

The Baltic Canal is the outcome of a project formulated 590 years ago.

When the Siberian Railway is complete one can go from London to Japan in sixteen days, and girdle the earth in about forty.

In their jubilant delight in their fine crops Western Kansas and Nebraska are already proffering to send "relief" to the clette East.

The mortality among cattle at sea, resulting from cruelty, want of water, etc., was formerly stated at sixteen per cent., while at the present time it is one per cent.

"Health," said Miss Arnold in Boston, to the Chauncey Hall kindergarten graduates, "is the first requisite of success. The new woman has none of the old-fashioned belief in nerves and notions."

A colored man and a Chinese woman were married in Lawrence County, South Dakota, a few days ago. The Clerk of the Court had serious doubts as to whether they were a good legal match, and postponed granting the necessary license until he was fully satisfied that such a union was not forbidden.

The St. Louis Post-Dispatch says this year will go into history as bicycle year. The growth of the wheel's popularity has been so amazing that it seems as if all the world had suddenly discovered that the wheel is a good thing and is trying to get on one as soon as possible. The roads are alive with cyclers. The factories cannot meet the demand. The supply of tubing is exhausted.

Economy in small things is the rule of life among the poor of France. In this country we waste enough in a week in the way of food to supply a French family for a month. They utilize crumbs and scraps and bits of food which we seemingly regard with disdain, and all of which is perfectly healthful and suited for food. It is no wonder to the San Francisco Chronicle that under such conditions that the people of France have more available property and wealth than any people in the world.

The common cotton tail rabbit appears to be continually pushing its way northward and replacing the Northern hare. Mr. Bangs finds that the latter is rare in Massachusetts, has almost wholly disappeared from many parts of New Hampshire, though it still abounds in Maine, New Brunswick and Nova Scotia. He accounts for the spread of the cotton tail to the northward as the result of the destruction of the pine and spruce forests which are replaced by a scrubby second growth of shrubs. "The hare goes into the coniferous forests and the cotton tail comes in with the second growth."

The new impulse lately given to gold mining has brought new life into many deserted towns and abandoned camps in the West. One of the most notable of these resurrections—revival does not accurately describe the situation—is in the case of the camp of Florence, Idaho. In 1861 this camp had a population of 30,000 people, with banks, saloons, hotels and everything that goes to the making of a city. It was a placer camp, and gold was plentiful as gravel, while it lasted. But it didn't last long, and in those bonanza days miners would not stay to work quartz. So the population deserted Florence as quickly as it came, and for many years the town was absolutely deserted, and as much a ruin as ancient Carthage. Recently several good quartz ledges have been discovered at the old camp, and Florence is building up again.

Sheep farmers, the world over, have been very busy during the last thirty-five years. In that period the St. Louis Star-Sayings estimates that the increase has been ten-fold in the Argentine, nine-fold in Australia and five-fold in South Africa and the United States. At the commencement of the Civil War the clip was two pounds per head of our population; now it is five. New sources are now being opened up to us daily by new railroads, and clothing should go down in price at a very brisk rate. Parts even of Asia are now sending wool westward. The Afghan "doomchee"—a sheep with a tail the height of the animal and as broad as its hind quarters, furnishes good wool, as also do some of the Persian and Thibet sheep, but India, China and Burmese sheep cannot do so. The sheep there grow hair instead of wool, and another peculiarity they possess is that no one ever saw a purely white native sheep in India or Burmah.

Chicago is running no chance of being left behind, notes the Washington Star. She has under way a canal that will be bigger than New York's.

The fact that sixty-two literary ladies sat down to dinner together in London recently is viewed by a leader writer for an English daily as ominous and portentous to the future of man in literature.

Professor Hiram Forges, of the Stevens Institute of Technology, says that in fifty years from now two-thirds of the work now done by men and women will be taken off their hands by electricity.

St. Paul, Minn., is anxious to have a civic motto, and the one that seems to find most favor up to date is "I shall," which the New York Sun judges is evidently modelled on Chicago's modest motto, "I Will."

The Japanese are a cosmopolitan people. Their political models are English, their religion is supplied mainly by America, their courts are modeled after the French, and their schools after the German idea.

Cincinnati has a one-legged highwayman who is a "corker," and will be still more so when he gets his artificial limb. A few nights ago he held up a woman under an electric light at 9 o'clock, when the streets were crowded. When two men attempted to interfere, he kept them away with a revolver, and when a crowd gathered ran away, climbed a nine-foot wall and escaped. Misfortune often hampers a gifted man.

In a report on the economical condition of Italy, Mr. Edwards, of the British Embassy at Rome, says the public debt at the end of June, 1893, amounted to \$2,529,065,000, bearing a yearly interest of \$18,400,000. Of this amount \$71,210,000 is deposited in or held by the Treasury, the interest thereon being \$3,135,000. It is almost impossible to state what is the amount of Italian debt held out of Italy, but it is computed that a yearly sum of \$18,650,000 is paid to foreign holders, the largest amounts being held in France, Germany, Great Britain and Austria-Hungary.

The fact that the banks of Salem, Oregon, have recently laid in a supply of cents, so as to be able to make exact change, is a matter for comment in the local newspapers, one of which remarks that "it is getting to be pretty close picking" there. It is only a very few years, muses the New York Sun, since the smallest coin in use anywhere west of the Missouri was the nickel, and even now in many of the further Western cities the humble cent is despised. In buying at the stores, if the account figures an odd two cents, the customer gets it; if three cents, the customer pays a nickel. But the boom times are passing, and cents are becoming money pretty much everywhere.

General Tuerr, a Hungarian engineer, has published an article in a paper of Athens, in which he sums up the cost of keeping Europe in the condition of an armed camp since the war between France and Germany in 1870 at \$25,000,000,000. In other words, Europe is paying a billion of dollars a year in order to be ready to go to war at a moment's notice. Should war actually break out, it is estimated that it would cost a billion dollars a month. Should it last long it could only end in the bankruptcy of the great Powers carrying it on. Indeed, this is the result to which General Tuerr thinks Europe is tending, apart from the question of the outbreak of hostilities. With the present peace establishments the process is slower, but the tendency is the same.

In his address to the graduating class at Vanderbilt University, Nashville, Tenn., Hon. Channey M. Dewey said: "The great opportunities of our country are in the South. The flood of immigration for fifty years has sought the West, Northwest and Pacific coast. In the South we find, as nowhere else, the original stock which fought at Cowpens, King's Mountain and Yorktown. The intelligent patriotism of the Southern people in the last quarter of a century has overcome difficulties which seemed insurmountable. The young men of the South have no call to tempt fortune in the crowded cities of the North and East. At their own doors and within their own States are their missions and their careers. Be not deceived by the glitter of wealth as the sole measure of success in life. The moment that in your chosen vocation you are sure of an income beyond the requirements of a modest living you are a success. All the rest is cumulative."

A WAVE OF DEVASTATION

Storms Sweep Over Many States With Fatal Effect.

A FIERCE GALE IN CHICAGO.

Severe Storms in Various Parts of the West and South—More than Forty People Perish and Loss Estimated at Millions. Caused by Winds and Floods—Fields of Grain Swept Bare.

The entire eastern watershed of the Rocky Mountains, from the Nebraska and Iowa lines to Texas, was swept by a fierce and destructive storm. Reports of loss of life and destruction of property came with every telegram, and the downpour, which was at first regarded as a blessing, grew into a wave of devastation. Fields of grain that promised the most bountiful yield in many years were swept bare of vegetation. In several instances the seas of rain were abetted in their work of destruction by tornadoes. The loss was appalling, and those to whom the angry elements spared life have little left to sustain it. The stories of storm were so similar that a statistical summary is all left to tell. The storm's focus was an area of 200 miles square, with the southwestern corner of Missouri as the centre.

The greatest loss of life is reported from Winona, Mo., where twelve corpses were found, and as many more persons were reported missing. At Baxter Springs, in southwestern Kansas, five were killed and eleven seriously injured by a tornado that accompanied the storm. One person was drowned at Collins, Ark., and two at Ottawa, Kan. At Van Buren, Ark., a woman and her child were drowned.

A family of five were encamped on the banks of the Indian Territory. Nothing of their whereabouts was found after the storm except a part of their wagon on a pile of driftwood. At Thomasville, Mo., where the rainfall was four inches in an hour, five lives were lost.

Reports were received of loss of life as follows: Three at Fayetteville, Ark.; one at Pauli, Kan.; one at Richards, Kan.; and six of a hunting party in the Indian Territory.

This gives a known and probable loss of forty-three lives. This total, it is thought, would be increased when the receding water permitted a thorough search. The loss in property can be placed in the millions. Dwelling houses, fences, and farm buildings were carried off and wagon and railroad bridges swept away.

Thirty of the eighty buildings in Winona, Mo., succumbed. Five residences, a church and a warehouse went down at Baxter Springs. Six bridges went out in Russell County, Kansas. About Jefferson City, Mo., many square miles of growing grain were covered with debris. Traffic on the Port Scott and Memphis Railroad was temporarily suspended.

Reports of damage to property other than above noted come from five points in Kansas, nine in Missouri, six in Arkansas, and two in the Indian Territory. The storm swept the debris and the struggling loss of life, proved a blessing to crops.

The above summaries give only a fraction of loss in property. The greatest burden falls upon the farmers, as the season is too far advanced to permit of replanting, and the financial loss will reach at least \$60,000. The dead are: The Rev. G. W. Duncan, Mrs. G. W. Duncan, Miss Mattie Duncan, Mrs. Crawford, daughter of G. W. Duncan, Miss Crawford, Mrs. George Nevins, Norma Nevins, daughter of L. Lloyd Wrixon, Maggie Cannon, John Morris, Mrs. Nevins. The bodies of Mrs. Crawford, Maggie Cannon and Mrs. Nevins were found two miles below the town.

At 10 o'clock p. m. there was an awful storm raging, and the water stood four to twelve feet in the streets. A half hour later, with the downpour unabated, the debris and wreckage no longer able to resist the avalanche of water and began breaking and drifting with the current. Pike Creek, which runs through the northwestern part of town, carried the debris and wreckage, carrying all away toward Current River. The lightning was vivid and quick, successive flashes showed men, women and children struggling in the torrent. They were clinging to broken timbers, and for help could be heard above the roar and din.

At Willow Springs, Mo., the storm had developed into a cloudburst near Winona. Seven bodies were recovered from the flood and it was feared that the loss of life would reach fifty.

At Highland, Ill., a cloudburst did great damage. In many fields the water was deep enough to swim a horse. Hundreds of acres of grain were destroyed, and the fences were washed away, and much live stock was drowned.

A windstorm extending from Anselm, N. D., fifteen miles west of Fargo, and from one to two miles west of Fargo, and for 400 miles of grain, three buildings from their foundations, and deluged the country. Four inches of rain fell in a few hours.

A terrific storm struck El Reno, Oklahoma. Many small frame structures were overturned and great damage was done to some of the best buildings in the city. The Kerfoot Hotel was perforated with flying gravel stones that broke nearly all the windows out of the building. The First National Bank lost its windows.

One of the worst storms in the history of Peoria, Ill., swept over the city, followed by a light rain. Great damage was done to buildings, several being twisted and moved from their foundations. In the city of Peoria, the roofs of several houses were blown to the street, and the running of street cars was seriously interfered with. Awnings were torn down and windows smashed in. West of there the damage was great.

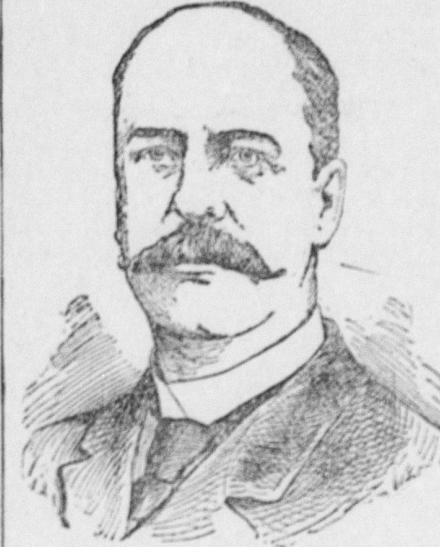
Catholic priest at Harvard, Ill., Mrs. Hogan, his sister-in-law, of Harvard, Ill.; John Preston, of Lake Geneva, engineer of the boat, The Dispatch had been hired for the day by the city. The engine advised remaining in harbor at Camp Elgin, but his passengers insisted on crossing the lake to Kayses Park. When about midway across the square struck the boat, and she went down in 250 feet of water. All on board sank at once.

A tornado swept over Pine Bluff, Ark., and adjacent territory at 11 o'clock p. m. Small buildings and numerous parts of houses in the city were hurried away for great distances.

A tornado swept across Eatonton and Morgan County in Georgia. At Willard station, Ga., every house was wrecked and Henry Adams, white, and Bob Hardy, colored, were killed. Buildings, fences and crops on the Martin plantation were carried away. Over in Morgan County Andrew Penick's farm buildings and house were blown away. Penick and his family were buried in the falling timbers, and Penick and his wife were badly hurt. The home of Jim Collier was demolished and two of his children were fatally injured. Robertson's plantation was swept clear of everything standing. The Robertson family took refuge in the cellar. Twenty persons were badly injured.

TRIO OF GIRLS NOW.

The President's Third Daughter Born at "Gray Gables," His Summer Home. At Cleveland, at Buzzard's Bay, Mass., a little girl was born to Mrs. Cleveland at 4:30 o'clock p. m. Dr. Joseph D. Bryant, the attending physician, said that mother and child were doing well.



DR. J. D. BRYANT.

Ruth and Esther, the other daughters of Mr. and Mrs. Cleveland, were born respectively on October 3, 1891, and on September 9, 1892. Ruth was born at Mrs. Cleveland's residence at 815 Madison avenue, in New York City, which was the Cleveland's home for a time after they left the White House in 1892. Ruth weighed eight pounds at her birth. Esther was born in the White House after Mr. Cleveland's second term had begun.

RIVER STEAMER LOST.

Passengers Drowned in the Wreck of the Lady Lee on the Mississippi.

Six persons were known to have been drowned, and two others were believed to have gone down with the steamer Lady Lee, which ran into a snag and sank in the Mississippi River at the head of Island Ferry, near Memphis, Tenn.

The known victims are Harry Robinson, baker; Mary Windux, passenger, bound for Dean's Island, her female companion, whose name is unknown; Colonel Preacher, passenger, bound for Osceola, at four o'clock p. m. She carried many deck and cabin passengers and a fair cargo. Captain Henry Cooper was in charge.

At the head of Island Ferry a stop was made to discharge some freight. The vessel backed out and was about a hundred yards from shore when she struck a snag, which ripped a great hole in her hull near the wheel.

The pilot hailed for shore, and the engineers put on full steam, with the hope of running around. The vessel had proceeded only a few feet shoreward when she gave a great lurch. The passengers, in obedience to Captain Cooper, had looked out on top of the hurricane deck. When the boat lurched a great many jumped overboard.

The engineers, finding themselves neck high in water, turned on the last pound of steam and ran on deck. The boat righted herself and hurried shoreward, until the waters extinguished the fires and the wheels stopped and the steamer settled and sank.

The water was fifteen feet deep at that point, and the passengers who had not jumped or fallen overboard were taken ashore in the small boats.

MRS. O'LEARY DEAD.

She Owned the Famous Cow That Started the Great Chicago Fire. Mrs. Catherine O'Leary, who was the owner of the fractious cow which, in a barn in the rear of No. 137 De Kover street, on a memorable night in October, 1871, kicked over a lamp and started a blaze which cost Chicago \$19,000,000, is dead. Since the night of that historic conflagration Mrs. O'Leary's life was embittered by the popular belief that she indirectly was responsible for the loss of life and enormous destruction of property. She denied the story vigorously, and to the committee which investigated the fire and its causes made affidavit that her allegations about herself and the cow and the lamp were not true; but the world was against her. Then she became silent. Entirely and fastidiously, she would say nothing, not even to her friends, and a request to tell the story for publication usually aroused her to a pitch of frenzy.

AGREED TO DIE TOGETHER.

S. A. Fields Kills His Wife and Child and Then Commits Suicide. S. A. Fields, until recently editor of the Post at Polo, Mo., cut the throats of his wife and baby with a razor, and then ended his life in the same manner. The bodies were found in a garden 200 yards from the house of his father-in-law, five miles from Meadville, Mo. Fields and his family were visiting there at the time. A note was found in Mrs. Fields's pocket saying that everything they had was to be left to her mother, Mrs. Thomas.

Big Fire at Oswego, N. Y.

At Oswego, N. Y., several buildings on East Second street, occupied by mercantile firms, were destroyed by fire. The loss was \$113,000 and insurance \$90,450. Isaac Bond, forty-seven years old, was seriously burned.

SLAUGHTER OF PILGRIMS

A Terrible Collision on the Grand Trunk Railway in Canada.

CARS TELESCOPED AND WRECKED

The Second Section of an Excursion Train Dashes at Full Speed into the First—The Victims Were Pilgrims to the Shrine of St. Anne de Beaupre—An Engineer's Awful Blunder.

A terrible accident occurred on the Grand Trunk Railroad at Craig's Road, Quebec, Canada. A special excursion passenger train, rushing along in the darkness of the early morning, crashed into another excursion train proceeding it, killed thirteen people, and wounded thirty. The trains were filled with pilgrims en route from Sherbrooke, Richmond and Windsor Mills to Levis, where they were to cross over to Quebec and proceed to the shrine at St. Anne de Beaupre. One was following the other and there was supposed to be an interval of twenty minutes between them.

The forward train was making good time, having left Richmond at 10 o'clock the night before. On the rear of this train was a Pullman car, in which were the priests and others in charge of the party, and it was in this car that most of the loss of life occurred.

The first train reached Craig's Road about 3 a. m., and stopped at the tank to take water. Due precautions were taken, and the trainmen were about. The Pullman car in the rear was wrapped in silence.

Suddenly there was a great crash—the second train coming at full speed had dashed into the rear Pullman of the first section. So great was the impetus of the colliding train that the engine embedded itself in the palace car, and the latter plunged forward and partially telescoped the first-class car immediately in front. Every berth in the Pullman was wrecked, and some of the occupants who were killed never knew what happened to them. They died sleeping. Others awoke to their horrible surroundings, motionless, mangled, bleeding, and bruised, conscious of little but the agony that racked them. It was an awful scene. The cries of the wounded, the moans of the dying, the outpouring of passengers from cars that were not badly damaged, and the hurrying forms of the uninjured trainmen, with their flickering lanterns, all combined to make a sight seldom exceeded in tragic horror.

The work of rescue was begun as soon as possible. When the blinding clouds of steam had subsided the trainmen, priests, and others got together and the dead and wounded were taken from the ruins of the engine, the Pullman, and the first-class car and removed to temporary quarters, where the women of the party ministered as best they could to the wants of the mangled pilgrims. They tore off their clothing and made bandages for gaping wounds, and tried, in the absence of proper medical aid to go round, to stanch the flow of blood and properly cleanse the wounds. All of the wounded who could be moved were placed on board and sent to Levis.

It is hard to say where the blame for the accident rests. It has been suggested that Engineer McLeod of the colliding train may have dozed off to sleep and then have missed seeing the warning semaphore and was unconscious of his whereabouts.

The following is a list of the dead: Charles Bedard, mail clerk, Richmond; Miss Bedard, Richmond; Hector McLeod, engineer, Richmond; Richard L. Perkins, fireman, Richmond; the Rev. J. L. Merrier, Richmond; the Rev. F. P. Dignan, Windsor Mills; Mr. Coogan, Richmond; Miss Valin, St. Joseph de Levis; Miss Phaneuf, St. Joseph de Levis; Mrs. J. L. Cayer, Danville; Miss Delcourte, Sherbrooke; aunt of Miss Valin, name unknown; St. Joseph de Levis; John O'Farrell, Capleton.

The scene in the Hotel Dieu, at Levis, after the arrival of the wounded pilgrims that night, is a sad sight. The unfortunate pilgrims all occupied beds in different wards of the hospital, and were attended by physicians rich in the science and art of medicine, and the cries of some of them were fearful to hear.

HOT FIGHTING IN CUBA.

Insurgents Lost 280 and Spaniards Fifty in One Battle.

Advices from Santiago de Cuba are to the effect that Major Sanchez, commanding a Spanish Government force, discovered 1500 insurgents under command of the rebel chief, Rabi, strongly posted near Manzanillo.

Major Sanchez sent a message to Major Aznar inviting him to join forces and attack the rebels. The insurgents captured the messenger and hanged him. They then sent reply to Major Sanchez's message, signing Major Aznar's name to it, directing that an attack on the insurgents be made at another point.

Major Sanchez fell into the trap and advanced as directed in the forenoon message. His force was attacked suddenly by the rebels in a narrow defile. The insurgents charged the Spanish troops in fine style.

The troops were unable to manœuvre owing to the lack of space. Two sergeants, one at the head of thirty and the other at the head of twelve men, gained commanding positions, and succeeded in checking the insurgents, shooting all that came within range of their rifles.

Their fire was so deadly that the rebels made no further attempt to charge and the troops were enabled to escape from the defile in which they had been ambushed. The Government forces then attacked the main positions of the rebels and compelled them to retreat. The insurgents lost 300 killed. The Government loss was fifty killed and wounded.

Lincoln Day in Connecticut, October 15.

Both Houses of the Connecticut General Assembly at Hartford passed a bill making October 15 a legal holiday, to be known as Lincoln Day. The General Assembly had previously refused to pass a bill making Lincoln's birthday, February 12, a legal holiday on account of the nearness to Washington's birthday, February 22.

The long session of the General Assembly of 1895, the longest in the history of the State, extending over a period of more than six months, was then brought to a close.

Wheat Injured in Argentine.

The reports from the Argentine Confederation say that the wheat there has been injured by an excess of rain.

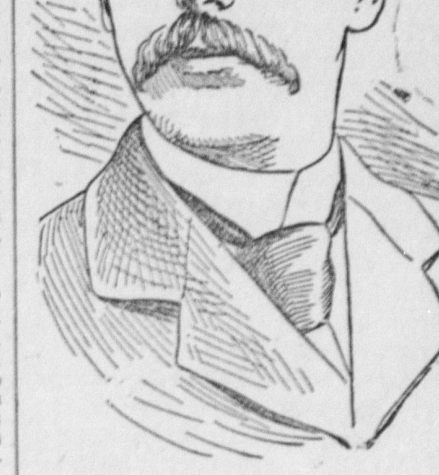
Murdered Father and Son.

Horriett Dowler was called to his door at Lewiston, Ky., by a man unknown to him. He was then seized by eight masked men and taken to a barn in the rear of his house and shot dead. The men returned to the house and murdered Horriett's father. The old man begged for mercy, but the men stood him up in the corner of the room in the presence of his wife and daughters, so that the shots would not hit any other members of the family, and then fired several times. No cause for the double murder is known.

THE NEW WEATHER CHIEF.

Willis L. Moore Has a Forecasting System of His Own.

Willis L. Moore, who has been appointed Chief of the Weather Bureau at Washington by Secretary Morton, was chosen because of his remarkable ability as a weather forecaster.



WEATHER CHIEF WILLIS L. MOORE. He has had charge of the Chicago weather forecasting bureau for years, and has a system of his own, which he has kept a secret, but which he will apply in the future to the official forecasts. The result is expected, will be more faithful predictions than have ever been made before. Chief Moore entered the service when a boy, and is familiar with the details of all its branches. He is a Republican in politics.

CORNELL'S CREW BEATEN.

The Trinity Hall Men Won at Henley by Seven Lengths. Cornell's attempt to capture the grand Challenge Cup at the Henley (England) regatta ended in a fiasco. The Americans led their competitors, the Trinity Hall crew, grandly in the second heat of the race until three-quarters of the distance had been covered. At that point, however, disabled one of their men and they were thrown out of the competition. The struggle is finished as far as Cornell is concerned, and finished without a genuine test with a single one of the English crews.

The Americans took the lead over Trinity Hall at the very start and maintained it with every indication of winning until the mile post was nearly reached. The Cambridge men were gaining slightly, but Cornell's lead was then more than half a length. Fennell caught a crab, and the oar handle struck him a blow in the side which completely disabled him. His companions tried to help him, and made three attempts to row on without his aid, but this was impossible. The Ithaca lads rowed themselves to a standstill. The long, surprising stroke of their opponents thoroughly wore down the shorter, snapper stroke of the Americans, and in the end the Trinity Hall men finished seven lengths in front, in the last time of seven minutes fifteen seconds.

The immediate cause of Cornell's defeat was the collapse of Fennell, rowed No. 5, and who tumbled from his seat at the finish in a dead faint. The loud claims to "fairness," "sportsmanship," and "sportsmanlike conduct," of which Englishmen are so fond of boasting when they are victors, were well negated by their conduct at the conclusion of the race.

The crowds on the river banks and in the boats along the shore were frantic with delight at Cornell's defeat. The Britishers were wild with delight when Trinity passed Cornell at the three-quarters post, but words failed to express their degree of enthusiasm when Trinity Hall was again trailed along past the grand stand. Then the Cornell men were received with hisses. They stopped rowing before they passed the judges, who hoisted the sign "Not Rowed Out." The band played "God Save the Queen" and the crowd cheered itself hoarse, and poor Fennell lay as if dead in the bottom of the Cornell boat, while his nearest companions splashed water in his face. The general opinion is that the Cornell crew were hopelessly overtrained, and that there was no climate or malaria about it.

LIVES LOST AT A FIRE.

A Stable Burned in Detroit and a Number of Employees Couldn't Escape. Fire started in Case's livery barn, a four-story brick structure in Detroit, Mich., shortly after 2 o'clock a. m. Two hours later, when the firemen had succeeded in gaining control of the flames, the barn was a complete wreck and six men were dead as the result of the fire.

The dead are John Shaw, aged thirty-eight, of Detroit; John Bowman, twenty, second ward, Bay City; Thomas Webb, thirty-five, painter, Detroit; Edward Hughes, thirty, chariotman, London, Canada; James R. Shaw, twenty-three, harness maker, Caledonia, Canada; Charles Davis, stockman, Detroit.

The barnmen occupied quarters on the fourth floor, and the flames spread so rapidly that they were unable to escape by the stairway. Ladders were raised and most of them escaped by them. One of the men, John Cummins, became frenzied, and, after throwing out a bundle of clothing, threw himself headlong out of a window. He landed at the feet of the firemen, and his skull was crushed.

It was after 4 o'clock before the firemen were able to enter the building. They made their way to the fourth floor. In a room in the northeast corner were found the bodies of John Shaw and John Bowman. They had tried to escape, but had evidently been suffocated. Thomas Webb, who slept in a room in the northwest corner, was also suffocated. Then the bodies of James R. Shaw and Edward Hughes were found. They had tried to escape, but were badly burned. Of the seventy-two horses stabled in the basement not one was injured. They were found standing in about three feet of water and were all removed safely.

Prominent People.

Three large rooms were needed to hold all the eightieth-birthday presents recently given to Bismarck. When Dr. W. G. Grace, the English cricket champion, makes a run he carries with him 250 pounds of flesh. M. Faure is the most popular President France has had in many years. Joseph B. Stearns, the inventor of the duplex system of telegraphy, died at Camden, Me., aged sixty-five. Crisp's coat of mail recalls the fact that Bismarck wore a steel shirt for some time after he was fired upon in Berlin, many years ago. Three eminent German artists celebrate their eightieth birthdays this year—Schmidt, Menzel and Achenbach, the father of Max Alvar.

General Lord Roberts has refused to accept the appointment of Commander-in-Chief of the British Army, to succeed the Duke of Cambridge.