. The boat which struck the liner remained for a few moments adrift in the great rent which she had made. The sea soon tore the two ships apart. The smaller one was badly damaged and almost helpless. She drifted away, and did not even learn what had happened until she almost collided with the Scotch steamer Craithie, of Aberdeen, 400 tons. Late in the evening she crawled into the harbor of Maasuis, near Rotterdam.

It was quickly realized on board the Elbe that her wound was mortal, and that she could not long survive. The blow tore open all the middle compartments, and a flood of water quickly filled the engine and boiler rooms to the water's edge. Some of the passengers were undoubtedly killed in their berths, especially in the second cabin, for staterooms there were smashed to bits, and several passages were blocked by debris. All but two or three of the 176 passengers were killed. Few failed to realize that a serious disaster had befallen, for the shock was terrific throughout the ship. Within a few moments all who were able to escape from below reached the deck. The sea became madly, and the air was filled with the cries of those who were struggling for life. The crew at first worked with efficient self-possession in lowering the boats. They were hampered by frozen ropes and the severe list of the rapidly settling steamship. It soon became apparent to all that the ship was foundering. Then across the wild cry: "There are no boats enough."

Little discipline remained after that moment. There were some sad struggles to escape at the expense of others. The last order heard by any survivor was the Captain's command that the women and children should go to the opposite side of the ship from that where the damage was and where the most boats were being got out. The first lifeboat that was floated was quickly filled with men and women, but it capsized before it got ten yards from the side. One young woman in this boat clung to it until picked up by the second boat, which is the only one known to have survived. She was the only woman saved, for in the wild scramble at the very last only men, and all but four of these officers and crew of the vessel, secured places. Those who were left behind were crowded into the last lifeboat of about twenty get away from the ship before she sank. Before they cast off the Elbe had heeled over to a sharp angle and tilted very low in the water. She went down stern first, when the survivors who reached Lowestoft saw only a few rods away.

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Men, Women and Children Were Panic-Stricken and Ran About Wildly on Deck. Carl Hofmann, who came ashore in the Wild Flower, said in an interview: "My home is in Grand Island, Neb. I had my wife and boy of seven with me on the Elbe. I was very wretched, for I became separated from them, and hardly dare hope that they have been saved. I have been abroad to visit relatives in Germany, and during the last four months I have been accompanied by my wife and boy. We left Bremen on the Elbe for home. I was asleep in our stateroom when a noise like a gunshot woke me. I jumped out of bed and spoke to my wife, who had been aroused by the noise. I asked her what she thought the trouble was, but she seemed to pay little attention to it. I was not greatly alarmed, although I heard scuffling feet and hoarse shouts on deck. I hurried into some of my clothes, however, and went to the upper deck. Men, women and children were running about madly, the women screaming with terror and every man getting in the other's way. The darkness increased and the confusion and fright. Suddenly I heard shrill despairing cries from the women: 'There are no more boats!' I then saw the men at the davits. I noticed that the ropes were frozen and that there were tangled or something of the sort that the sailors had to chop them frantically to get the boats clear. Meanwhile the steamer was settling perceptibly. I took my boy into my arms and got into the second boat with my wife and child behind when somebody shouted: 'All women and children go on the other side of the ship.' I believe the Captain gave the order. My wife started to run across the deck, and there, the last I saw of her, she fell to my boy, but some men seized us and dragged us out of the boat, and my place was taken by one of the crew. This boat got clear of the steamer. Before the men at the oars could get full command of her a big wave almost dashed her against the steamer's big foremast, which had gone by the board at the time of the collision. It was almost miraculous that the boat was not swamped. Another boat was got out. I took my boy into it and supposed that he had remained by my side, but just as the boat was lowered I found that he had disappeared. He had been torn away in the rush and scramble for places. I tried to get back, but the boat went down with a jump and the moment we reached the water the sailors pushed off."

Miss Buecker, the only woman saved, said in an interview: "I was up at the time the steamers struck. I was aroused by a great crash, followed by shouts and the tramping of feet on deck. It was dark when I reached the top of the stairs leading to the deck. I found that the boat was not swamped. I lowered and ran to one of them. The steamer was sinking gradually. One side was already low in the water. Some men shoved me into the boat, which was then lowered. We had hardly reached the water before the boat upset and all were thrown out. As that part of the Elbe was partly submerged, most of the others managed to get back on the steamer. I went under and when I came up clutched the bow of the capsized lifeboat. I clung to it desperately until another lifeboat was being launched picked me up. We suffered terribly until the Wild Flower rescued us. I lost all my clothes, but I saved my money and watch, which I had in the belt around my waist."

Twenty of the survivors are: Cabin passengers: Carl Hofmann, Emma Schieler, Jan Severa. Stowage: Botho von Auna Buecker, Th. Stollberg, third officer; A. Neussel, first engineer; W. Wefel, purser; Schultze, Linkmeyer and Sittig, assistant pursers; Koebe, chief stoker; Pflaer, stoker; Weining, Finger, Ribot, Dreyer and Bockel, seamen; Dohardt, German pilot; Greenham, English pilot. Hofmann's home is in Nebraska. His wife and boy went down with the ship. The passengers were only half clothed. Their few garments were frozen stiff, their hair was coated with ice, and anxiety and effort had exhausted them so completely that they had to be helped ashore. The officers and seamen were fully dressed, but their clothes had been drenched and frozen and they had been almost paralyzed with cold and fatigue.

WHEN THE CRASH CAME.

Passengers Were in Bed, and the First Boat Lowered Was Swamped.

The few hours of the voyage before the disaster were uneventful. At 4 o'clock a. m. the wind was blowing very hard, and a tremendous sea was running. The morning was unusually dark. Numerous lights were seen in all directions, showing that many vessels were near by. The Captain ordered, therefore, that rockets should be sent up at regular intervals to warn the craft to keep out of the Elbe's course. It was near to six o'clock, and the Elbe was some fifty miles off Lowestoft, coast of Suffolk, England, when the lookout man sighted a steamer of small dimensions approaching. He gave the word, and, as a precaution, the number of rockets was doubled, and they were sent up at short intervals. The warning was without effect. The steamer came on with unchecked speed, and before the Elbe could change her course or reduce her speed notably, there was the terrific crash of the collision.

The Elbe was hit aft her engine room. When the smaller steamer wrenched away an enormous hole was left in the Elbe's side. The water poured through and down into the engine room in a cataract. The room filled almost instantly. The engines were still, and the big bulk began to settle.

The passengers were in bed. The bitter cold and rough sea had prevented any early rising, and none except the officers and crew were on deck when the ship was struck. The shock and crash roused everybody. Terror-stricken passengers and crew were clung together in groups, facing the cold and storm, and cried aloud for help or prayed on their knees for deliverance. The officers were convinced that the ship was sinking, and gave orders to lower the boats. In a short time three boats were got alongside, but the seas were breaking over the steamer with great force and the first boat was swamped before anybody could get into it. The other two boats, lowered at about the same time, were filled quickly with members of the crew and some passengers, but the number was small, as the boats held only twenty persons each.

The boat carrying the twenty-one persons who were landed at Lowestoft put off in such haste from the sinking steamer that nobody in it noticed what became of the other boat. The survivors believe, however, that she got away safely. They say that they tossed about in the heavy seas for several hours before they sighted the Wild Flower. The little smack bore down on them at once and took them aboard. They were exhausted from excitement and exposure.

Miss Anna Buecker, the only woman in the party, was prostrated as soon as they got clear of the Elbe. She lay in the bottom of the boat five hours with the seas breaking over her and the water that had been shipped half covering her body.



THE NORTH GERMAN LLOYD STEAMSHIP ELBE.

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CAPTAIN AND VESSEL.

The Elbe's Commander a Fine Sailor—History of the Lost Liner.

Captain Kurt von Gossel, the commander of the Elbe, who went down with his ship, was born in Teutoburg, Prussian Silesia, forty-three years ago. He was a splendid specimen of the Teutonic sailor. He was six feet two inches tall, was broad-chested, erect, blue-eyed and blond-bearded. He had the reputation of being one of the most careful skippers in the North German Lloyd service. He had received more premiums than any other commander of the line for his swift and economical voyages. Captain von Gossel on several occasions stood upon the bridge for thirty-six hours at a stretch, and each time his pet cat, Peter, remained with him in the roughest weather. Every one who has made a trip upon the Elbe in recent years knew Peter as the Captain's pet.

The Elbe was probably the slowest of the big North German Lloyd fleet plying between New York and Southampton and Bremen. She was built in 1881, and was the first of what is called the express steamers of the line. She started on her maiden trip from Bremen on June 26, 1881. She usually covered the distance between Southampton and Sandy Hook in somewhat more than eight days. She was a four-masted vessel and originally had a barkentine rig; that is, she had yards on her foremast. Her rig was changed for economical reasons, and she had none but fore and aft sails, like the wig vessels of the record-breaking lines. She measured 4510 tons, was 420 feet long, 45 feet beam, 36.5 feet deep. She was propelled by a single screw. Her engines, of the compound type, with cylinders of 29 and 64 inches and a piston-stroke of 36 inches, were of 5600 horse power. She was, compared with the Campania and Lucania,

in point of tonnage and speed, not strictly a modern merchant ship, but she had as good passenger accommodations probably as the best of the greyhounds. She was considered a first-class passenger boat, and in the season always had a large cabin list. It is surmised that the cargo of the Elbe was not worth less than \$500,000. It consisted chiefly of silks, woollens, linens, and cottons.

The Wildflower's Rescue. Skipper Wright Tells of the Condition of the Shipwrecked When Discovered. William Wright, the skipper of the fishing smack Wildflower, says: "We were eastward of Lowestoft with our trawling gear down, about eleven o'clock yesterday morning. I saw a ship's lifeboat a mile away. The boat's mast was naked, but I saw something fluttering from her stern. The water was breaking over the boat. I watched the boat closely. Her occupants seemed to think I was going to leave them, so I waved my hat. It took us half an hour to get up our trawling gear, and in the meantime the smack and the lifeboat were jumping about, but the strain caused by the heavy sea parted the rope and the remainder once more drifted away. Eventually we made another line fast, and four more of the crew and I went on board the lifeboat, leaving a crew and four men in the boat.

"The woman lay in the water in the bottom of the boat. She wore a long coat, but had on neither boots nor dress. Pilot Greenham helped her to get on board the smack. Just as all had boarded the smack the line again parted and the lifeboat was lost. I got the woman below, and asked all the others to go to the engine room while she took off her clothes and wrapped herself in dry blankets. I am sure another hour's exposure in the boat would have killed some of them, for there were six inches of ice on my deck."

LIST OF PASSENGERS. Names of Those Who Occupied First or Second Class Cabins on the Elbe. Following is a list of the American passengers on the Elbe in the first and second class cabins who were saved from Bremen: Mrs. Hermine Sanders, Falmouth, Mass.; Mrs. Anton Fischer, Washington; John B. Vincke, Saint Charles, Mo.; Charles Wis, New York; Mrs. M. G. Connors, South Dakota; Ernst Heeren, New York. Second class: Mrs. Louise Kuehn, New York; Jacob Frank, Buffalo; Mrs. Sophie Rhodes, Washington; Eugene Rhodes, Washington; Carl Hofmann, Grand Island, Neb.; Anna Hofmann, Grand Island, Neb.; H. Hofmann, Grand Island, Neb.; Adolf Isalah, New York; Ernst Maseburg, Louisiana; Kurt Kleinschmidt, Helena, Montana; John Gerlicher, Winona, Minn.; Jan Severa, Cleveland, Ohio; Mr. Lockhart, New York.

Despatches from Germany say that Bremen is in a state of consternation and the whole country is excited by the news of the wreck. The passengers came from all parts of the Empire. Fortunately, the tide of immigration from Germany is now at an ebb, and the cabin passenger traffic, as it generally is, is at a seasonal low. The loss of life might have been double if the accident had occurred in May, when the influx of German immigrants is strongest. The Elbe might have carried 120 first cabin passengers, 130 second cabin passengers, and 1000 stowage passengers. In the busy season she has a crew, including waiters, of about 180 men and women.

Disasters to Other Ocean Liners. Since the Elbe was launched, in 1881, there has never been a big liner sunk with so many souls. Somewhat more than forty years ago the steamship City of Glasgow, which sailed from Liverpool for Philadelphia, foundered, presumably in a storm, with 480 persons aboard. She never was spoken after she left Liverpool, on March 5, 1844. The steamship Pacific of the Collins line, which left Liverpool on January 23, 1856, with 196 passengers, was never heard from. The steamships President and Pacific Ocean met a similar fate. Within the last six years the big oil freighter Erin of the National line and the fine new modern twin-screw freighter Narcotic of the White Star line, each with about ninety persons aboard, vanished from the sea without leaving any record of

how they were overwhelmed. In November, 1873, the steamship Ville du Havre, from New York bound for Havre, collided with another ship and sank in twelve minutes. Of the 314 persons on board 227 were lost.

Victims of Cowardice. When asked concerning the actions of the other vessel, Mr. Hofmann, one of the survivors, said:

"Had the vessel which collided with the Elbe stood by and assisted, it is my belief that the majority of the passengers and crew would have been saved. The vessel which caused the collision simply backed away, and that was the last we saw of her. Until that time order was maintained, and then all became confusion." Representatives of the North German Lloyd discredited the stories of cowardice on the part of the Elbe's officers and crew. The reports of the survivors to the effect that the captain of the Elbe gave orders, as soon as the collision occurred, for the women and children to be saved first, and that the entire deck watch went down at that point, relieved somewhat the disagreeable impression arising from the fact that so large a portion of the people rescued were officers and sailors of the steamer.

Four Mail Clerks Drowned. Captain Brooks, superintendent of the foreign mail service, said that a great bulk of mail was lost by the sinking of the Elbe, as it usually carried out of Bremen pouches of registered matter, newspapers and book mail. He said that F. J. Holtzman, the mail clerk who was drowned, made the first season trip in the mail service from this country, and that his colleague, H. H. Hall, also drowned, who was appointed in 1893, was one of the most efficient men in the foreign mail service. These positions are much sought for, paying a good salary and expenses while abroad. There were also two German mail clerks lost.

The Loss of Life. The latest reports received confirmed the statements from the crew of the ship Elbe carried 149 officers and sailors, fifty cabin passengers and 125 stowage passengers, or 324 persons in all. There were twenty-one survivors. The lost, therefore, numbered 303, of which eighteen were children.

Imperial Sympathy. The Emperor and Empress of Germany have telegraphed messages of condolence to the North German Lloyd Company, and have requested to be informed if any more of the passengers of the lost ship are rescued.

FAILED TO SAVE HER BABES. A Heroic Mother and Her Infant Twins Burned to Death. Three lives were lost at Philadelphia, Penn., by a fire that was caused by the upsetting of a coal oil lamp by a cat. The victims are Mrs. Christiana Singler and her one-year-old twins, Margherita and Christiana.

The family of Conrad Singler were asleep in their home shortly after 1 a. m., when the household cat jumped upon a table and knocked over a burning lamp. The blazing oil ran all over the room, and the interior of the dwelling was soon ablaze. Singler's family consisted of himself and wife and six children, and when the parents and four of the children had escaped to the street in their night clothes, the mother suddenly discovered that her twins had been left in the burning house.

Although efforts were made to restrain her, she rushed into the flames and succeeded in reaching an upper room where the babies were. This was the last seen of the woman, and when the firemen fought their way to the upper floor they found the mother and babies suffocated. The heroic parent had reached the bedside of the twins, who she was overcome by smoke and the three died together. The bodies were removed to the Morgue. The dwelling was completely gutted.

DESTITUTION IN WISCONSIN. An Appeal From Owners of Cranberry Marshes That Were Ruined by Fire. An appeal for aid is being sent out from Cranberry Center, a station on the North-western Road in Wisconsin, for the relief of families of owners of cranberry marshes which were destroyed by forest fires last fall. The owners of these marshes, who a few years ago were well-to-do, have by fire lost crops and loss of buildings, and are reduced to poverty and are now destitute.

The territory burned over is in the counties of Juneau, Monroe, Jackson and Wood. It includes the best marshes in the State, and lands that were formerly worth \$100 an acre can now be bought for \$1 per acre. In 1893 10,000 barrels of cranberries were shipped from Cranberry Center, while this year the total number shipped was only 115.

A HOUSE ON THE TRACK. Device of an Arizona Settler to Stop a Railway's Running Through His Claim. P. Sullivan owns land near Solomonville, Arizona, over which the Gila Valley, Globe and Northern Railway Company built a track last summer, according to Sullivan, without permission. On Sunday he put up a frame house, surrounded by a wire fence, on the track, and moved his family into the structure, and the next train was obliged to halt. When William Garland, President of the rail road company, who was on the train, attempted to remove the fence, Sullivan pointed a shotgun at him, warning him to keep his hands off, advice which Garland followed. The train was obliged to return to Solomonville, and a warrant was issued for Sullivan's arrest.

MINERS IN A RIOT. Fifteen Men Killed in a General Fight at Ocatlan, Mexico. A serious riot occurred on Monday at Ocatlan, Mexico. The miners who were working in the rival mines became involved in an altercation, which soon became a general fight. The police were sent for, and with great difficulty restored peace. After the excitement had quieted down it was discovered that fifteen men had been killed and thirty-five badly wounded. The men fought with mining tools, stiletos and anything they could secure. Over one hundred miners have been arrested and placed in jail.

Killed by a Gasoline Explosion. An explosion occurred at the Orphans Home, Logansport, Ind., in which Willie Bush, aged nine years, was killed, and his brother, eleven years old, was fatally burned. The boys attempted to light a fire with gasoline. The explosion caused a stampede among the other children, but order was finally restored. Willie Bush's clothes were burned from his body and his body burned to a crisp.

A Poultry Show. The sixth annual exhibition of the New York Poultry and Pigeon Association (limited) opened at Madison Square Garden, New York City, with a large attendance. More than 5000 birds were displayed, representing a large variety. It is said that more ever before exhibited in the city.

Anarchists Expelled From Switzerland. Eighteen Italian anarchists of Lugano, one of the three capitals of the canton of Ticino who have been engaged in smuggling anarchist literature in Italy, have been expelled from Switzerland.