

NEWS OF THE WEEK

Interesting Collection of Current Events in Condensed Form From Both Continents.

Over 5,000 textile workers have been locked out at Loebau, Germany, and in its vicinity.

Michael Simmonds, a railroad brakeman, aged 28, shot and tried to kill his sweetheart, Miss Jenny Long, aged 19, at Baltimore, and then committed suicide.

Rose the 19-year-old daughter of John Miller Murphy, died at Olympia, Wash. Her death was caused by an overdose of laudanum, taken to allay neuralgia pains.

Engineer E. Bennett Mitchell was killed and Fireman John H. Cawley seriously injured by the explosion of a locomotive on the Northern Central railway at Georgetown, Pa.

Secretary Wilson has secured an order from the postoffice department to attach the government frank to packages of sugar-beet seed to be sent throughout the country for analysis.

The latest news from Guatemala received here states that a price of \$100,000 has been placed on the heads of Prosper Morales and his aide, Manuel Fuentes. It is asserted that an order to this effect has been promulgated by President Barrios.

As a result of the breaking of a cable, three colored men who were being carried up in an elevator shaft of the Northwest Land tunnel, at Chicago, fell 95 feet to the bottom of the excavation. One of them was killed instantly, and the other two sustained fatal injuries.

Word comes from Kaslo, B. C., that three men who were out on the lake about 500 yards were drowned by the boat capsizing. A stiff breeze was blowing, and as the boat reached the beginning of the swift undertow opposite Kaslo, the men tried to change positions, and the boat was overturned.

In a recent interview, Lieutenant Peary, who has just returned to Boston from the Arctic on the whaling bark Hope, said: "The 100-ton meteorite in the hold of the Hope fell from the skies hundreds of years ago, and has long been the source of iron supplies for the Eskimoes. I discovered it in May, 1894, and since that time have been trying to secure it and bring it to America."

The duel between Count Badeni, the Austrian premier, and Dr. Wolf, the German nationalist leader, has been the wildest sensation. Count Badeni sent his seconds to Dr. Wolf, who accepted the challenge. The premier sent a telegram to the emperor, asking permission to fight the duel, and at the same time, tendering his resignation. In reply he received not only permission to fight, but also the imperial approval. Count Badeni then made his will, after which he spent the evening at the Jockey Club and a pleasure resort. His wife and family knew nothing about the affair until the duel was over. It is thought that, as the premier has set example with the emperor's approval, there will be a serious epidemic of dueling.

Commander Booth-Tucker has arrived in Denver to complete the arrangements for establishing a Salvation Army colony in the Arkansas valley.

In Joseph Hayward's saw mill, near Macon, Mo., a large boiler exploded and killed three workmen, Charles Hentor, Walter Ferguson, and Albert Yost. The mill was blown to fragments.

The United States steamship San Francisco, the flagship of the European squadron, has arrived at Tangier, Morocco, in order to investigate and obtain redress, if necessary, for the reported flogging of American citizens at Mogador, and also to enforce the promised settlement of former claims of the United States against Morocco.

The inexorable discriminating law of China, which condemns a pirate to death by the slicing process, whether he be the perpetrator of a wilful crime or the victim of an accident, is terribly illustrated by a case now vexing the people of Shanghai. A boy of 11 was swinging some article about his head in play, when it happened to strike his mother, who died from the effects of the blow. He was condemned to be sliced to death, and though efforts have been made to save him from this fearful end, so far they have not been successful.

A dispatch from Vienna says that the steamer Ika, with a crew of 10, and carrying 50 Australian passengers, was entering the port at Fiume, on the river Flumara, while the boat was blowing hard, when she collided with the English steamer Tira, which was leaving. The bows of the Ika were stove in and she sank in two minutes. Boats hastily put off and saved the captain and seven others, but most of the passengers perished. The casualty took place in full view of thousands who crowded the pier in the greatest excitement and alarm.

Arthur Jordan, a Scotch explorer, who claims to be familiar with the country between Spokane and the Klondike, will leave Spokane with six men, October 10, for the Yukon country. J. J. Brown is at the head of the syndicate which is outfitting the party to prospect on Stewart river. Mr. Brown's son, Guy, will be a member of the party. They will go via Ashcroft, taking the Hudson Bay trail there to Lake Teelin, down the lake to the Hootalinqua river, down that stream to the Yukon, thence to Stewart river.

The Japanese government has taken up 2,000 out of the remaining 30,000 shares of the Formosan railway, and has persuaded Formosans to take up the remainder. Locomotives and cars are expected from America. The work will be proceeded with immediately.

The government survey boats have about completed the work of establishing a series of lines of true magnetic bearings along the coast and in the principal harbors between Puget sound and San Diego, for the purpose of affording means for masters of vessels to adjust the compasses of their vessels in a convenient manner.

TWO FACTIONS FIGHT.

Slender Battle Between Feltish Miners at Girardville.

Girardville, Pa., Sept. 29.—At least nine men received fatal injuries and possibly two score others were more or less seriously wounded in the bloody riot here last night and early this morning. The battle was the outcome of a quarrel over the Haselton troubles. Thirty-six men are known to have been wounded, and about 50 more are being treated by their friends, who fear that they will be sent to jail.

Twelve of the ringleaders were brought before Justice Elias Kissinger and 10 before Justice H. B. Johnson. All were charged with assault with intent to kill, housebreaking and rioting, and were held in heavy bail for court. Many warrants have been issued, but have not been served as yet.

Dr. Charles Schlessman attended the 22 wounded, nine of whom he says will die. Drs. William Monahan and James Donohue attended 14 others, and how many the other physicians cared for is not known. Three others have been reported dead, but this cannot be verified.

Several hundred Poles boarded at William Cullacabage's hotel, on Second street. Joseph Cavendish is proprietor of the hotel at the east end of town, where several hundred more Poles make their headquarters.

Bad blood has existed between them for a long time, and the recent strike troubles at Haselton embittered them still more. Last night matters came to a crisis. Cullacabage, it is charged, and his followers, to the number of several hundred, armed with guns, revolvers, knives, axes and clubs, marched to Cavendish's hotel, where several hundred of their enemies were celebrating pay-day. The Cavendish men ascertained that their foes were marching upon them, and, arming themselves hurriedly, awaited their arrival. After a demonstrative march, the Cullacabage contingent arrived, and immediately stormed the saloon.

Then a bloody battle ensued. The men fought like demons, the shooting was fast and furious; axes, knives, clubs and other weapons were used with deadly effect. The battle lasted almost an hour, when the Cullacabage men were routed, leaving their wounded men behind. Everything in the house was smashed and the floors strewn with wounded men. The walls were bespattered with blood and shreds of human flesh.

After the rioters had returned to their headquarters, the Cavendish gang armed themselves to the teeth, and marched to their enemies' rendezvous, where a battle, still bloodier than the first, resulted. The police force and the constabulary of the surrounding region were called to the scene, but were unable to cope with the rioting horde, who continued hostilities until morning.

VERDICT NOT UNANIMOUS.

Coroner's Jury Differs Regarding Blame for Lattimer Tragedy.

Hazleton, Pa., Sept. 29.—The coroner's jury which investigated the death of the strikers at Lattimer in the deputy coroner's office, after an hour's deliberation rendered the following verdict: "That from the circumstances of the case and the evidence offered, the said Clement Platak, with others, came to his death by gunshot wounds on September 10, 1897, at the hands of Sheriff James Martin and deputies, and in this, we, the jury, do all agree, and we, Phil J. Boyle, Thomas T. Thomas, Barton Fresh and Peter McKiernan, of this jury, do further say that the said Clement Platak, with others, was marching peacefully and unarmed on the public highways, and they were intercepted by said Sheriff Martin and his deputies, and mercilessly shot to death, and we do further find that the killing was unnecessary, and could have been avoided without serious injury to either persons or property, and we find, finally, that the killing was wanton and unjustifiable; but in this, we, John Mau and E. J. McNeal, of this jury, do not concur; and we, the jury, do further say that there was strong suspicion of unlawful violence at the hands of persons unknown to this jury, as to make this inquest necessary."

A Severe Experience.

New York, Sept. 29.—The four-masted schooner Goorwin Stoddard arrived in port today from Fernandina, Fla., and reported a severe experience during the hurricane which prevailed off the Southern coast during the past week. On September 18 Nils Svenson, one of the crew, a Norwegian, fell from the spanker masthead to the deck and was instantly killed. On the 22d the schooner Katie J. Ireland was sighted flying a distress signal. She was sinking and had lost all her boats. The Stoddard took off the crew of the Ireland, consisting of Captain Crockett and seven men, and the Ireland sank one hour and 40 minutes later. None of the rescued men saved any of their effects.

London, Sept. 29.—The correspondent of the Daily Telegraph at Vienna says: "I learn from a reliable source that the Vienna cabinet would immediately intervene in a conflict between Spain and the United States. The news of the ultimatum created excitement in political circles, and the universal opinion was that such action would be unjustifiable."

Telegraphers in Trouble.

Pooria, Ill., Sept. 29.—Walker V. Powell, grand chief of the Order of Railroad Telegraphers, and H. Phelan, grand secretary and treasurer, were today held in \$500 bonds to the federal grand jury on a charge of violating the alien contract labor law, they waiting examination. They had promised a place in the headquarters office to a representative of numerous Canadian lodges, and discharged a man to make a vacancy for him.

Miles of Timber Destroyed by Fire.

Rapid City, S. D., Sept. 29.—A destructive timber fire has been raging in the Big Horn country. C. W. Green, agent of the interior department, who has charge of public timber, has just returned and reports 54 square miles in the heaviest timber destroyed. The estimated loss is over \$500,000. The fire was finally extinguished by a snow storm.

In every mile of railway there are seven feet and four inches that are not covered by the rails—the place left between them for expansion.

IF SPAIN REJECTS IT

What Will Follow Refusal to Accept Our Mediation.

WAR MAY NOT BE DECLARED

But Diplomatic Relations Will Be Suspended, and Minister Woodford Will Be Recalled.

Madrid, Sept. 28.—The arrival of United States Minister Woodford from San Sebastian has caused a sensation. The programme of the United States has been ascertained. This does not contemplate a declaration of war, if Spain rejects mediation, but, according to reports, an "ostentatious proclamation to the world of disapproval of the Cuban regime by suspending diplomatic relations with Spain, and withdrawing the United States minister."

General Woodford has declined to be interviewed on the subject, further than to say that his conference with the Duke of Tetuan, the foreign minister, was of the most satisfactory character.

The unexpected bitterness of the press and of public opinion has primarily impressed him, but he hopes it will soon be allayed. He believes his mission is favorable to Spanish interests, and cannot comprehend that Spain could reject mediation designed to end an impoverishing war.

He has not named a time at which the war must be terminated, but he hopes, as shown by the rest of his tenders, it will be ended quickly. He believes that war is inflicting incalculable loss upon the United States, and that it is impossible to prevent the organization of filibustering expeditions. Unusual measures were taken to protect Minister Woodford on his journey from San Sebastian to this city, but the trip was quite uneventful. A party of guerrillas, commanded by a sublieutenant, guarded the Southern express, on which he was a passenger. Secret police were posted at the station, and the prefect of police was in waiting to escort him to his hotel. The drive through the streets was marked by no special incident, though several people saluted him, receiving a bow in return.

Some comment has been caused by the fact that Minister Woodford's family has not accompanied him, but remains behind on the French frontier. Minister Woodford explains that his party is a large one, requiring a commodious home, and prefers spending a pleasant October at Biarritz until a suitable residence can be secured here. General Woodford has already engaged a box at the Royal opera-house, and has purchased horses.

General Woodford has taken apartments at the Hotel Rome, but received official visits at the legation, where he passed the entire morning.

Have No Faith in Austria.

London, Sept. 28.—A Madrid special says: The rumor of Austrian mediation between Spain and the United States in the event of hostilities, has created surprise, mingled with much incredulity. The Spaniards fail to see what Austria could do, unless by naval powers, or at least by the combined pacific action of several governments.

Weyler Calls for More Details.

Madrid, Sept. 28.—Captain-General Weyler has cabled a request to the government to send 113 additional administrative officials to Cuba. The declaration is being made here and generally circulated that the Spanish troops in Cuba have recaptured Victoria de las Lunas, which was taken by the insurgents under Garcia, on August 25.

Webster Convicted.

Spokane, Wash., Sept. 28.—The Webster murder trial ended in a sensational denouement tonight. The jury, after having been out for more than 30 hours, came in with a verdict of murder in the first degree, and was discharged, but two of the jurors, R. J. Fraiser and C. Thomas, immediately delivered a signed statement to the attorneys for the defense that the verdict was against their convictions, and they only yielded after physical and mental exhaustion from the long strain in the jury room. Fraiser is 65 years of age and Thomas 72. It is thought that this will undoubtedly lead to a new trial.

Miners Buried Alive.

El Paso, Sept. 28.—News was received here tonight that the San Pedro mine, in the Carrizillo group, 12 miles from this city, in Mexico, caved in today, killing 17 men who were at work on the mine at the time. The unfortunate were buried alive under 50 feet of rocks and dirt. The San Pedro is one of the oldest mines in the group and rich in silver. It is the property of the wealthy Carrizillo Company, the principal stockholders of which reside in New York. If the mine was not timbered, the Mexican government will impose a heavy fine on the company on account of the wholesale killing.

Boy Accidentally Shot.

New Whatcom, Wash., Sept. 28.—Reuben Smith, a young boy who was out hunting with a companion near Ten-Mile, this county, was accidentally shot in the neck and probably fatally injured this afternoon, while taking his gun across a fence.

Port Townsend, Sept. 28.—The bark-rigged British ship Cape York, Captain Mitchell, arrived this morning, 64 days from Panama. While lying at the latter port there were several cases of yellow fever and two deaths aboard the ship. She cleared for this port without being disinfected or even fumigated. On arrival this morning she was ordered to Diamond point, the United States quarantine station, where the ship and crew will be detained two weeks for fumigation and disinfection.

Down in the Wreck.

Bombay, Sept. 28.—Recent advices from the scene of the wreck on the bridge of the Panglore-Mysoor railroad, near Maddur, indicates that 150 persons were killed, and 14 injured. Seventy persons succeeded in making their escape. Most of those killed and injured were natives. The train, which was crossing the bridge at a high rate of speed, has been entirely submerged.

The Greco-Turkish disturbance has had the effect of making Friday afternoon in the country school fairly riotous.

"Marco Bodnaris"

TERRIBLE SUFFERING.

Experiences of a Young American and His Sister.

New York, Sept. 28.—The Journal and Advertiser says: Three years ago Miss Eloise Brunett was the belle of Cienfuegos, Cuba. She was rich. Now she lies upon a cot in a 10x10 room in a small house on the outskirts of Philadelphia, her body burning with fever, her mind racked by terror of the Spaniards, her memory full of the horrors of an experience amounting to starvation, suffering and peril.

In a similar condition, aggravated by wounds, is Dr. Andre Brunett, who served as a major in the Cuban army. The father of these refugees was an American, who owned a large estate at Cienfuegos. He died in 1893, and his son, Dr. Brunett, went to Cuba to settle up the estate. The Spanish administration of such affairs made this a long and difficult task. In September, 1896, General Roca raised the Cuban standard in the Cienfuegos district, and the young Cuban-American was one of the first to join him.

It was impossible for his sister to remain on the plantation, and she thereupon went into the Cuban service as a nurse. For 20 months she shared the hardships of the patriots. She remained bravely in the Cuban army, caring for the sick and wounded, helping to cook the scant provisions and proving herself a heroine on many occasions.

After two months of this life they both contracted malarial fever, and were ill that they had to leave the insurgent army and seek shelter, and they found neither and were compelled to take refuge in a cave, where they lived for 23 weeks, having no food but green pumpkins, sweet potatoes and water from a stagnant pool. Both suffered terribly from fever, and were often delirious. Finally the brother managed to climb the hill and attract the attention of a Spanish planter, who took them to Sierra, whence they were taken by boat to Cienfuegos.

When they landed at the wharf Miss Brunett had no shoes, and her dress, which she had worn for three months, was in shreds. They were almost unable to walk, and were dragged along by the Spanish soldiers, who struck and cursed them. The Spanish commander examined them separately, and had excuse to put them to death, but failing in that, he permitted them to go to their sisters, who lived a mile away, on condition that they report in person every three or four days. This, in their condition, entailed the most intense suffering, but the order was pitilessly enforced.

Dr. Brunett appealed to the American consul, Owen McGarr, for aid, but it was refused. Then followed a long correspondence with the state department at Washington, and in the end the consul was ordered to help them. They received passports on August 13, and sailed September 7. Their passage was paid all the way to New York instead of Florida.

Dr. Brunett and his sister have filed a claim at Washington against the Spanish government for destruction of their property.

STRUCK A SAND DRIFT

A Fatal Accident on the O. R. & N. Railway.

The Dallas, Or., Sept. 28.—An accident occurred on the O. R. & N. road at 12:30 o'clock last night which resulted in the killing of the engineer, Charles Johnson, and the probable fatal injury of the fireman, Hockman.

Train No. 22, an east bound freight, pulled out of The Dallas last night on time. For some days severe winds have prevailed along the road, resulting in sand drifts on the track. Between The Dallas and John Day river No. 22 had lost considerable time, and when the accident occurred Johnson was speeding his engine along in an effort to make up his schedule.

The night was dark, and when a quarter of a mile east of John Day station the engine ran into the drift. The locomotive left the track, turning on its side as it plunged down the embankment, carrying with it the tender and two freight cars.

Neither Engineer Johnson nor Fireman Hockman had time to jump. Both went down with the wreck. Johnson's life was crushed out in an instant, he being fairly buried beneath the engine. Hockman, the fireman, was pinned down by the locomotive, and, with both legs broken, the unfortunate man received the vent of the escaping steam.

A wrecking train was sent out and Engineer Johnson's body was recovered and conveyed to his home in this city. Fireman Hockman was sent by special train to St. Vincent's hospital, Portland. Dr. Mackenzie, the company's surgeon, is with the injured man, and an effort will be made to save the poor fellow's life.

Only two cars, according to railroad authorities, left the track, in addition to the engine and tender. The wreck was cleared at noon today and the track opened for traffic.

Making Loans to Farmers.

Victoria, Australia, has inaugurated an official loan office. Small loans up to a maximum of \$5,000 are to be granted to farmers and others to enable them to improve their holdings. The loans will bear interest at 5 per cent. The money will be provided from the savings banks.

Death Rather Than Separation.

Shamokin, Pa., Sept. 29.—The bodies of Arthur W. May, aged 34 years, and Miss Cora Eastman, aged 18, both of Shamokin, were found in the blacksmith shop of Joseph Smink this morning. May had shot his sweetheart and then blew out his own brains. The couple had been lovers for a long time, and last week they arranged to go away and be quietly married. Being opposed by the parents of the girl, they evidently decided to die together.

Fear of Lynching Drove Him Mad.

Columbus, Kan., Sept. 29.—Ed. Stafflake, one of the notorious family of murderers in jail here, has gone stark mad through fear of lynching at the hands of a mob. Stafflake is convicted of murder in the first degree for the killing of Frank Galbraith, one of the several persons supposed to have been murdered in the den of the Stafflakes, at Galena, this county.

Connecticut papers say that the oldest man in the state is Manuel Oliver Levy.

of Stonington, who was born in Portugal 104 years ago.

DECISION BY M'KINLEY

Mortgage on the Union Pacific to Be Foreclosed.

THE COMPANY WILL REORGANIZE

The Government Will Lose Something Like Twenty-Five Million in the Transaction.

Chicago, Sept. 27.—A special to the Tribune from Washington says: The Union Pacific reorganization committee proposition for the settlement of the company's debt to the United States will be accepted, the government mortgage will be foreclosed, the road sold and the company reorganized. This statement is made on the highest authority.

For several days past the president has had conferences with the representatives of the company and with the attorney-general, and before he left Washington he agreed to the sale of the road and its reorganization upon the basis which the reorganization committee suggested. The announcement of the decision may be looked for at an early date. It will come in an order for foreclosure issued by the president to the secretary of the treasury.

The agreement to which President McKinley has agreed to give his sanction is the same which was submitted to congress by President Cleveland last January. Under this agreement the reorganization committee will bid for the road under a foreclosure sale, the sum of \$45,000,000.

In order to give an intelligible statement of what this bid will mean to the United States, it is necessary to enter briefly into the history of the Union Pacific obligation to the government.

The principal debt of the Union Pacific to the United States was \$85,539,512. A portion of this has not yet been advanced by the United States. The interest paid by the government amounts to \$36,854,888. The whole indebtedness on the 1st day of July, 1897, was \$70,494,405. The sinking fund of the Union Pacific in the hands of the treasurer of the United States on the same day was \$17,738,309. After deducting the sinking fund, which is an asset of the company in the hands of the United States for the purpose of paying the debt of the Union Pacific Company to the government, the sum of \$52,756,096 remains to be paid. That is the only sum which the Fitzgerald reorganization committee, as it is known, will be required to pay the government.

The loss to the government is the difference between \$53,000,000, which is the net amount due the government in round numbers, and the \$28,000,000, making a loss of nearly \$25,000,000 in round numbers, according to the figuring of the opponents of the agreement.

The agreement for the foreclosure sale also contains a provision for the reorganization of the Union-Pacific Railroad Company and its Kansas Pacific branch. The reorganization committee consists of Louis Fitzgerald, Jacob H. Schiff, T. Jefferson Coolidge, Jr., Chauncey M. Depew, Marvin Huggitt and Oliver Ames. The recapitalization of the new company under the Fitzgerald plan will be \$100,000,000, 4 per cent bonds, \$75,000,000 of preferred stock and \$25,000,000 of common stock.

FOOD SHORTAGE INEVITABLE.

Captain Tuttle's Report on Conditions in the North.

Washington, Sept. 27.—Captain Tuttle, in command of the cutter Bear, of the Behring sea patrol, in a report to the secretary of the treasury, gives an official account of the rescue of Captain Whitesides, his wife and a number of the crew of the steamer Nevach, which was caught in the ice pack off Cape July 30, and also reports as to the condition of affairs at St. Michaels.

The Bear reached St. Michaels August 28, where about 300 miners were found camping on the beach. On arrival Captain Tuttle received requests from the Alaska Commercial Company and the North American Trading Company to remain with his command at St. Michaels until some means could be devised to maintain law and order. He was informed that among the sudden influx of people were many bad characters, and previous to the arrival of the Bear, open threats had been made as to what they would do if the transportation company failed to get them up the Yukon. This was impossible with the means at hand.

Captain Tuttle says that navigation would close in a few days and that 12 vessels were then on the way to St. Michaels, the most of them with passengers, and he thought if they did not return on the vessels which brought them, much suffering would result.

The captain decided to comply with the requests which had been made until Captain Hooper, of the command of the Behring sea fleet, could be communicated with.

In concluding his report Captain Tuttle says that in his opinion the situation on the Yukon this winter will be a very serious matter, and in his judgment the limited supply of food will result in starvation.

Tacoma, Sept. 27.—The steamship Willamette sailed from Tacoma tonight for Skagway and way ports. She will carry to the north all the freight that can be stored in her hold and piled upon her deck. The deckload comprises 300,000 feet of lumber. The cargo will amount to 2,900 tons. The steamer has 60 head of live stock, comprising cattle, hogs and sheep. The passenger list from the Sound will number 100 people, most of whom are traders or speculators.

Fire and Explosion.

Chillicothe, O., Sept. 27.—The village of Bainbridge was the scene of a most disastrous conflagration this evening. An entire square containing most of the prominent business houses, several handsome residences and a Methodist church, was entirely destroyed, and two prominent business men lost their lives in an explosion which occurred in the drug store.

Nine More in Edwards.

Edwards, Miss., Sept. 27.—Nine more cases of yellow fever have been reported since 6 p. m. last night.

O. R. & N. TRAIN HELD UP.

Engineer and Fireman Robbed—Highwaymen Captured.

Portland, Or., Sept. 28.—One of the boldest attempts to hold up a train reported here for years occurred Sunday evening at 9:25 o'clock on the O. R. & N. track just five miles beyond the city limits. While the regular Eastern train, No. 2, was leaving the city, two masked men succeeded in stopping the engine by some signal, and after taking the engineer and fireman into the brush beside the track, robbed them of their watches and about \$16 in money. The brakeman went forward as soon as the train stopped, and taking in the situation, crawled under the mail car and opened fire on the robbers, who got into the brush with their prisoners. Then he mounted the cab, and amid a volley of pistol shots succeeded in backing the train out of danger. No one was injured, and nothing was lost except what was taken from the engineer and fireman while their captors had them under guard in the brush by the track.

Conductor Allison was made aware of the trouble by the slackened speed of the train. The brakeman was ahead of him in going forward, and had engaged in the combat with the highwaymen before he reached the upper end. He was approaching the scene of the shooting, carrying his lantern, when a shot from one of the robbers broke the globe. Realizing that something serious was in progress, he retired hastily to the interior of one of the coaches.

As soon as the conductor found that the train was backed far enough to be out of danger he had it stopped, and himself armed, with the brakeman and some of the passengers who could muster a firearm, a hostile array was formed to receive the onslaught of the highwaymen.

The attack did not come, however, but instead of the robbers there came walking down the track the engineer and fireman. They were received with joy, and told their story after it became apparent that the robbers intended no further demonstration against the passengers.

When the train halted, the engineer and fireman were covered by the revolvers of the highwaymen and ordered to get out of the cab. As the two had the drop on the engineer and fireman, they thought there was no other alternative, and obeyed. As soon as they reached the ground they were ordered in front of the engine a short distance from where it stood. Following the mandate of the robbers, they walked in the direction indicated until ordered to stop. Both were searched for valuables. From the engineer a gold watch and chain were secured, and about \$7 in money. The fireman was also relieved of \$8.

This accomplished, the two prisoners were permitted to return down the track to where the brakeman had run the train, while the robbers took their departure in another direction.

Robbers Captured.

The two highwaymen who held up the O. R. & N. train were arrested within 15 hours of the hold-up, and are securely lodged in the city jail. The bungling clumsiness with which they conducted the robbery characterized their movements from the time they laid their first plans.

They were arrested in a lodging house on Seventh and Oak streets, where they took up their quarters on arriving in the city, and whence they returned after their crime. They give the presumably fictitious names of George Jackson and Charles Williams. No lives were lost in the capture, nor was any time wasted. The men when arrested gave every evidence of being desperate characters, but before use could be made of their numerous weapons, the two were covered with revolvers, precluding any attempt at resistance.

Jackson and Williams, the former being about 50 years of age and the latter not more than 32, came to this city Wednesday, on the California steamer, stopping the first night in a hotel, and the next day taking a room in the lodging house at 88 Seventh street. In their room, where they were found two fine double-barreled shot-guns, bearing evidence of having been recently fired, and two large revolvers. Some time prior to Saturday night the housemaid, in cleaning their room, observed a fair-sized packet, marked "Handle with care." Saturday night this disappeared from their room, and found near where the train was held up, containing 15 sticks of a heavy high explosive, designated as Hercules, No. 1, powder.

The two men also went to a livery stable Sunday, took a horse and single buggy at about 5 o'clock, and did not return until 11 o'clock, that night. In this buggy was found next morning a purse that Engineer C. H. Evans identified as the one taken from him by the highwaymen at the time of the hold-up. In the purse was a \$5 gold piece, which it also contained at the time of its departure from Mr. Evans, but he is unable to identify the piece of money as the one he possessed.

The story of their capture is brief, yet reveals careful and efficient work by the officers, and a determined effort on the part of the O. R. & N. officials to bring the desperadoes to justice.

The great Mohammedan school at Cairo, El Azhar, meaning the "Splendid," has clear records dating as far back as 975.

Fatal Runaway Accident.

Hartford, Conn., Sept. 28.—F. W. Valentine, a well-to-do lawyer, of Brooklyn, was instantly killed in a runaway accident in the town of Pomfret today. Henry L. Burt, a prominent druggist of Putnam, who was with him, was probably fatally hurt. The wives of both men were severely bruised.

About forty-five thousand sovereigns pass over the Bank of England counters every day.

Marion, Ill., Sept. 28.—The dead and wounded have all been taken from the mine where the explosion occurred yesterday. The six men who were seriously wounded will recover. After today's inquest the coroner's jury held Caleb Davis, the superintendent of the mine, responsible for the death of these men, and committed him to the county jail to await the action of the grand jury. He was examined before Justice Samuels and released on bonds of \$1,000.

A "professional," it is declared, never works with his gloves on.

NORTHWEST BREVITIES

Evidence of Steady Growth and Enterprise.

ITEMS OF GENERAL INTEREST

From All the Cities and Towns of the Thriving Sister States—Oregon.

Patrick Gibson, a farmer, was killed by a train near Oregon City. Vale expects to be lighted by electricity by November 15 next.