

NEWS OF THE WEEK

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

There were 834 deaths from plague during the past week at Bombay.

The Italian government has called out one class of the army reserves, owing to the bread riots.

Chief of Police Jansen, of Milwaukee, has decided to put a stop to all boxing contests in that city in the future.

Mrs. Julia Dorr, the well-known authoress and poet, is reported to be critically ill at her home in Rutland, Vt.

Mrs. Hearst, widow of Senator Hearst, is visiting the City of Mexico, and has been received with public honors.

Bishop, the man who assassinated the Brazilian minister of war last November, has committed suicide in prison.

There is much excitement in Bolivia and the press is urging the government to prepare for an impending war with Peru.

Over half a million pounds of naphtha were burned and several persons lost their lives during a conflagration at Baku, Russia.

Rear Admiral McNair, who has been succeeded in command of the Asiatic squadron by Commodore Dewey, has arrived in San Francisco.

Three men were killed and four injured in a head-end collision between two freight trains on the Louisville & Nashville, near Upton, Ky.

A ledge of free milling quartz to 20 feet wide and assaying as high as \$500 a ton was struck in the Rosnoko mine near Mokelumne hill, Cal., at a depth of 400 feet.

An anti-trust bill, explicit in its terms and naming a penalty of \$10,000 fine or from 10 to 15 years' imprisonment, has been introduced in the house by Greene of Nebraska.

The Central Labor Union, of New York, has passed a resolution opposing the bill pending in the New York legislature for the opening of the theaters in that city on Sunday.

George S. Yantic and A. M. Hyde, of Sheboygan, have started on a journey to the Holy Land, where they go to carry assistance to a colony of Dunkards, who went to Palestine in November, 1895.

George C. Howard, superintendent of schools of West Bridgewater, Mass., moderator at the last town meeting and ex-state representative, is a self-confessed forger to the extent of \$600, and is under arrest.

Ross W. Lathaw, of Kansas City, ex-justice of the peace, was acquitted by a jury in the criminal court of the charge of attempting to bribe a juror in the recent trial of Dr. Goddard for the murder of Fred J. Jackson.

The New York Pigeon and Poultry Society will open the ninth annual exhibition at Madison-Square garden. According to the report of the secretary, nearly 6,500 birds have been entered in the several classes. Many entries have been received from Canada and the far West.

Mrs. Lucille Blackburn Lane, daughter of ex-Senator Blackburn, of Kentucky, who accidentally shot herself with a revolver two weeks ago, is again in a serious condition, after a period of improvement, and her relatives and physicians are apprehensive lest the wound, with new complications which have set in, may result fatally.

A grain elevator was destroyed by fire in East St. Louis, entailing a loss of \$1,000,000.

Judge Lewis E. McComas has been elected United States senator to succeed A. P. Gorman, of Maryland.

The reorganized Union Pacific railroad had to pay \$20,402.50 fees to incorporate under the laws of Colorado.

The observations of the eclipse in British India were successful, conditions being most favorable. Many valuable photographs were secured.

William Hepburn, an alleged counterfeiter, has been arrested in a lonely cabin in Placer county, Cal., and all the paraphernalia for counterfeiting was found in his possession.

Russia will demand the immediate payment by Turkey of the \$28,000,000 war indemnity yet due, as a means of making the sultan more docile in the treatment of the Cretan question.

The National Stockgrowers' convention is in session in Denver, Colo. About 1,000 delegates, representing 24 states and territories of the West, Northwest and Southwest are present.

On Friday a gale sprung up on Put-in-Bay, Lake Erie, and the ice commenced to break up. Two hundred fishermen occupying shacks built on the ice, were in imminent peril, but made shore in safety, assisted by rescuers, who put off in boats and battled with the ice floes.

C. E. Maher, of Grand Island, Neb., surrendered to the Sacramento police, confessing that he had embezzled money belonging to Armour & Co., which he had collected while traveling as salesman for the company.

A St. Louis dispatch says: A gale of wind that reached the highest velocity of any experienced here since the tornado of May 27, 1896, prevailed Wednesday. Its highest velocity was 66 miles an hour, and up to noon two deaths, one fatal injury and several minor casualties had been reported.

CAUSED BY BRUTALITY.

Sailor Taken Off the Stetson a Raving Maniac.

Portland, Or., Feb. 2.—If the story of John Burke, who came around the Horn on the American ship Geo. Stetson in the capacity of sailor, can be believed, the officers of this ship are guilty of the most barbaric cruelties that have been reported at this port in many a day. The Stetson arrived at Astoria with a cargo of coal Thursday, being 74 days out from Baltimore, where she took on cargo. Captain Murphy is in command, and George Harvey is first officer.

The victim of the brutality of the officers, and especially that of First Mate Harvey, is a seaman named Amos Stone, son of a wealthy jewelry merchant of Boston. Stone is said to have been taken off the Stetson at Astoria, a raving maniac, having arrived at this condition as a result of the treatment he received on the voyage.

"Stone was singled out as the special object of Harvey's brutality soon after we left Baltimore," said Burke in narrating his story. "Harvey, for some reason, knocked him insensible with an iron top maul, and as the rest of us feared we would be treated likewise we were at the point of turning back four hours after we left port. As soon as we saw what had happened, we scamped up the masts to turn to. The mate, however, informed the captain, who bullied us into remaining with the ship.

Stone, as a result of the injury he received, was laid up for some days, during which time he was given but little to eat. As soon as he had recovered sufficiently to venture out and report for duty, Harvey kicked him off the forecastle. From that time on Stone was unable to leave his cabin. He was starved and beaten almost daily and by the time we reached Astoria he was skin and bones and a raving maniac. As we were rounding the Horn, where the seas were very bad, Harvey would open the door of Stone's cabin so as to let the water in to soak his clothes and bedding. I have also seen Harvey open the door to Stone's cabin and with a heavy leather strap beat him until big welts stood out on his legs and back. Stone, who was already losing his reason, would not wince under this scourging and stood like a statue, without saying a word in remonstrance. An effort was made to obliterate the marks on Stone's body before the ship reached Astoria, but without success, and he will carry the marks with him to the grave. During much of the time that Stone was cooped up in his cabin he had nothing but refuse to eat and the place was the most foul smelling I was ever in. He was abused like a dog even during the time he was in irons. It made me sick to look at him, even as accustomed as I am to see displays of brutality on the high seas."

Burke's story is corroborated in every detail by Ernest Weyl, Ira Dierks and Charles Russell, three others of the crew.

DYING BY HUNDREDS.

A Harrowing Tale Comes From the Newfoundland Coast.

New York, Feb. 2.—The Red Cross line steamship Portia arrived today four days overdue from St. John's, N. F., and Halifax, after a desperate encounter with a pack of ice off the Newfoundland coast, and with a harrowing tale of blizzards and destitution in the coast section of that country. Hundreds of men, women, and children dead or dying from exposure and starvation with abundance close by and hundreds more threatened with a like fate are the conditions reported by the Portia.

The Portia was penned in by huge Arctic floes in plain sight of St. John's unable to move. She managed to escape by the merest accident.

Many other craft, several of them relief vessels sent by the Canadian government to succor destitute fishermen, had to abandon their errands of mercy and return to St. John's, where they were still in the ice when the Portia struggled into clear water.

Among the detained fleet at St. John's were a dozen or more sailing vessels loaded with codfish for England and Brazil. The city of St. John's was in a terrible condition on account of the blizzard, the streets being rendered impassable. Railroads had suspended work and the poor were suffering through hunger and cold. The price of food advanced until beyond the reach of the poor.

Several miles off shore the Portia passed the steamer Grandland, fast in the ice, and in a perilous condition.

TO GO TO SAMOA.

Warship Will Be Sent There to Protect Our Interests.

New York, Feb. 2.—The American flag will soon be displayed in Samoan waters by a man-of-war says a Herald correspondent. The vessel will be the Mohican, which has been converted into a training-ship. Since the arrival in Washington of ex-Consul-General Chorchill, the president and assistant secretary of state have been convinced that American interests demand that an American man-of-war shall visit Samoa.

There is no intention on the part of the administration to abandon the interests of this government in Samoa, and Mr. Churchill does not recommend it, although he says the only reason why this government should continue its hold on the islands is because it is morally bound to do so by the course pursued in the past.

Mr. Churchill states that if the United States was to withdraw from the islands they would be divided by Germany and Great Britain.

TRIUMPH OF RUSSIA

China Giving Her All That She Demands.

AND ENGLAND DOES NOT OBJECT

Severe Defeat of British Troops by Indian Tribesmen—Eighteen Men and Five Officers Killed.

London, Feb. 1.—A dispatch to the Daily Mail from Shanghai says a secret dispatch has been issued by the tsung-li-yamen to certain high officials, informing them that Russia warned China that if Kiao Chou were granted to Germany, Russia would demand either Taiten Wan or Port Arthur.

According to the same dispatch, it is asserted at Shanghai on good authority that China consents to have Russians at the head of her customs and railways.

At the present moment, says the Daily Mail's correspondent, there are 10,000 Russian troops in Taiten Wan and Port Arthur. Russian agents have been sent to Tien Tsin (the port of Peking) and to Japan to purchase coal and food, 6,000 bags of which have been bought at Tien Tsin.

The Daily Mail says it learns from a source "hitherto accurate," that China is inclined to make the best possible bargain with Russia, whose diplomacy appears to have triumphed at Peking, England having resolved not to force a conflict by further opposing Russia's claims at Port Arthur and the Liao Tung peninsula. Japan, says the same authority, has been thrown into a state of consternation by the British back-down, and has shown a more friendly attitude toward Russia. This statement, however, the Daily Mail admits, is "incredible and probably a bluff with a view of forcing England to take decided steps."

The Daily Mail counsels its readers not to be alarmed.

The Odessa correspondent of the Times says a volunteer fleet will convey in the quickest possible time over 10,000 Russians to the far East. The first cruiser, with 2,000 men, will leave within a few days.

British Troops Suffer Heavy Loss.

Calcutta, Feb. 1.—General Westmacott telegraphs from Camp Mammami that the fourth brigade became entangled in a gorge near Shin Kumar-Kotilla yesterday and suffered serious losses. Lieutenant-Colonel Houghton, Lieutenants Sweing, Dowdall, Hughes, Walker, together with 15 men of the Yorkshire light infantry, and three Sikhs were killed. Major Earle, Lieutenant Hall, 31 men of the Yorkshires and two Sikhs were wounded, Major Earle severely, and 12 Yorkshires are missing.

It appears that a combined movement was planned to cut off the retreat of a number of Afridis, who had been driving their cattle to graze upon the Kajural plain, west of Bara fort. Two columns marched from Ali Masjid, and Jamrud to block the way north; a third column from Bara marched westward over the plains toward the hills, while a fourth, consisting of the Yorkshire regiment and a regiment of Sikhs, advanced from Mammami, with a view of getting to the rear of the Afridis and preventing their escape.

The first three columns performed their allotted duties without loss, meeting with very few of the enemy. The fourth, under Colonel T. J. Seppings, left Mammami early Saturday morning. The leading troops reached Shin-Kumar-Kotilla at 10:30.

Finding no opposition, Colonel Houghton, with the Sikhs, proceeded about a mile to search the caves. On the arrival of the main body at Kotilla a company of Sikhs had been withdrawn from the high ridge from the west, the key to the position, which the enemy forthwith took possession of. To retake it involved heavy losses. Lieutenant Dowdall was killed while charging at the pass. The enemy's losses were severe, as they charged within 30 yards to the troops.

About midday the troops began to return to the camp, the enemy harassing the rear guard, and left, and causing many casualties. The rear column cleared the pass about 5 o'clock, with the assistance of General Westmacott, who came up with two guns and 400 rifles, on receiving Colonel Seppings' message that the force had become entangled. The retreat was conducted admirably, the officers speaking in the highest terms of the gallantry of the troops. Colonel Houghton's body has been recovered, and searching bodies have started for the others.

The column has been reinforced by 825 men from Bara. General Sir Power Palmer, who succeeded Sir William Lockhart in the command, is preparing to make reprisals.

Engineer's Agreement Signed.

London, Jan. 31.—At a meeting of committees representing the federated employers and allied trades unions today the result of a ballot accepting the employers' terms was communicated. A formal agreement embodying the terms of settlement was duly signed and arrangements completed for a simultaneous resumption of work in the federated shops.

A SKATING ACCIDENT.

Two Boys Drowned in Coeur d'Alene Lake.

Spokane, Feb. 1.—A special to the Spokesman-Review from Coeur d'Alene, Idaho, says: Oscar and Ammi Joslyn, aged 10 and 12 years, sons of Musician Joslyn, of the Sixteenth infantry band, stationed at Fort Sherman, were drowned at 8 o'clock today while skating on the lake. Two other boys went through the ice with them, but were rescued.

DEFEATED IN THE HOUSE.

The Teller Resolution Buried by a Majority of Fifty Votes.

Washington, Feb. 2.—The house today buried the Teller resolution, declaring the bonds of the United States payable in silver, under an adverse majority of 500 votes. The Republicans were solidly arrayed in opposition, with two exceptions—Linney of North Carolina, who voted with the Democrats and Populists, and White of North Carolina, the only colored member of the house, who answered "present," when his name was called. The desertions from the Democratic side were McAleer of Pennsylvania, and Elliott of South Carolina. Both voted with the Republicans against the proposition.

Speaker Reed, although it is not customary for him to vote, had his name called, and, amid the cheers of his followers, went on record in opposition to the resolution.

The vote was reached after five hours of debate, under a special order, adopted at the opening of the session today. The limited time allowed for debate, and the pressure of members for an opportunity to be heard, was so great that the leaders on both sides were compelled to farm out the time by minutes. This detracted much from the continuity of the discussion, but it in some measure intensified the interest in the galleries, which were crowded all day, and the combatants on the floor were cheered by their respective sympathizers. Many of the senators from the other side of the capitol were present to listen to the arguments. The majority, under the leadership of Dingley, who made a carefully prepared speech, sounded the key-note of the opposition, assumed the position that the last clause of the resolution was in reality a disguised declaration for the free coinage of silver, while the assaulting Democrats, under the direction of Bailey, maintained that the defeat of the resolution was another step in the direction of the establishment of the gold standard, to which he alleged both the president and Secretary Gage had irrevocably committed the Republican party.

The debate was at times fast and heated, but there were no sensational incidents, beyond the hissing of Rhea, when he said that, as the author of the "crime of '73," the hottest place in hades would be reserved for the present secretary of the state.

The vote on the resolution was: Ayes, 132; noes, 182.

Today's session of the senate lasted six hours, two of the general appropriation bills—that for the army, carrying \$23,243,492, and that for the legislature, executive and judicial department, carrying \$21,658,520—were passed, the latter, consisting of 121 pages, occupying the attention of the senate during the greater part of the session. After a brief executive session the senate adjourned.

CRIME OF IOWA BRUTES.

Frozen Bodies of Mother and Daughter Found Near Burlington.

Burlington, Ia., Feb. 1.—The dead and frozen bodies of Mrs. Fanny Rathburn and her 12-year-old daughter Mary were discovered this afternoon in pools of blood at their lonely home west of this city. The woman's head had been split open with an ax. The body of the child was found in a bedroom off the kitchen with the throat cut from ear to ear. Evidence of a horrible struggle for life were present on all sides. Evidently the girl had been brutally assaulted by the murderer, and her torn clothing indicated she had fought desperately for her honor. Having accomplished the deed, her assailant had cut her throat. The girl's hand showed cuts received in attempting to defend herself. Blood was scattered all over the bed and on the floor. The body of the woman was found to be badly eaten by rats, and presented a horrible sight.

Several arrests have been made, and the police are actively engaged in running down several clews. It is believed the crime was committed several days ago. The woman was a widow of good reputation, and quite poor.

Mecca of the Powers.

Constantinople, Feb. 2.—The Russian auxiliary cruiser Saratoff, belonging to the volunteer fleet, with 12 quick-firing guns and 1,600 troops on board, passed the Bosphorus yesterday on her way to Vladivostok. According to a dispatch to the London Times, from Odessa, cabled to the Associated Press last night, the Russian volunteer fleet will convey in the quickest time practicable over 10,000 Russian troops to the far East.

Aged Couple Murdered.

Grayson, Ky., Feb. 2.—"Virginia Bill" Riley, an old citizen of Elliott county, aged 80 years, and his wife, about 70 years old, were murdered tonight at their home, and robbed of from \$800 to \$1,200. There is no clew to the murderers. A mail was the instrument used.

San Francisco, Feb. 2.—Hilda Johnson, aged 3 1/2 years, was run down and killed by an electric car this evening, in front of the residence of her parents. The child attempted to cross the track in front of a rapidly approaching car, when she was struck.

His Horse Fell Upon Him.

San Francisco, Feb. 1.—George Slankard, manager of the Wild West show at Central Park, was seriously injured today just before the time for the exhibition to begin. He was thrown from his horse which fell upon him, crushing his head against the ground. He sustained a fracture of the base of the skull. His condition is critical and his recovery is doubtful.

The wheat crop of India is harvested usually in February.

WRECKED ON A BAR

Grain Ship City of Duluth Lost Off St. Joseph, Mich.

PASSENGERS AND CREW RESCUED

The Vessel a Total Loss—She Carried a Heavy Cargo of Corn and Flour—High Sea Was Running.

St. Joseph, Mich., Jan. 31.—The big grain steamer City of Duluth arrived off this port, from South Chicago, last night, and attempted to enter the harbor. There was a tremendous wind from the northwest and a very heavy sea running. The Duluth kept on her course into the harbor, and at the mouth of the river struck a bar and was thrown heavily against the north pier, breaking in two. The mammoth steel arches on either side of the boat gave way immediately, and the bow of the boat dropped two or three feet. A large hold was stove in the port side as she swung around, and she went to the bottom in an hour, leaving only her cabin and part of her bulwarks above water.

The two big tugs, Morford and Protection, which had accompanied the big boat on her trip across the lake, made desperate attempts to reach her and get her crew and passengers off, but were unsuccessful. The life-saving crew were summoned and reached the scene of the disaster in quick time considering that it had disbanded for the winter. At midnight they had shot a mortar line to the boat and the rescue began. The first one to be taken ashore was August Kerwein, of this city. He dipped into the water several times during the perilous trip, and was badly frozen when he was pulled out onto the pier. The rest of the passengers were taken ashore in this manner, one at a time. There were 17 passengers and 23 of the crew.

Captain McLean was the last to leave, being taken off at 5 o'clock this morning. There were several ladies on board. The members of the life-saving crew took turns going out in the car after them. Mrs. William Tryon is suffering from the effects of the trip. She was in delicate condition, and was badly frozen and seized with nervous prostration. There is no hope for her to live.

The City of Duluth had a heavy cargo of corn and flour, and a deckload of merchandise for local merchants. There is no hope of saving anything of the wreck, as there is a very high sea rolling. No boat can reach her, and she is rapidly going to pieces. The engineer says that when the boat struck the engine jumped a foot and was immediately torn to pieces. The water rushed in and put out the fires, and the firemen barely escaped up the ladders.

The floor of the deck gave a mighty heave upward, and the passengers were thrown into the wildest confusion. The City of Duluth was an old but staunch steamer. She was under charter of the Graham & Norton Transportation Company, carrying principally through freight from Chicago to this port, in connection with the Big Four. She was owned by the Lake Michigan & Superior Company. Her capacity was about 1,000 tons, and her value about \$30,000. She was laden with package freight and grain. The steamer is well insured, and it is understood had \$10,000 insurance on her cargo. On several previous trips she struck on the bar while entering this harbor.

SNOW LOCOMOTIVE SCHEME.

Mr. Glover Explains in Chicago the Plans of His Company.

Chicago, Jan. 31.—George T. Glover, an inventor, has solved the problem of getting supplies into the Klondike region this winter by means of his snow traction locomotive. Seven of these locomotives are now building in Chicago and New York, and 32 freight and passenger cars will be built at Portland, Or., for this work. These will be at Dyea by February 15 for Dawson City over the Dalton trail.

"The locomotives that are now being constructed for this Klondike trip," said Mr. Glover, "will weigh about eight tons each, half the weight of the logging locomotives. Their capacity will be about 100 tons' burden respectively. I find that an eight-ton machine will do the work and run easier. These locomotives are practically ready now for shipment to Portland, where they will be assembled and then shipped, together with 32 cars to Dyea. Here they will be put up and placed in readiness for the expedition which leaves that point February 15 for Dawson City, in charge of Captain Brainard, of the United States army.

"Chilkat pass will be the greatest obstruction encountered on the first trip. There is no part of the pass, however, that presents a grade greater than 20 per cent. These locomotives can climb such a grade readily. Each machine will have a steam winch attached and by means of this the train can easily pull itself up at a remarkable speed. I calculate on getting over the pass in less than 48 hours with the first train. The way once open subsequent travel will be easier.

"The cost of building and equipping these trains will be less than \$35,000. Each locomotive will cost about \$4,000. The cost of the passenger and freight cars and their transportation to Dyea will not exceed \$5,000.

"On reaching Dawson City four of the locomotives will be used in transporting supplies and passengers to and from the various points and villages located in the Klondike gold fields. The others will return and make another trip before the winter in Alaska is over."

PILOT'S FIRST TRIP.

Wreck of the Corona Said to Have Been Due to Carelessness.

Seattle, Feb. 1.—Twenty-five of the passengers of the ill-fated steamer Corona, which was wrecked on Lewis island last Monday morning, arrived here tonight on the steamer Al-Ki, which rescued them from the lonely island. E. W. Pollock, who was a passenger on the Corona, in describing the wreck said:

"The accident occurred at 9:10 A. M. in the morning. The gong had just sounded to awaken the passengers for breakfast, and about 100 of them had already risen. Captain G. H. Pierce and Pilot H. F. Coffman were on the bridge. It was Coffman's first trip as pilot. There was light enough to see the shores on all sides. Suddenly, while the ship was going at full speed, without warning a terrible shock occurred, followed by a grinding succession of lesser shocks. Instantly it was realized the ship had struck a rock, and a scene of great confusion followed. The wheel was reversed, but the ship remained on the rock. Three sea was calm. Captain Pierce ordered the boats lowered. The women were taken ashore first, and by 10 o'clock the passengers were all landed. The stock and some baggage and provisions were then taken ashore. The passengers remained on the island until Thursday, patiently waiting for a passing steamer to take them away from a place of great personal discomfort. Thursday the steamer Al-Ki arrived, and 200 of the castaways boarded her. About 100 remained on the island in the hope of catching a north bound vessel.

"About 10 o'clock Thursday night the Al-Ki met the steamer Oregon, bound from Portland to Dyea and Skagway. The two steamers were lashed together and all but 25 of the Corona's people were transferred and started north again."

It is not believed that the injury to the Corona is serious. Pilot Coffman, who was on duty at the time of the wreck, tells the following story:

"The directions on the chart say to steer direct from Gibson's islands to the northwest side of Kennedy's island. In this water there are no soundings marked on the chart less than seven fathoms of water, and seven fathoms is only found at the extreme end of Lewis island, close to the shore. The soundings taken all around the ship after the accident ranged from 5 to 10 fathoms, with the exception of where the ship struck, which was only 2 1/2 fathoms.

"It is 6 1/2 miles from Gibson's island to the northwest side. I kept the ship due northwest for 17 minutes after passing Gibson's island, and then altered it to northwest by north. Seven minutes later she struck."

Mr. Coffman declares that he followed the directions laid down, and that he is not to blame.

Against Pilot Coffman's statement that he was on the correct course is Steamer Pilot Thompson's statement, who went off duty at 4 o'clock the morning of the accident. He says that the reef upon which Coffman ran the ship is well known among mariners, and that she was two miles out of her course. He characterizes the accident as sheer carelessness.

SWINDLED IN MEXICO.

Americans Buncoed in a Fake Mining Deal.

City of Mexico, Feb. 1.—Another bold swindle has been brought to light here by which New York business men have been swindled out of \$21,000. It appears that last autumn an American giving the name of Frederick P. Graham, claiming to be a half brother to the criminal lawyer, John Graham, of New York, and married to a grand-niece of Sir Robert Peel, persuaded three or four New Yorkers to go into phosphate mining in the state of Oaxaca, reporting that very rich phosphate was on the market, and that he controlled it. Graham further represented that he had organized here a company known as the Mexican Phosphate Mineral Company, and when the parties were taken into the concern Graham was made treasurer and president. Recently two parties from New York came here to inspect their property, and now they find that there is no phosphate, and that Graham has fled with the cash, which had been deposited by his order in the bank of the city of Puebla. Graham played the game very boldly, representing that he was in close touch with the highest officials, and could bring influence to protect the property, and in case other things were wanted, they would be forthcoming. The police are sure Graham is one of the gang who swindled Franke, of Chicago.

CHILKOOT ROAD COMPLETED.

Time From Tidewater to Headwaters Shortened to One Day.

Tacoma, Feb. 1.—Hugh C. Wallace, president of the Chilkoot Railroad & Transportation Company has advised of the completion of the company's aerial tramway over Chilkoot pass, in Alaska. The company's system is a railroad from Dyea to Canyon City, thence a system of aerial tramways over Chilkoot pass to Lake Lindemann. This marks a new era for Klondike travel. The time between tidewater and the headwaters of the Yukon is shortened from a month to one day, besides removing peril and hardship. The company made a contract last night with the Canadian government at 15 cents per pound for transporting 200 tons of its freight for the mounted police from Dyea to lake Lindemann.

Chinese brides of high station frequently do not see their husbands until the red veils are lifted at the marriage ceremony.