

## NEWS OF THE WEEK

From all Parts of the New and Old World.

### BRIEF AND INTERESTING ITEMS

Comprehensive Review of the Important Happenings of the Current Week.

Thirty-six carloads of ammunition have been sent to Tampa, Fla.

Chas. A. Selibrede has been appointed commissioner for the district of Alaska.

Not since the civil war, it is said, has such activity been seen at Sandy Hook.

The first step looking to consolidation of the American and Pacific Express Companies has been taken. J. A. Brewster, of New York, late head clerk in the accounting department of the American company, has taken charge of the auditing department of the Pacific.

A patient at the Oregon State insane asylum, C. B. Chatfield, pushed attendant, Arthur Moore, through a window and jumped out himself. The fall was from the third story, and the attendant and patient are now in the asylum hospital, under treatment for fractured bones and bruised flesh.

Two estimates of appropriations to meet the cost of the recent addition of two regiments of artillery to the army have been sent to congress by Secretary Alger. One was of a supplemental estimate of \$40,131 for the pay of the army for the fiscal year, and the other of a deficiency of \$154,150 in the current year appropriations to defray the expenditures for the remainder of this year.

The Washington state superintendent has refused to issue certificates to applicants in the recent examination on account of violation of the rules which prescribe that no communication shall be allowed during the time the candidate is writing upon the questions. This is the third time the superintendent has enforced the law relating to certification. One of the cases is held in the courts of Pierce county still undecided, upon the decision of which rests the superintendent's rights in the premises.

Benjamin Cluff, jr., president of the Brigham Young academy at Provo, Utah, has returned from a visit to the Hawaiian islands, where he went at the solicitation of United States Senator Frank J. Cannon, to determine the status of the annexation sentiment among the Hawaiian islands. He said: "As a result of my investigation I would say that probably one-half of the intelligent natives of the islands are pronounced advocates of annexation. Of the remaining one-half I would say that the great majority are primarily in favor of the restoration of the monarchy, and secondly they would much prefer annexation to the United States to a continuation of the present government."

Dispatches from Western Ontario tell of the overflow of the Grand and Thames rivers, causing serious damage along their valleys. Sections of London, Brantford and Galt are submerged to a depth of from five to seven feet. In London 1,500 people are homeless. Bridges and buildings were swept away by the rushing torrent. In Brantford the firemen and citizens fought the raging water an entire day, but were finally beaten out, and West Brantford is a regular lake. At Galt a heavy loss is sustained by the business portion. The ice jam in the Grand river gave way and the flood following it tore away bridges, trees and wrecked a number of factories and private residences.

Charles Cutten, night agent of the Adams Express Company at Orville, O., disappeared with a \$10,000 package.

The United States supreme court has affirmed the decision of Judge Bellinger, of the circuit court, upholding the mortgage tax law of Oregon, passed October 28, 1892.

The Pacific cable bill has been agreed to in the house committee on interstate and foreign commerce. It provides for the construction of a cable from San Francisco to the Hawaiian islands.

Advices from the Orient, brought by the steamship Empress of India, which has arrived in Vancouver, B. C., tell of the almost complete destruction of Manila, Philippine islands, by fire. Five million dollars' worth of property was destroyed.

There has been a heavy fall in stocks of all kinds in London in consequence of rumors from China, West Africa, Spain and America, with rumbling thunder all around the sky. There are signs of alarm in every section of the stock list, American securities showing the greatest weakness. Nothing short of a miracle can preserve the peace of the world, it is believed among British statesmen and politicians, wires the New York World's London correspondent.

Not since the Napoleonic wars has danger threatened from so many quarters. Three Italian laborers were killed by a dirt cart which fell upon them while they were at work in the new East river bridge.

The Russian demands upon China have caused the greatest excitement at the Japanese legation in Peking, and the Japanese minister has had several interviews with officials of the Chinese foreign office, urging the rejection of the Russian demands. In addition, it is reported that Japan has threatened to take vigorous action if the demands of Russia are conceded.

### WILL ACT AS ONE.

England and Japan Combine to Resist Russia's Encroachments in China.

New York, March 16.—A dispatch to the Herald from Tokio says: The Herald correspondent learns on unquestionable authority that Japan is a party to the negotiations now going on between England and Russia at St. Petersburg, and that while no alliance exists between England and Japan, they have a definite understanding and are acting in harmony. A high diplomatic official said: "You may say positively that Japan will back up England against Russia, and if England maintains a firm attitude, all immediate danger of war is passed, unless Russia is resolved to fight at once. In view of England's great superiority at sea and her possession of all the available coal in the Eastern ports, Russia will probably take a conciliatory tone for the present."

The Herald correspondent visited Marquis Ito today, and asked him whether the Japanese government would sell the cruisers Chitose and Sakaki to America. The marquis hesitated a moment, and replied: "I will make inquiries of my naval colleagues, but I think I may say that Japan prefers to get possession of all the ships building for her as soon as possible. Orders have already been made to bring the ships to Japan, and the builders have been requested to hasten their completion."

After a pause the marquis continued slowly and impressively: "The news of the last few days indicates a critical state of affairs elsewhere than on the Western continent, and we consider it only prudent to continue our provisions for the national defense. I hope the people of the United States will not take offense at Japan's unwillingness to part with these cruisers. I have always appreciated their kindly feelings for Japan. The United States is a nation above all others where public sentiment absolutely controls the national policy, and for that reason I wish to have the people there understand that Japan retains the ships, not from a lack of willingness to oblige the United States, but because she needs them herself."

"In case of war between the United States and Spain, your excellency," the correspondent asked, "will Japan allow the warships of both belligerents to take call at Japanese ports, or refuse it to both?" "That opens a long vista of possibilities," he replied. "Some authorities contend that coal and even provisions should be contraband of war, as both are necessary to maintain hostilities at sea. Whenever war is declared between two or more powers, Japan, if neutral, will bear in mind in deciding the coal question the manner in which her decision will affect all the belligerents and her own interests."

The Herald correspondent learns that Japan has received a cable from England for all the warships building for her in English private yards, consisting of three 15,000-ton battle ships, and three first-class armored cruisers of about 10,000 tons each. The offer has been refused.

### NEW REVENUE CUTTERS

The Senate Passes a Bill for the Construction of Eight.

Washington, March 16.—During the session of three hours today the senate passed a considerable number of bills from the general calendar, among them being one authorizing the secretary of the treasury to have constructed eight vessels for the revenue cutter service, as follows: One to take the place of the Seward, cost not to exceed \$160,000; one to take the place of the McLane, cost not to exceed \$160,000; one to take the place of the Bontwell, cost not to exceed \$160,000; one for service on and in the vicinity of the Columbia river bar, Pacific coast, cost not to exceed \$250,000; one for harbor service at Philadelphia, to replace the steamer Washington, cost not to exceed \$45,000; one for harbor service at Boston, to replace the steamer Hamlin, cost not to exceed \$45,000; one for harbor service at New York, to replace the Chandler, cost not to exceed \$45,000.

The national quarantine bill was made the regular order, and will be taken up probably on Friday.

The proceeding in the house today were utterly devoid of public interest. The time was devoted to District of Columbia business. This was concluded at 4:15 P. M. The senate bill was passed to change the name of the port of collection at Suspension Bridge, to Niagara Falls. The senate bill was passed which granted a right-of-way through the Indian territory to the Dennison, Bonham & New Orleans railroad, also a senate bill granting a right-of-way through the Winnebago Indian reservation to the Northwestern road; also to authorize the Monroe company to construct a bridge across the Red river at Grand Ecore.

### MRS. THURSTON DEAD.

The Senator's Wife Expired on the Anita in Cuba.

Havana, March 16.—Consul-General Lee received the following telegram this afternoon from Mr. Barker, United States consul at Sagua la Grande:

"The wife of Senator Thurston died on the Anita today. Shall give every attention and wire you from Boca."

Meager advices say that Mrs. Thurston died from apoplexy about 8 o'clock this morning, when the yacht was in sight of port.

The Anita left Matanzas last night with all the party except Representatives Smith and Cummings, who went to Sagua by rail. The passage from Havana to Matanzas was very rough, and that to Sagua even worse. It is thought that this, together with the rough passage down the coast, may have hastened the end, but nothing definite is known here.

## FEEDING THE CUBANS

America Doing What Spain Has Failed to Do.

### WORK OF DISTRIBUTION BEGINS

Senator Proctor Believes That the Maine Expulsion Came From the Outside.

Havana, March 15.—Everything indicates that the distribution of relief stores sent from the United States will go forward hereafter more speedily and effectively, attaining better results than ever before. While much good has been done, no doubt there is more room for improvement.

Matters appear to have reached a crisis yesterday in Matanzas, where there was a want of proper preparation on the part of certain relief agents appointed from Havana, where, in view of the large daily average of deaths, it was felt that there should have been greater dispatch in delivering supplies and in arranging to have them properly cooked. But it is stated that the United States consul-general and Lewis Klopch, of President McKinley's special commission, will not only exercise a close business supervision, but will insist that the work of today shall not be put off until tomorrow.

Everyone is gratified to learn that a famous Catholic priest, who will not allow his name to be published, will give all the aid in his power to Consul-General Lee and Mr. Klopch, not only in Havana, where the suffering is much alleviated, but outside, where relief is most urgently needed.

The United States consuls at Matanzas and Sagua and the consular agents in other cities can be relied upon, it is believed, with the help of the local Spanish committees, to push forward the good work with all due speed. The need of relief supplies is practically unmitigated, and there is no fear that the contributions already here or to come will not be properly used.

A correspondent at Matanzas says the governor has appointed a distribution committee. They secure his signature to orders for food, which is then delivered by United States Consul Brice from the warehouse. The local firemen see that food is delivered to the needy. They have been active in relief work hitherto, and have made a careful canvass from house to house.

Mr. Brice has appointed three American women with power to give aid independently of the governor's signature to those who are called "silent sufferers," the class who have sold or pawned everything, but are too proud to let their names be known.

The Fern and Bergen have gone with supplies. Mr. Brice is satisfied with the arrangements and is much encouraged. He says great good will be accomplished in the course of a week. Condensed milk, of which too much has been sent to Havana, is badly needed at Matanzas and Sagua. One woman in the Matanzas hospital, on hearing the word "milk," went frantic, shrieking "milk" for hours.

Mr. Brice has supervision of the entire relief work, with full power to give personally in cases he knows to be deserving. Senator de Armas, the governor, is said to be a humane and good man.

### TWO FINE CRUISERS.

The Government Secures a Pair of Brazilian Vessels.

Washington, March 16.—A week's negotiations closed today by the triumphant purchase by the navy department in London of the two fine cruisers Amazonas and Admiral Abrenall, built and building at Elsewick for the Brazilian government. Possibly the officials took more pleasure in closing the business in this matter because of the knowledge that Spanish agents had been striving to secure these very ships, and that to Spain, it is said, they would be of much greater value in case of trouble than to the United States.

The next question is how to get the ships home, and that has not yet been settled, according to the secretary of the navy. The United States flag will be hoisted over the new ships within a week, probably, and just as soon as the crew can be put aboard the Amazonas, she will start for the United States. The other vessel will follow at the earliest possible moment. The terms of the sale are secret.

The availability of the two Brazilian ships was first brought to the attention of the navy department by Mr. Lane, agent of the Nordenfledt Company, who was authorized to dispose of these ships building at Elsewick, and two others in course of construction in France. Mr. Lane said today that the two ships purchased would be a most desirable acquisition to the American navy, as they were the latest and best products of the famous Armstrong yards. One of the ships is complete in every respect, has her coal supply and ammunition on board, and steam can be raised at any time. There will be no trouble in bringing this ship across, as an adequate force from the local yards can be secured for the service. It is said the coal and ammunition on board passed with the sale to the United States and is not of the American navy, so that the supply of ammunition is a necessary adjunct of the new ships.

The other ship has been launched, but it will take some time to make her ready for sea. Mr. Lane believes, however, that there will be no difficulty in bringing her over immediately if it is desired to make the move without delay, as the hull of the ship is so well along that she could be towed, and her own sail power utilized for the trip.

Senator Proctor visited the White House and up-town departments today, and his calls excited a great deal of interest. He spent half an hour with Secretary Alger, explaining, it is believed, the military situation in Cuba, and afterwards held a conference with Judge Day, assistant secretary of state. Then he went to the White House, and was closeted with the president for two hours. When he emerged from the room he courteously declined to speak regarding the nature of the information he has communicated to the president.

The two Brazilian ships will be extremely valuable additions to the United States navy in either war or peace, in the opinion of Secretary Long, who acknowledged they have been bought by the United States. They are steel-sheathed and coppered, with twin screws. The Amazonas is rated at 1,400 tons displacement, with an indicated horsepower, under natural draught, of 7,000, which is calculated to develop 20 knots speed.

Thus, while the ship is about the size of the Charleston, she is much faster. Her armament is also much more formidable, not so much in caliber, for the main battery is made up of six-inch guns, but the guns are what is known as 50-caliber length, giving them an unusual range and power. In addition to this they have 10 6-pounder quick-firing guns, four 1-pounders, four Maxim machine guns, and two boat or field guns. The torpedo tubes are three in number.

The coal capacity is 850 tons, giving her an effective steaming radius of 8,000 knots, a most valuable feature, inasmuch as it would enable the ship to cross and recross the Atlantic without coaling. Such a vessel as a commerce destroyer would be vastly more effective than what appears to be more powerful craft, because of their ability to get along on long cruises without touching at neutral ports to coal, thus exposing themselves to capture.

The bureau of ordnance of the war department opened bids today for a large supply of armor-piercing projectiles, and for 12,000,000 rifle ball cartridges. The bidding brought together a number of representatives of large steel and ammunition companies, some of whom took occasion to give assurances that in the present emergency, government would be given the preference over commercial orders.

## HE CALLS IT TREASON

Governor Leedy's Denunciation of Supreme Court.

### A STARTLING PUBLIC ADDRESS

Special Session of Kansas Legislature Will Be Called to Pass Another Rate Law.

Topeka, Kan., March 14.—The populist administration of the state of Kansas gave out a startling public address today, one bristling with severe criticism of the recent decision of the United States supreme court in the Nebraska maximum freight case. The address is significant in that Governor Leedy has already taken steps preliminary to calling the state legislature in special session, with the especial purpose of enacting a maximum freight rate law. While the address is given out over the signature of Governor Leedy, it had first been approved by Chief Justice Bosler, of the state supreme court and other prominent Populists. In giving the address to the reporters, Governor Leedy said:

"How long do you suppose a man can write treason like this without getting into jail? You may put my signature to it and make it a signed statement, so that if anybody goes to jail it will be me."

The governor begins his address with the statement that for a year the press dispatches have said that the opinion in the Nebraska case would be adverse to the state. Then he says: "The opinion has been handed down, and the Associated Press dispatches say that it is a clean victory for the railroads. On the contrary, it is an unclean victory in every respect of the case, showing that no matter how carefully the robes of justice are folded about the personnel of the supreme court, the robes can no longer conceal the cloven hoof of official malfeasance and usurpation. As this decision was due a year ago, and as there was no known reason for the delay, and as the decision as rendered confirms the statements made in the Associated Press dispatches from time to time, strong color is given to the suspicion that the press dispatches emanated from some person in touch with the court, and were for the purpose of feeling the pulse of the public and preparing it for the decision which goes much further in the direction of usurping power than any that has been made."

The governor declares that the constitution of Nebraska gives the legislature power to establish maximum charges for transportation, and declared that the supreme court has tried to abrogate it. He challenges Justice Harlan's declaration that a corporation is a person under the 14th amendment to the federal constitution, and says: "I deny it, and so will everybody but a corporation lawyer or a subversive judicial tool of corporate interests."

Governor Leedy then quotes the 14th amendment, and says: "How, in the name of God, can this apply to corporations? Corporations are not born; they are created—made by law. They cannot be naturalized; they can take no oath of allegiance; only human beings can do that."

After more in the same strain, the governor, still referring to the 14th amendment, says: "Who are the persons who shall not, according to the provisions, be deprived of life, liberty or property, nor be denied equal legal protection? Everybody outside the asylum and off the judicial bench knows them to be—and to only be—natural persons. They are those who, beside the capacity to hold property and enjoy legal protection, also have life and can enjoy liberty, and that means human beings."

Continuing, the governor quotes "Hare on American Constitutional Law," and a decision by Justice Woods, of the United States circuit court, afterward supreme court justice, to prove that the 14th amendment does not refer to corporations, and declares that the Woods decision had been followed in California, Rhode Island and other states from 1870 to 1882, "when Justice Field and another federal justice of the peace named Sawyer decided the other way, and since then, whenever a corporation starts out to commit highway robbery, pick a man's pocket, or loot a public treasury, it disguises itself as a 'person' and goes out on its mission of plunder. Nobody but a slave or a knave will yield assent to the hideous distortion of meaning which Judge Harlan gives to the word 'person,' as used in the 14th amendment, and upon which he bottoms his infamous decision, and which shows to what depths of iniquity the supreme court of the United States has descended."

"I desire," the governor said, "to quote some of the decisions of the supreme court of the United States before it went into partnership with Morgan, Vanderbilt, Gould & Co., in opposition to the opinion they hold in the Nebraska case." (Long decisions by Marshall in 1860 are quoted.) In conclusion, Governor Leedy states that his maximum rate bill will be presented to the Kansas legislature, in such shape that to decide against it the court must reverse its decision in the Nebraska case, and he states that "if the court still pursues the corrupt and rotten practice that it has heretofore, by changing its decisions to suit the shifting interests of the railroad corporations, the remedy will be with the people in their dealings with the courts or in building railroads of their own."

### BOWERY MISSION FIRE.

Eleven Men Were Burned to Death in the Flames.

New York, March 15.—Eleven men lost their lives in the fire which swept the Bowery mission lodging-house this morning and left it a blackened shell. Their bodies are so charred that most of them may never be recognized. The dead are supposed to be: Elias Cuddy, 29 years old, address not known.

John Moran, Stapleton, S. I. McDermott, 29 years old, address not known. James O'Rourke. James Soden, of Spottwood, N. J. Six bodies unidentified.

No. 105 Bowery is one of the best-known lodging-houses on that thoroughfare. It is called the Bowery mission lodging-house, and is conducted by the Christian Herald. In one part of the building there is a cheap restaurant. The second floor is used exclusively for mission purposes, gospel meetings being held there daily. The two upper floors were fitted up as cheap lodgings, with accommodations for 150 males, who paid 10 to 25 cents each, according to the location of the room.

Last night almost every bed was occupied. At 1:30 o'clock this morning, one of the lodgers discovered flames coming from a washroom on the third floor, but before he had time to alarm the house, the fire was noticed by persons on the street. By this time the flames had eaten their way to the top of the building, and were bursting through the roof when the alarm was given and the inmates aroused. Wild scenes of excitement ensued. Many of the lodgers became panic-stricken. They rushed into the halls and fell over each other in their efforts to reach the streets. Those on the lower floors got to the streets safely by the stairways, while those on the upper floors groped their way through the blinding smoke to the fire escape in front of the building. A majority of them saved only portions of their clothing, while several of them were naked. Those who made their way to the streets by the fire escapes were superficially burned by the excessive heat of the iron ladders, which in many places had become red-hot from the flames within. The firemen saved many lives.

### DOLE HOME AGAIN.

He Believes That Annexation Will Ultimately Succeed.

San Francisco, March 15.—The steamer China which left Hong Kong February 12 and Honolulu February 24, arrived today, bringing these Hawaiian advices:

President Dole returned to Honolulu the morning of the 4th. After a cabinet meeting held immediately upon his arrival he was interviewed by a press representative. He spoke very frankly on matters pertaining to his mission to Washington.

"Yes, I shall be very glad indeed to tell the people anything I may know relative to annexation," said the president. "The Maine disaster absorbed the attention of the statesmen in Washington previous to my departure for Hawaii. When that has quieted down interest in Hawaiian annexation will be paramount in congress. When I was in Washington I met many friends of Hawaii. They feel confident that annexation will come. While there was a doubt whether the treaty would secure the required political votes in the senate, still it was the consensus of opinion that a joint resolution would carry in both houses. I place much reliance in what was said to me by senators and representatives who are fighting for Hawaii, for I know them to be working faithfully and earnestly."

"What is Speaker Reed's attitude?" "When I was in the American capital I learned that he has always opposed annexation, although he has made no demonstration against the treaty. My impression of President McKinley? Well, I will reply that it is extremely favorable. I found him to be an unassuming, frank and sterling man. He seems to have set his heart and soul on the annexation treaty.

"Our reception was extremely cordial and hospitable. All along the line to and from Washington throngs of people came to see me. We shook hands, and in many instances I was obliged to speak briefly from the car platform. It was from these people that I gathered the impression that the addition of Hawaii was the popular sentiment throughout the land."

### CLONDIKERS COULD NOT GET IN BY THE STICKLEEN ROUTE.

Port Townsend, March 15.—The steamer Cottage City, which arrived from Alaska tonight, brought a number of passengers from Fort Wrangel, who have given up the attempt to get into the Yukon country by way of the Stickleen route. Among them was A. L. Brown, of Massachusetts, who succeeded in getting about 40 miles above Wrangel with his outfit before the depth of the snow stopped further progress. Mr. Brown says about 1,000 men with their outfits are snowed in between Wrangel and Glenora.

## WORK IN NAVY YARDS

Arming and Manning of the Merchant Marines.

### MANY UNAUTHENTIC RUMORS

The United States Not Buying Any Cast-Off Warships—Large Number of Offers Have Been Made.

Washington, March 12.—The United States government has not acquired a single additional ship for the navy. This is true, not because of a lack of offers of warships from abroad, but simply for the reason that the navy department is proceeding with all the circumspection consistent with the needs of the case in looking to the prices and qualities of the craft. There is a strong disposition to refrain from being drawn into bad bargains and to insist on getting good vessels at prices not extortionate.

Secretary Long was in receipt of a large number of cable messages today, almost all relating to offers of ships. Lieutenant Niblock, United States naval attaché at Berlin, St. Petersburg and Vienna, is particularly active in quest of vessels.

There was a good deal of talk during the day about the assignment of officers to the command of auxiliary cruisers, the St. Paul and St. Louis being especially mentioned, but Secretary Long set these stories at rest by the statement that he had not made any such assignments, and had only progressed to the point of informing himself of the possibility of getting the ships offered and manned quickly.

While looking after new ships, the officials of the navy department are not neglecting the other vessels, and arrangements have been made to make short repairs on several ships that in the ordinary course would not be treated in that fashion, but would require an entire overhauling. Thus, in the case of the Philadelphia, which has had five years hard work, and has never yet been gone over, as is the custom, orders have gone to Mare island to put her in shape for sea within 40 days. The Yorktown, at the same yards, is not to be touched at present, not only because she is in fair condition, but also because she is not so formidable a craft as to make it desirable to divert to her repair the attention required elsewhere. At Norfolk the Newark is set down for 30 days' repairs, and as a good deal of work has already been done on her, she will be almost a new ship when she comes out of the yards.

The big monitor Puritan has practically completed her repairs. The monitor Comanche at Mare island has been examined and found in tolerable condition. At League island the Monitor Miantonomoh and the ram Katabadin went into commission today, although they have not yet received their orders. They will probably remain in the Delaware river or drop down into the bay. The torpedo boat Dupont sailed today from Mobile to attach herself again to the flotilla at Key West. Again it was said at the navy department that nothing had been heard from the court of inquiry at Havana, nor from Admiral Sicard at Key West.

The presence in the city of persons connected with steamship lines and steel works led to the circulation of a number of sensational stories during the day, but perhaps none of these had the persistence of one, which met summary denial at the hands of Assistant Secretary Day, to the effect that Minister Woodford had notified the Spanish government that the president intended sending to congress a message announcing his recognition of Cuban independence.

A conference was held at 3 o'clock in the office of Assistant Secretary Roosevelt, to map out plans for arming and equipping merchant vessels as auxiliary cruisers. This work, it is said, could be accomplished readily within two weeks' time, as all materials, except the guns, are on hand. The bureau of ordnance could not supply all the guns required within that short time, although some 70 or more are now available. The supply would be adequate, however, for the most effective auxiliary cruisers and the complete armament of the merchant ships could proceed as rapidly as possible thereafter.

As to the question of manning the auxiliary fleet, the navy department feels that the most effective step would be to enlist in the United States naval service the present merchant crews of the several ships. These crews are thoroughly familiar with the vessels, and could handle them with far greater effect than green crews of bluejackets. The ships would be officered from the line of the navy. In the case of enlisting a merchant crew, the pay and allowances would be about equivalent to the rates paid ordinary sailors, and the time of enlistment would doubtless be limited to short periods.

### In the Interest of Miles.

Washington, March 12.—The senate committee on military affairs today decided to recommend the passage of a bill authorizing the revival of the grade of lieutenant-general of the army. The bill authorizes the president to nominate any officer to this grade. The bill is in the interest of General Miles.

### Russia Wants New Warships.

St. Petersburg, March 12.—The imperial ukase just issued orders the disbursement of 90,000,000 rubles as an extraordinary expenditure for the construction of warships. It is added that no loan will be raised to provide the money.

### Insane Woman's Suicide.

Pittsburg, March 15.—While insane through illness, and grieving over the death of a favorite niece, Margaret McAdams, wife of G. W. McAdams, a well-known business man, drowned herself in the Ohio river. The body was found by her 14-year-old son, an only child.

### Traffic on the Railroads.

Traffic on the railroads between St. Louis and Pekin has increased so much that a double track must be laid at once.