



LIEUTENANT COLONEL JAMES E. BARNETT,



HON. J. HAY BROWN.

THE COUNTRY IN GENERAL

A Summary of Happenings at Home and Abroad.

THE NEWS CONDENSED

A Review of What Has Transpired of Public Interest.

Washington, Nov. 4.—The committee appointed by the National Educational Association to consider plans for founding a National University in Washington, called on President McKinley Thursday to pay their respects. President William H. Harper, President of Chicago University, is the chairman of the committee.

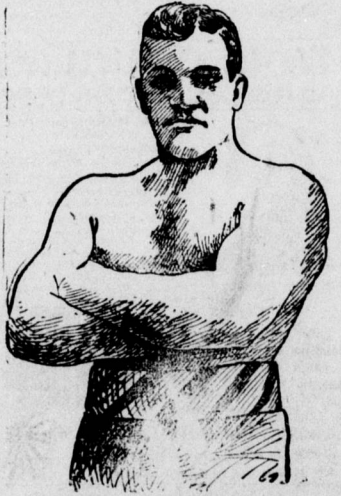
Chicago, Nov. 4.—The political action committee of the Tippecanoe Club, a strong Republican organization, has decided to expel United States Senator Mason from its membership. The action was taken on account of Senator Mason's opposition to the policy of the national administration in the Philippines.

Boston, Nov. 4.—In respect to the report that the recent purchase of the old Proctor sole leather tannery at Peabody, Mass., by A. C. Lawrence & Co. and Swift & Co. was for the purpose of opposing the upper leather combination, Mr. Lawrence says: "The report is without foundation. In fact, we have not decided as to what use the tannery will be put. We are not opposing any trust."

Seattle, Wash., Nov. 4.—The river steamship W. Stratton, owned by Alex McDonald, got caught in an ice jam and sank in thirty feet of water on the Yukon River Oct. 20. No lives were lost, but twenty-seven bags of mail went down with the vessel. The steamship Danube, which has arrived here, brings news of the wreck of the river steamship Olme May on Tagish Lake. The Olme May struck a rock and sank.

Pittsburg, Nov. 4.—The local plants of the American Tin Plate Company are preparing to shut down indefinitely. They are to be idle, probably, after Nov. 15, and when they are to be put in operation again is a question in which 700 workmen are interested. The officials of the trust are contemplating the complete dismantling of the Monongahela and Star works, and a concentration of their business at the plants in Indiana and Newcastle, Pa.

New York, Nov. 6.—At the Coney Island Athletic Club on Friday evening, James J. Jeffries, of California, defeated Thomas Sharkey in twenty-five rounds for the heavyweight championship of the world. Jeffries was given the decision on points. Both of



JIM JEFFRIES.

the big pugilists were badly punished, Sharkey having one of his ribs broken. The decision of the referee was criticised by many, the majority of the 10,000 spectators thinking he should have declared it a draw. Sharkey has now posted a forfeit of \$5,000 for a finish fight with the champion, the contest to take place within three months.

Lyons, N. Y., Nov. 6.—While playing golf on the Black Brook links Herman

Miller broke his right leg. He drove the ball across a stream and then attempted to clear it himself. He landed on the opposite side, but struck a stone.

San Francisco, Nov. 6.—The whaling bark Charles W. Morgan has arrived here from Okhotsk Sea. During her year's cruise she obtained 1,400 barrels of sperm oil, 2,600 pounds of bone and sixty pounds of ambergris. The ambergris is worth \$250 to \$400 a pound.

Rochester, N. Y., Nov. 6.—This city has a female butcher. For over two years Miss Daisy Stevenson has handled the clever and carved out steaks and chops in her market on Plymouth avenue. She took up the work when her father became sick and unable to carry on the business. Under her management it has prospered. She opens the market herself every morning.

Altoona, Pa., Nov. 6.—"Left hand shot off; relieve me soon as possible," was the message that came over the wire Friday afternoon to the superintendent of the Cambria and Clearfield Railroad from Howard Lowman, operator at Garway. Asked by the superintendent whether he could take care of the trains until help could reach him Lowman replied that he would stick to his post until relieved. With one hand torn to shreds he kept the other on the key of the instrument. With assistance reached him he fell in faint. He had bound his arm at wrist and stopped the flow of blood. The accident resulted from the explosion of an old gun.

Manila, Oct. 6.—Four thousand American troops are occupying Iloilo and the adjoining towns of Jaro and Holo. This force is made up of the Eighteenth and Twenty-sixth regiments, two battalions of the Nineteenth Regiment, a detachment of the Sixth Regiment and a battery of the Sixth Artillery. The Filipino force is now supposed to be between 3,500 and 5,000 armed men and many more unarmed. Their lines are about 800 yards from Jaro, which is occupied by the Twenty-sixth Regiment.

Manila, Nov. 6.—Chase's troop of the Third cavalry and Rivers's troop of the Fourth cavalry swam the river and surrounded the garrison at Bongbong, entering the town. The enemy escaped. Six rifles and a quantity of ammunition were captured. Castner's scouts had a skirmish with Filipinos near Allaga, killing five.

San Francisco, Nov. 6.—William H. Moreland, bishop of Sacramento, has left for a tour of the eastern and western states in behalf of his diocese. He will also give lectures in all the larger cities in behalf of the great general convention of the Episcopal Church, which is to be held in October of 1901 in this city.

New York, Nov. 6.—It has been decided by the director of the Mint to postpone coining the Paris Exposition Lafayette souvenir dollars until the beginning of the new year. The design has been decided upon. On the reverse of the coin are the faces of Lafayette and Washington in double profile.

Albany, Nov. 6.—The Brokers' District Telegraph Company, of New York, has been incorporated with a capital of \$10,000, to supply messengers for the purpose of delivering messages and other property and to deliver messages by telegraph or telephone. The directors are Samuel M. Richardson and George H. Vandewalker, of New York City, and Henry D. Kuck, of Tompkinsville, S. I.

Syracuse, N. Y., Nov. 6.—W. W. Teall, a prominent financier and the father of Oliver Sumner Teall, of New York, is dying from an attack of hiccoughs. The doctors say that there is no hope of his recovery. Mr. Teall, who is more than 80 years old, was taken with an attack of hiccoughs a week ago, and in spite of the efforts of the physicians it has been found impossible to stop it.

New York, Nov. 6.—Fire late Friday afternoon destroyed the seven-story building at Nos. 94, 96 and 98 Mott street, which was occupied by the Manhattan Iron Beamstead and Spring Company, causing a loss of about \$200,000. Three persons employed in the factory are missing and several were injured in escaping, while engaged in attempts to rescue the inmates and in managing the fire department's apparatus.

SURGEONS ARE CRITICISED

Board of Inquiry Makes Severe Charges Against Them.

DEATHS ON TRANSPORTS

Many of the Sick Men Said to Have Been in a Deplorable Condition.

Major Rafter, of the Twentieth Kansas, Comes in For Heavy Censure.—The Transport Service Severely Arraigned by Investigating Board at San Francisco.

San Francisco, Cal., Nov. 7.—A local newspaper says that the most sensational report of a military board of inquiry ever sent to the War Department from this city has been forwarded to Washington from the headquarters of Major General Shafter. The document consists of nearly one hundred typewritten pages and contains the severest kind of criticism of the methods employed by officers in charge of the sick soldiers who returned from the Philippines on the transports Tartar and Newark, on Oct. 10.

Upon Major Rafter, the surgeon of the Twentieth Kansas volunteers, who came back on the Tartar, the heaviest censure is laid. Colonel Metcalfe, of the same regiment, who commanded the ship, General Funston being only a passenger, is indirectly referred to. Many other officers are given a hard measure of criticism, but their names are being withheld until the War Department sees fit to make known the details of the report.

The board of inquiry which has so severely arraigned the transport service was appointed by General Shafter two weeks ago at the suggestion of Colonel Alfred C. Girard, chief surgeon in the General Hospital at the Presidio. Colonel Girard's desire for an investigation was occasioned by the deplorable condition in which he found the sick men from the transports Tartar and Newport. There were about forty of them, and nearly all were suffering from dysentery. Three men who came in these transports died a few days after arrival. They were J. T. Fabisak, and John A. Logan, of the Fourth cavalry, and George W. Mills, of the Twentieth Kansas.

Are After Aguinaldo.

Manila, Nov. 7.—A fleet of transports and gunboats has left Manila for the most important expedition of the autumn campaign. Its destination is supposed to be Dagupan or some other northern port.

General Wheaton commands, with a brigade consisting of the Thirtieth infantry, the Thirty-third infantry, two guns of the Sixth artillery and two Gatlings. The transports Sheridan, Francisco de Reyes and Aztec carry the troops, with the gunboat Helena as escort.

A dispatch boat was sent ahead to arrange a rendezvous with the United States cruiser Charleston and the other warships that are patrolling the north coast of Luzon.

The landing will be made under cover of the guns of the fleet. It is assumed here that the purpose of the expedition is to move down the Dagupan-Manila Railroad toward Tarlac, or to prevent Aguinaldo's forces making another base further north.

Would Not be a Candidate.

Washington, Nov. 6.—Replying to a question put to him by a newspaper reporter Saturday evening, Admiral Dewey said: "I would not under any circumstances consent to be a candidate for the Presidency, and I should consider it an act of friendship if the press would treat this decision as sincere and final. I wish they would now drop the matter. I feel that any further boom of my name for the Presidency tends to make me lous."

Says it is Not a Trust.

Albany, N. Y., Nov. 6.—President E. E. Dowe, of the National League of Commercial Travellers, announces that Attorney General Davies has decided that the evidence submitted to prove that the American Spool Cotton Company is a trust or monopolistic combination is insufficient for the purposes of prosecution, but that District Attorney Gardner, of New York county, has maintained otherwise, and will

commence, on the application of Mr. Dowe, proceedings under the Donnelly Anti-Trust law of the State.

Can Erect The Monument.

Boston, Nov. 6.—The Board of Trustees of the Cemetery Department has voted to allow the Victorian Club to erect its proposed monument to the British soldiers who fell at Bunker Hill. Mayor Quincy was first petitioned by the club and he turned the petition over to the Cemetery Committee, with the endorsement that he saw no reason why it should not be granted. The monument will be erected in the central burying ground on Boston Common.

May Save The Parnell Estate.

Boston, Nov. 6.—Lord Mayor Tallon of Dublin has received a cable that the ancestral home of Charles Stewart Parnell at Avondale would not be sold until Nov. 24. The sale was originally scheduled for Nov. 4. The Lord Mayor believes that before the date now fixed the sum necessary to save the estate will have been obtained.

Nine Hurt In Trolley Car.

Louisville, Ky., Nov. 6.—An inbound Louisville and Nashville train struck a Fourth Avenue electric car at Fourth and G street completely demolishing the car and injuring nine persons, including the motorman. All will recover.

Gen. Corbin Visiting In Cleveland.

Cleveland, Nov. 6.—H. C. Corbin, Adjutant-General of the United States Army is the guest of Col. Myron T. Herrick. Gen. Corbin said that the war in the Philippines would be over by Jan. 1, and that Gen. Otis would probably not be recalled.

New Orleans, Nov. 6.—The weather bureau predicted a cold wave Thursday and at night the thermometer was down to 46 degrees. With the coming of the cold wave telegrams were received from neighboring states notifying the Louisiana Board of Health of the lifting of quarantines. By night all quarantines had been raised on every class of freight except household goods. The wholesale merchants of this city have been waiting for the lifting of the embargoes against commerce, and all out-going trains are now carrying traveling salesmen.

Houston, Tex., Nov. 7.—The San Antonio Gas Company has lost its charter because it joined a trust. The company became a member of a local combination to control the private and public lighting of San Antonio. Judge W. S. Ely, of the Fourth State Court of Civil Appeals said: "It does not matter that the immediate result of the combination may be a reduction in the price in commodities. A dangerous arbitrary power has been placed in its hands by which the business of the country may be absolutely dominated and prices arbitrarily controlled regardless of the laws of trade or the rules of supply and demand."

Orange, N. J., Nov. 7.—"No seat, no fare," insisted S. H. Howe and J. E. Rosenbusch, and on that ground they have won a case against the Delaware, Lackawanna & Western railroad. The men sued for damages because of a dispute they had with conductor Price at the Newark station last winter. They would not give up their tickets because they had no seats, and the conductor had them arrested for disorderly conduct. The accused were brought before Judge Lambert and he reprimanded them. The two men insisted, however, that they were in the right and they brought suit against the railway company to recover damages. It has now been agreed to settle the case. It is said that the plaintiffs each received \$175.

Bret Harte and "Little Breeches."

Bret Harte is so frequently complimented as the author of "Little Breeches" that he is almost as sorry it was ever written as is Colonel John Hay, who would prefer his fame to rest on more ambitious work. A gushing lady, who prided herself upon her literary tastes, said to him once: "My dear Mr. Harte, I am so delighted to meet you. I have read everything you ever wrote; but of all your dialect verse there is none that compares to your 'Little Breeches.'" "I quite agree with you, madam," said Mr. Harte, "but you have put the little breeches on the wrong man."

A Question of Skill

The Golfer.—You must acknowledge that it requires a great deal of skill to drive a ball a hundred yards.—The Farmer.—Don't require half so much skill as it does to drive a pig 50 feet.—Harper's Bazar.

America's Ten Greatest Dairying Authorities on Cream Separators.

The Wisconsin Agricultural Experiment Station. MADISON, WIS., July 13, 1897. In conducting our Dairy School, we have had occasion to use the various sizes of Improved U. S. Separators for dairy instruction during several winters past. Our students have always been pleased with the operation of these Separators, and we find that they skim the milk very clean indeed from fat, and that they are generally very satisfactory. W. A. HENRY, Dean College of Agriculture.

Cornell University Experiment Station. ITHACA, N. Y., November 15, 1897. We have used the U. S. Separators for the past four or five years, and have found them at all times efficient and reliable. They are easily cleaned and kept in order, and can be depended upon for satisfactory work. H. H. WING, Prof. Dairy Husbandry.

Massachusetts Agricultural College. AMHERST, MASS., July 7, 1897. We regard the Improved United States Separator as one of the very best all round machines. In cleanliness of skimming it surpassed all the others. It compares favorably with the rest in capacity. Our man calls it the smoothest running machine we have, although it has been in use nearly three years—a good comment on its wearing qualities. F. S. COOLEY, Prof. of Ag'ty.

Michigan Experiment Station. AGRICULTURAL COLLEGE, MICH., Jan. 27, 1897. Your No. 5 Separator was received, set up, and has been operated daily since the 4th of January. Each of our dairy boys has now had a turn at it, setting it up, running it, washing it, and testing the skim-milk. They all like the machine, on account of its easy running and simplicity. We are running through milk 12 to 24 hours old, warmed to over 80, and usually about 95 degrees. The per cent. of fat in the skim-milk, so far as reported, will not reach on the average a tenth of a per cent., and often is too small to read, in the skim-milk bottle. We are pleased with the machine in every possible way, as far as we have been able to observe it in a month's use. CLINTON D. SMITH, Director Michigan Experiment Station.

1898 Record Equally as Good. AGRICULTURAL COLLEGE, MICH., March 25, 1898. I do not know that I have anything to add to what I wrote you in January, 1897, or any changes to make in the statements therein made (see above). C. D. SMITH, Director.

Vermont Experiment Station. UNIVERSITY OF VERMONT AND STATE AGRICULTURAL COLLEGE, BURLINGTON, VT., June 25, 1897. It has been the uniform custom of the officers of the Vermont Station to decline to issue letters of a testimonial nature. I may say, however, that I can and do refer parties inquiring regarding the merits of the Improved United States Separators to the records of the running of the same as published in our report for 1894. (See tests referred to as follows):

Aug. 14.....0.05	Aug. 19.....0.06
10.....0.05	21.....0.05

The results obtained by the use of these machines at Dairy Schools of the past two years are full better, so far as the character of the skimming is concerned, than those given in the report. JOSEPH L. HILLS (Director Vt. Experiment Station).

Iowa Experiment Station. AMES, IOWA, Jan. 25, 1897. Your two machines have been here in use for some time and are doing excellent work. We have succeeded in skimming over 3,600 pounds per hour, and as close as 0.07 of one per cent. of fat left in skim-milk, with the larger machine. This we consider excellent work for the winter. The small machine also does good work. G. L. MCKAY, State Dairy Instructor, Iowa Ag'ty College.

Again in June; Iowa Experiment Station. AMES, IOWA, June 25, 1897. Your large size factory machine has been doing excellent work. We have used it six days per week for the past two months, and it skims to a trace right along, skimming 2,900 to 3,200 pounds per hour. G. L. MCKAY, State Dairy Instructor.

Ohio State University. COLUMBUS, OHIO, June 25, 1897. Enclosed you will find statement of the several runs made with your various Separators. (Tests from the runs referred to show the following):

January 15.....0.02	February 15.....0.02
8 tests show not over .045 of one per cent. of fat.	

Of course, you will understand that these runs were made by students who at the beginning had no knowledge of separator work. The same efficiency can hardly be expected under such circumstances, as were operated by an expert. THOMAS F. HUNT (Professor of Agriculture).

Idaho Experiment Station. MOSCOW, IDAHO, March 26, 1897. Our Dairy School has just closed, having had a very successful career. We have used daily one of your No. 5 Improved U. S. Separators. It has given perfect satisfaction, and is the favorite with all the boys. CHAS. P. FOX, Professor of Agriculture.

Connecticut Experiment Station. NEW HAVEN, CONN., Aug. 1, 1897. The Improved U. S. Steam Turbine is running every day, and has been since April. It is an easy-running, skimming machine. In two recent tests, made on different days, running a trifle over 100 lbs. of milk per hour, the skim-milk showed:

No. 1, 0.09 of 1 per cent. butter fat.
No. 2, 0.07

This is as close as any one could ask for. A. W. GOLDEN, Chemist, Conn. Ag'ty Experiment Station.

Missouri Experiment Station. COLUMBIA, MO., March 25, 1898. The Improved U. S. Hand Separator was used in our Dairy School during the winter term to the entire satisfaction of instructors, students, and did most excellent work. J. H. WATERS, Dean and Director.

The Improved United States Separators are now not almost but altogether universal. The number in use is 126,000, more or less. Their sale is eleven to one of all imitating machines combined. The latest improvements carry them still further to the front. Send for new Dairy catalogue No. 201 or new Creamery catalogue No. 190.

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