PORTLAND, OREGON, THURSDAY, MAY 24, 1900.

bullion, and possibly several important Boar politicians. A popular feeling against Presidents Kruger and Steyn is

setting in heavily. Every newspaper ar-ticle is censored, and the people are in-dignant at discovering what rubbish and falsehood have been given them."

CAPTURE OF ELOFF.

Events That Preceded the Rescue

side the British lines, had been surrounded,

cut off and given an opportunity to sur-render, which they had declined. Com-mandant Sarel Eloff did not realize that

rock to rock, graduany frew in their circle around the Federals, whom they corraled like dattle in a compound. Short-

for a few minutes with the hoarse shouting of the natives. Soon Captain Singleton and Colonel Hore approached, accompanied by Commandant Eloff and his officers. The meeting between Colonel
Baden-Powell and the Boer Commander
was dramatic. "This is Commandant
Eloff, sir," said Captain Singleton, "Good
evening, Commandant," said Colonel
Baden-Powell, "Welcome, and have some
dinner."

As the British had already captured IN

prisoners, about all they could handle, Colonel Baden-Powell sent word to Lord

AFFAIRS IN HONOLULU.

Not a Case of Pingue For Forty-six

Days.

and business had resumed its former ac-

The plantation agencies have all united

BATTLE IN CATUBIG.

the Island of Catubig, one of the Philip-

as 500 killed or wounded.

in a committee to make contracts for the sale of sugar for the next three or five

for a few minutes with the hoarse shout

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ROBERTS' ADVANCE

British Army Nearing the Transvaal Frontier.

CAVALRY FORCES OVER THE RIVER

Pretoria Prepared for a Year's Siege -More About the Relief of Mafeking-Operations in Natal.

LONDON, May 24.—3:40 A. M.—Lord Roberts is drawing near to the frontier of the Transvani. His infantry masses are 32 miles north of Kroonstad, at the Rhenoster River. Some thousands of cavalry are already across the river. The Boers are retiring towards the Vaal, with their heavy baggage. They are reported from Pretoria as already across that riv-er. Twelve thousand men and four guns compose the retreating army. Trains con-tinue to run from Vereeniging, at the Vaal, to Pretoria.

Vani, to Pretoria.

The War office late last evening published the following from Lord Roberts:

"South bank of the Rhenoster River,
May 25, 1:39 P. M.—We found on arrival
here this morning that the enemy had fied
during the night. They had occupied a
strong position on the north bank of the
river, which had been carefully entrenched, but they did not think it advisable
to defend it when they heard that Ian to defend it when they heard that Ian Hamilton's force was at Heilbron, and that our cavalry, which had crossed the Rhenoster some miles lower down the stream, were threatening their right and

"The bridge over the Rhenoster, sev eral culverts and some miles of railway were destroyed. Inn Hamilton's force drove the Boers under Ret Dewet before them from Lindley to Helibron. The passage of the Rhenoster was strongly disputed. Our loss might have been heavy, but for a well conceived plan, which brought Smith-Dorren's brigade on the enemy's flank just at the right moment. The officer commanding at Boshof re-ports that upward of \$60 Free Staters have surrendered during the last few days, and that they have given up \$50 rifles, 100 horses and a large amount of

ammunition.
"Kelly-Kenny reports that three companies of Yeomanry, who were sent to re-pair the telegraph lines and to clear the country between Bloemfontein and Bosh-of, have returned to Bloemfontein, having performed the duty exceedingly well." Foreign engineers assert that Pretoria

is able to stand a year's siege. Accord-ing to advices from Lourenco Marques, the Pretoria fortifications are described as complete, but Johannesburg has not yet been placed entirely in a state of de-fense. The Transvaal Government pa-pers and the war chest have been removed to Lydenburg.
Foreigners continue to leave the Republic. The Dutch cruiser Friesland is at Dolagoa Bay, so it is reported, to furnish an asylum to the fleeing Hollanders and

an asylum to the fleelag Hollanders and passage to Europe.

The Boer forces continue to dwindle. Some of the correspondents assert that probably only about 14,000 of the hardlest fighters yet remain, although there are detached parties in various parts of the Transvaal.

One of the curious pieces of goesip sent from Lourenco Marques is that several women tried to sjambok President Kruger, who was rescued by his body guard. He rarely leaves the Presidency now, but works incessantly, holding councils at daybreak and during the night, it was announced at Pretoria Sunday that the government proposes removing the British prisoners from Pretoria.

Stories From Mafeking.

Stories From Mafeking.

Mafeking dispatches continue to pour nto London relating to events immediately preceding the relief and the entry of the troops. The correspondents agree that the Canadian artillery, Major En-don's seven guns, did splendid work. Some of them assert that the Canadians did 'the absolutely essential work in the

fighting."

About 7 in the evening of the day before the relief, after Colonel Mahon and Colonel Plumer had defeated the Boers aine miles from Mafeking, Major Karri Davis and nine scouts entered the town, The Boers were then retreating. At 4 the following morning 1000 mea, including the Canadians, arrived. With them were 28 wagonloads of food, which were received with wild demonstrations. The armored train and a detachment then pushed forward to Camadian Forward to Canadian Forward to C ward to Gametree Fort, the scene of the unsuccessful sortle in December. The Boets were pressed, and the correspondent, telegraphing Thursday afternoon, closed his dispatch thus: "We caught up with the retreating Boers and have m now surrounded.

Lady Sarah Wilson has managed to get through a message from Mafeking dated Thursday and amouncing the entry of the relief column. She says: "The fighting before the relief was very hard. A severe struggle proceeded yes-

hard. A severe struggle proceeded yesterday (May 18) from 2 P. M. until dusk. The Boera were forced slowly to retreat, contesting every inch. At sunset they still held the last position. Colonel Mahon entered the town in the brilliant moon-light. The Boers were as tired out as we were, and they never guessed that an attempt would be made to force an entry before morning. Therefore, their surprice was complete. They deserted their laagers, leaving a let of food, which was divided up among the people of Mafe-

king."
A Dally Telegraph correspondent, de-

The morning before the little force started from Kimberley General Hunter wrote Colonel Mahon: "This is the most dashing exploit of the war. Every man in the column has been especially select-ed. I wish you Godspeed.

"The action opened at 1 P. M. Wednesday with Maxim fire, and this soon told upon the enemy, who surounded us, but who had not hindered the forward march." The value of the Boer methods of war-fare when used in flat country may be estimated by this action. Little cover was afforded the enemy, with the result that they fied as soon as our guns were turned on them. The fight raged most fiercely on the left, but our guns soon slienced the enemy, who were seen flying in all directions. Those on the left bank, finding that their comrades in front had abandoned their positions, ran helter-

"Then ensued the finest Boer hunting during the war. The dismounted British plied the enemy with rifle fire, while the pom-pom hustled until not a single Boer

panel the enemy with rine are, while the pom-pom hustled until not a single Boer was left in front of us. The Canadians kept busy on the right, replying with their seven-pounder to the enemy's biggest gun until darkness fell on the scene."

The Boer Ambusonde.

The enemaring of the squadron of Bethuen's Horse appears to have been quite as bad as was at first reported. Colonel Bethuen, thinking there were no Boers at Vryheid, determined to go that way toward Newcastle, as a short cut. The advance equadron was hurrying to make

OFF FOR POLAR GOLD

Vryheid before dark. It left the main body and trotted into the ambush. The Boers had Maxims, and the British, seeing that they had no chance to retire, dashed forward to a point within 10 yards of the Boer rifies. Five officers and 61 men were killed or wounded. Bethuen ordered his four other squadrons to retire. The damage to Laing's Nek tunnel is capable of repair. The strength of the Boers at that point is not known. Probably they have from 5000 to 5000 men.

Dr. Leyds, according to the Brussels The Nome Fleet Will Reach One Hundred Vessels.

Dr. Leyes, according to the Brussels correspondent of the Daily Express, has quarreled with the Transvaal Government. BIG PROPORTIONS OF THE RUSH

quarreled with the Transvaal Government. A representative of President Kruger is alleged to have demanded an accounting respecting #500,009 (\$2,500,000) that has passed through Dr. Leyds' hands. Dr. Leyds is said to have replied that the money had all been expended, and to have expressed indignation when asked for an itemised statement. President Kruger's emissary is described as showing to Dr. Leyds certain anto-war letters, in which Germany and France said they would intervene; and Dr. Leyds, according to this account, grabbed the documents and threw them into the fire, having a bodily strug-Passengers for First Trip Number 15,000-Behring Sea Ice-Trouble at the Landing.

SEATTLE, Wash., May 23.—It is a strange and wonderful experience to pass account, grabbed the documents and threw them into the fire, having a bodily strug-gle with the emissary.

The Lourenco Marques correspondent of the Times easys:

"Mra. Reitz, wife of the Transvaal State Secretary, and her children have gone to Europe on the Bundesrath, which is be lieved to have taken a large quantity of

55 vessels. A few steamers have left San Francisco direct for Dutch Harbor or Unalaska, but most of them came to Puget Sound, and are included in the above list. So with Tacoms. The Elder, Nome City and Despatch are scheduled to leave Portland in a few days. A number of other salling craft, too, are now on their way from San Francisco and Puget Sound, and it is probably not an overestlmate that the size of the Nome fleet as a whole approaches 100, with a total as a whole approaches 100, with a total tonnage of, say, 100,000. The bulk of pas-senger traffic has been from Scattle, or from San Francisco via Scattle, and the numbers going in this peaceable armada will probably reach 15,000 altogether. This, will probably reach 15,000 altogether. This, it must be remembered, is for the first voyage. Second trips are already being advertised, and bookings made. It is now perfectly obvious that the early estimates that the goldbunting crowds Nome-bound during the Spring and Summer will be from 25,000 to 20,000, and probably even more. The population of Dawson at no one time exceeded 15,000. But all these pennis or nearly all will land first at along Seattie's water front these days. It is choked with traffic, thronged with people, littered with the various belonglittered with the various belonglong of the many thousand gold-fever victonishing inpouring upon the poorly-

HON. MARTIN MAGINNIS.



THAT STATE IN THE UNITED STATES SENATE.

time hurrying to Cape Nome. Vessels of all sorts are jammed together in all kinds of ways against wharves, at the ends, in the slips, anywhere that an opening is offered. Some places they are two or three deep. The craft range from small two-masted schooners to the finest type of large ocean-going steamer. They represent, too, all stages of seaworthiness. Some are mere cockle-shells; others are comfortable and even elegant steamships fitted for accommodation of many pas-sengers and much freight. For the past week they have been leaving at the rate of two and three and even four a day, risons of the various forts, and cheer upon cheer resounded. In the town some cre shouted "God save the Queen," and the strains of the National anthem mingled loaded in every instance below the water line with material and supplies and recruits for the land of fabulous golden-stories and (probably) meager golden re-alities. The rush is comparable to the Klondike excitement in dimensions and lavish expenditure of money for prepara-tion. Indeed, it is probable that more north-bound argonauts have been in Seattle during the past 10 days than for any similar period two years ago. There is more concentration about it. Then people were leaving all during the Winter and early Spring for Skagway and Dyea; and there was no serious congestion here at any time. Now Seattle is the temporary ultima thule; the Nomers come here, or to Portland or San Francisco, and stay Colonel Baden-Powell sent word to Lord Chare Bentenek to open the way and to allow the scattered remments of the Federals to be driven from the Staat. In half an hour everything was over, and in the messroom at headquarters the three Boer officers were dining. Nearly every mees in town raked up somewhere a hidden store of liquor, a bottle of champsgrie in one place, a flask of whisky in another. The whole town joined in the jubilation, singing "God Save the Queen" and other patriotic songs all night long.

The rank and file of the Boer prisoners were lodged at Masonic Hail. Most of until the day of deparkation. The first vessel left Vancouver, B. C., April 6, and it was followed by intermittent depart-ures of sailing craft; but it was not until the Robert Dollar left, on May 15, that any perceptible diminution was made in the crowds of eager speculators and pros-pectors. She was followed rapidly by other steamers with many hundreds of passengers.

The first great rush will continue by means of various steamships until May 26, when the Charles D. Lane turns her prow to the north. No better idea of the gigantic movement can be given than by were lodged at Masonic Hall. Most of them are Johannesburg Horse. They seemed in excellent spirits, scrambled for the blankets issued, wrote letters to their friends, and grumbled at General Snyman. printing a schedule of craft that have departed or are to depart, with numbers of passengers, All not especially desig-nated as steamers in the following are

oners or other sailers; Salied—
Steamer Alpha, April 6...
Northern Light, April 26...
Lilly I., April 28...
Edipse, April 29.
Emma and Louise, April 30...
Francis Alice, April 29.
Francis Alice, April 29.
Frischer Brothers, April 29.
General McPherson, April 29.
Ivy, April 30.
Maccourt May 2 SAN FRANCISCO, May 23.-The steamer Australia brings Honolulu advices to May 15. At that date there had not been a case of the bubonic plague for 46 days. Alexander Young, Minister of the Interior in President Dole's Cabinet, who has announced his intention of resigning, ar-rived on the Australia on private business. sale of sugar for the next three or nve years. The present contract with the sugar trust expires with the present crop. The reform element of the Chinese in Honolouiu is rejoicing over the news that Lau Hock Sun, the scourge and Pharaoh of the reformers in China, is dead. It was he who recently arrested the families of two California Chinese merchants near Canton. He was active in the effort to apprehend the reformer, Kwang Yu Wel. Spokane, May 17
Annie M. Campbell, May 17
Annie M. Campbell, May 17
Steamer South Portland, May 17
Steamer Cleveland, May 19.
Steamer Oregon, May —
Steamer Senator, May 29.
Steamer Alliance, May 29.
Steamer Aberdeen, May 20.
Steamer Aberdeen, May 20. French Dispatch Reports Americans Steamer Alliance, May 20.
Steamer Aberdeen, May 20.
Joseph Leviston, May 20.
Steamer, Lakme, May 31.
Steamer Ellhu Thompson, Steamer Charles Neison, May 21.
Steamer Coping, May 21.
Steamer Garonne, May 22.
Steamer Garonne, May 22.
Steamer Ellhu Thompson, Steamer Ellhu Thompson, Steamer Brunswick, May 25.
Steamer Santa Ana, May Steamer Copingla, May 23.
Steamer Contennial, May Steamer Contennial, May Steamer Contennial, May Steamer Utopia, May 23.
To eall— PARIS, May 24.-- A special dispatch received here reports a stubborn fight on pines. The American losses are reported

Steamer Contonnal, May 23.

To eall—
May 24—Steamer Ohio
May 24—Steamer San Blas
May 24—Edith
May 25—Steamer Roanoke
May 25—Steamer Tacoma
May 25—Steamer Chas. D. Lane...

The roster of the Nome fleet numbers

equipped town of Nome City cannot now even pictured.

What will be the course of the formidable concerted advance upon the Arctic? What the experiences and fortunes of the great army that accompanies it? The first destination of nearly all vessels is Dutch Harbor or Unniaska, which are practically one, the former being the original rendezvous of the North American Transportation & Trading Company, and the latter of the Alaska Commercial Company. There will be a great assembling of steamers and saliers at these points for coal or water, if they need either; and, if they do not, they will call anyway for news and to make preparation for the sec-ond and really serious stage of the jour-ney. There is a singular conflict of testi-mony as to the condition of the ice in Behring Sea at this time of year, perhaps because there is a great variety of experience. It is not the rule that the ice fields break up so as to admit uninterrupted passage of vessels until about the middle of June; but the rule is not invariable. Therefore, unless unfavorable reports reach Unalaska, and make departure from port impracticable, it is likely that each vessel will sail forth pretty much on its own account, and seek an opening. It is related as a fact that the ice field once opened up as early as March and gave a opened up as early as march and gave a venturesome schooner a chance to slip through before it closed up again. But, even if this story is true, it was an experience not likely soon to be repeated. It is probable—indeed, it is almost certain that the break-up of the ice fields will oc-cur at such time and in such way as to give all the vessels opportunity to go in at about the same date, and their arrival will be practically together. From 50 to 100 vessels will be off Nome at the same time, all discharging cargo. The task will be stupendous—altogether beyond the in-adequate facilities at hand. As every one knows, there is no port at Nome. The beach fronts on the ocean highway. The water is shallow, and the sandy bottom gradually sloping, so that vessels, for safety's sake, must lie at anchor one to two miles distant and unload by ighters or by rafts. The old transportation companies have a fleet of lighters, but the great multitude of new companies have none. Therefore, every steamer leaving port is equipped with unloading apparatus of some kind. It will take time to fit them out upon arrival, and even then the job of carrying goods ashore will be at-tended by great difficulties. Last season

much freight was lost, and it will be a

miracle if the water this year does no

swallow up many thousand dollars of val-uable freight and precious lives. If a storm arises, unloading must be suspend-

ed, and the vessel put to sea. But, despite the meager equipment, certain interrup-tions and inevitable excitement and con-

fusion, an enormous volume of material will be dumped ashore. The contract of

every shipper reads that his goods must be delivered above high-water mark; but if he gets them there he will be in great

improvised wharf strewn with thousands

of articles of all kinds for many miles

of articles of all kinds for many miles. All the King's horses and all the King's men will be needed to restore order from chaos. And, by the way, horses will be at a premium in the early days, though doubtless there will be more than enough later. The "cheechawkers" will however, have one advantage: It will be the season of continual daylight. There is no real of continual daylight. There is no real darkness from June 1 to August 1, and the weather is usually not severe. Every vessel leaving Seattle is loaded to the limit, and some are overloaded. It is the common opinion in seafaring circles that the Government Inspectors do not perform their full duty, perhaps because they do not know it, perhaps because they do not try. Indeed, their methods have occasioned something of a scandal, even

in Scattle, and have led to serious charges affecting their competency. Steamers notorious for their unseaworthiness and for the imperfect condition of their machinery have before this been permitted (Concluded on Third Page.)

FUND FOR THE JETTY

Sundry Civil Bill Provides \$250,000 for Columbia

AS REPORTED TO THE SENATE

Other Appropriations for the Northwest-Political Speeches in Both Houses of Congress.

WASHINGTON, May 23.-The Portland Chamber of Commerce had quick action on its telegram asking for \$350,000 for the mouth of the Columbia River, as the sundry civil bill was reported soon after barrying this appropriation. However, this was obtained by the persistent work of the Oregon Senators. It provides for the repair and improvement of the jetty, including repairs to wharves, approaches, tramways, plank, quarters, and buildings and contingent expenses. There will be some difficulty in holding this appropriation in conference, as Chairman Cannon, of the House committee on appropria-tions, will fight it bitterly.

Other provisions in the sundry civil bill for the Northwest are \$24,000 for a light and fog signal at Desdemona sands, in addition to the appropriation of \$11,000 of 1896, which then provided for a light and fog signal station at Fort Stevens, Columbia River; 17000 was appropriated for a fog signal at Silp Point, on Cialiam Bay, Washington; for a launch for the customs service at Asteria, 12500, in addition to the same sum appropriated last year; fish culturist at Clackamas, 2900, and fish hatchery in Idaho, 15,000. The subcommittee inserted McBride's

amendment relating to the wagon road and railroad land grant investigation in Oregon, but the full committee struck it All for Political Purposes.

Everything that is done in Washington has a political purpose behind it. Every speech has reference to politics. The Democrata are making the most they can out of the refusal of the Administration to recognize the Boers, and out of the Cuban scandal, and as much as they can out of the conditions in the Philippines. The speeches which were made today on the Cuban question by both Republicans and Democrats were for use in the cam-

paign.

The action of the Administration in regard to the Boers is being commended in-stead of condemned, however, and the Democrats will find it a decided boomerang. The sober sense of the people, as voiced in the press of the East, indicates that the country is not ready to see the United States entangle itself with Great

Lieu Land Selections. The public lands committee today au-

thorized a favorable report on the bill which prescribes that when lieu selections are made for lands relinquished in forest reserves, the lieu selections shall be on surveyed lands, thus cutting off the wholesale selection of unsurveyed lands which has grown so objectionable. No Philippine Scandals.

There will be no scandals in the administration of affairs in the Philippines. remarked a man who has been intimately connected with the military government of those islands, and who has been very close to General Otis. "We have had a man out there," he continued, "who has been as straight and honest and as careful as a man could be. An intimation was given that General Otis could have had a double salary as Governor-General of the Philippines, and he at once gave an incept any such salary or increase to be paid out of the Philippine revenues, but that he would perform his duty on tha salary allowed him as Major-General of Volunteers. More than that, he has had a very close watch kept on everything connected with the management of affairs in the islands, and when the accounts are investigated it will be found that there has been no such scandal as occurred in Cuba."

This will be worth a great deal to the Administration, which has stood so stead-fastly by General Otis in his entire career as Governor-General and commanding offi-cer in the Philippines. Criticisms were hurled at Otis thick and fast, and many complaints made of his failure to grasp the situation, and his administration of af-fairs in the islands. If it turns out that there ras been no peculation, no robbery of the Philippine revenues, and that the United States Government has adminis-tered the affairs of the Philippines in an honest manner, it will be a great credit to the Administration for keeping General Ouis there, especially in view of the fact that so much robbery was practiced in When Congress Adjourns.

The present session of Congress will ad-journ leaving a great deal of legislation indisposed of, legislation which will also fail in the short session of Congress because of want of time to consider it. Yet it is more than likely that almost the en-tire press of the country will say when the gestion comes to an end that the country is glad to have Congress off of its hands. It is probable that the adjournment of Congress will be one of the acts that will be approved generally by the people as a whole, through the public opinion molded by the press of the country, which is almost always hostile to sessions of Congress. For some reason or other, the fact that Congress is in session is often considered a menace to the peace and business of the country, and a detriment to the best interests of the people. It is for this reason that Congress can adjourn at any time, leaving a great deal of business undisposed of, unless it happens to be some measure in which the people are vitally interested, and in that event public opinion is powerful enough to keep Congress in session to perform that spe-cial act. The fact that public opinion, cial act. The fact that public opinion, on the other hand, approves early adjournluck. And when they are there, he is pretty sure to be in a mix-up with thou-sands of others. It is easy to foresee that the goldbearing beach will for days be an ment, affords Congressmen an excuse to adjourn and leave legislation high and dry, with no possibility of its passing during the short session. For this reason there has been no attempt to get through a proper Army reorganization bill, that is, a bill which will supplant the present rovisional Army provided for at the last congress. Several other matters which copie would like to see accomplished will hang up and die the usual Congressional death. But the verdict of the country will be, when Congress adjourns: "We are glad-of it.

Fire in a Dynamite Car.

OAKLAND, Cal., May 23.-A train of box cars, laden with merchandise, including a large quantity of dynamite and black power, caught fire last night in the railroad yards here. There was a scarcity of water and, though facing almost cer-tain death, the firemen and train hands coupled the cars to switch engines and, drawing them under the tank used for filling the locomotives, succeeded in extinguishing the flames before an explosion occurred. The roof of a car containing several tons of dynamite was burned through.