

REBELLION IN CHINA

Serious Uprising in the Interior Provinces.

THE GOVERNMENT IS GREATLY ALARMED

General Tung Fu Sian, Commander of the Northern Armies, is at the Head of the Movement.

PEKIN, April 10.—The rumors which have been current during the past few days of the outbreak of a rebellion, headed by General Tung Fu Sian, the ex-commander of the Northern Army, in the provinces of Mongolia and Shensi, have been absolutely authenticated.

Li Hung Chang and Prince Ching have received information on the subject which, though indefinite, still proves that the court is seriously alarmed.

General Fu Sian was, according to last accounts, about 150 miles from the court with 10,000 regular troops, all supposed to be devoted to himself. The court has about the same number of soldiers at Singan Fu, but it is probable that the troops of Tung Fu Sian are better drilled and better armed. It is believed that the Mongolian rebellion was brought about through the agents of Prince Tuan and General Tung Fu Sian. Li Hung Chang thinks there are about 5000 regular troops in Mongolia, and inclines to the belief that they have not joined in the rebellion. He does not think the court is in any danger, and thinks the object of Prince Tuan (who was last reported at Ning Hui Sian with 10,000 men prepared to resist arrest) and General Tung Fu Sian is to create a diversion of interest in order to force unconditional protection of themselves.

Unofficial Chinamen of intelligence regard the rising as most unfortunate at the present time to the interests of China, and as of possibly meaning the use of foreign troops to protect even the court itself. The ministers of the powers do not think that provided foreign interests do not suffer, any present interference is likely. If the dynasty should be overthrown, it would, to a certain extent, delay the peace negotiations, but they consider that a regime not bound by traditions like those of the present court probably would be much easier to deal with eventually, as the ceremonial could be much curtailed.

Prince Ching, who, as a relative, may be considered to take the court view of the situation, thinks the rebellion is a storm in a teapot. He says the present court is loved and esteemed by nine-tenths of the population of China, and that the same proportion of able-bodied men in China would rise to protect the existing dynasty. The emperor dowager, as the adviser of the emperor, holds the affections of the people, not dream of and not understood by foreigners. Her slightest wish in the emperor's law, though he is by no means a firebrand, as the foreign powers frequently suppose. The emperor recognizes her ability, invaluable aid and advice.

The remaining bodies of Americans were shipped homeward this morning. They now number 54, and will leave on board the transport Eckert tomorrow. The Eckert will also take 27 military prisoners, a number of sick men, the discharged soldiers, the teamsters and other civilians employed.

According to expert opinion, China would be able to pay from \$20,000,000 to \$30,000,000 without crippling her financial resources, while the amounts which the powers at present demand range from \$80,000,000 to \$100,000,000.

WOMEN TO GO TO SOUTH AFRICA.

English Girls Apply by Hundreds for the Opportunity.

NEW YORK, April 10.—A rather unexpected result has followed Mr. Chamberlain's recent speech in support of the scheme for sending women out to South Africa, at the conclusion of the war, says the London correspondent of the Tribune. An enormous number of letters has been received from women eager to emigrate and reluctant to wait until hostilities are ended. One woman who wrote direct to Lord Salisbury said she was prepared to go out at once with her mother and sisters, but she indicates no particular interest in usefulness. Another wrote to the colonial office in behalf of herself and a few other "first-class lady barbers." Naturally, the colonial office authorities are doing their utmost to discourage applications from women other than those who are self-dependent, and girls of the servant type are urgently advised not to go at all. It is very doubtful whether there will be any openings for them, and the public funds cannot be used for the purpose of granting free passages to the Cape.

Flood Scare is Over.

Boston, April 10.—The flood scare all over New England, due to rising waters from five days of heavy rains, has died out, and tonight the reports indicated that a change for the better would come before daylight. The losses will be heavy, no doubt, but nothing to be compared to the freshets of recent springs. The reason is obvious to people in Southern New England, for the early spring left the ground open for a good soaking, and this natural absorption of the water, while the great surplus of the overflow, being unimpeded by ice, is rushing forward.

In Charge of Colorado Fuel & Iron.

Denver, April 10.—The statement was made today on what is said to be the highest authority that John W. Gates, chairman of the American Steel & Wire Company, John Lambert, ex-president of that company, and L. L. Wood, ex-second vice-president, have secured control of the Colorado Fuel & Iron Company by recent purchase of stock, and will at once double the capacity of the Pueblo plant, adding tin and wire mills and additional blast furnaces.

COLD 38°C (FAST) COAT.

Makes Good Speed in Two Trials on Puget Sound.

SEATTLE, April 10.—The torpedo-boat destroyer Goldsborough, built by Wolf & Zwecker, of Portland, was given two trials on Puget Sound, off Alki Point Saturday, one in the morning and the other in the afternoon. The official trial boat, comprised of Lieutenant Commanders G. H. Peters and Bulmer, Lieutenants A. B. Wilson and C. Oller; Assistant Naval Constructor Adams, all of the battleship Iowa; Frederick Ballin, representing the building firm, and several invited guests of the builders, and the correspondent of the Telegram, were aboard during the trial trips.

It was 9 o'clock in the morning when the order was given to cast away the shore line, and soon the little steel flyer swung from her moorings and headed down the harbor for Alki Point. She made the trip over at a comparatively slow speed. Thousands of spectators lined the wharves the entire distance of the long water front, and watched the pretty maneuvers of the destroyer, and they witnessed the sight, seldom seen in these waters.

Arrived at Alki Point, orders were given to let her go full speed ahead. The smoke poured from her two large stacks in dense columns, as she fairly flew through the blue waters of the Sound, spurring the spray high into the air from her bow. Over to Magnolia bluff she sped, like a race-horse, eager to win the highest trophies; circling around, she crossed the course just traversed. This was repeated four complete trips. Arriving back at Alki Point, where Puget Sound steamers make their runs to the city from Tacoma, she paused, as if to catch her breath, when the flyer, the fastest steamer on the Sound, appeared. Still the Goldsborough waited. The flyer came alongside, then passed on. The full speed ahead signal was given, and then a race such as was never before witnessed on Puget Sound, began, the distance to the city being three miles. Faster and faster through the waters sped the little steel destroyer, and it seemed that the flyer had suddenly stopped, so slow was her speed compared to that of the Goldsborough. The latter was at her dock and tied up before the flyer had blown her city whistle. Probably never again will so grand and majestic a sight be seen as that race, and the immense crowds on the docks seemed to appreciate it, for as the Goldsborough drew near to her wharf, she was greeted with tremendous shouts from a thousand and more throats. At noon the party went to the Butter cafe, where they were given a banquet by Mr. Ballin.

PERRY IS TOO SLOW.

Destroyer Built by Union Iron Works Fails.

WASHINGTON, April 10.—Secretary Long was informed today that the torpedo-boat destroyer Perry, built by the Union Iron Works, of San Francisco, failed to meet contract speed requirements on her official trial. Under the contract the vessel was required to develop a speed of 29 knots an hour, but the best she could do on her trial run was 28.2 knots an hour. The action of the department has not yet been determined, but the vessel probably will be accepted, subject to a slight deduction from the contract price.

Much Mail From Nome.

Seattle, April 10.—United States mail from Teller City, within the circle of the Arctic, Sitka, Nome, St. Michael and all of the principal points along the Yukon, from its mouth to White Horse, arrived in this city today, on board the steamer City of Seattle. It is the third Nome mail received since the close of Behring sea navigation. There were probably 3000 Nome letters of date as late as January 15. From the stamping the carriers did not leave St. Michael until eight days subsequent to their departure from Nome. Numerous St. Michael letters were stamped January 23. The Nome mail which was carried in a single pouch, contained letters for every principal city in the United States and Canada, while not a few are addressed to European cities.

An Incendiary Fire.

St. Louis, April 10.—It is believed that the fire yesterday which caused the destruction of a grain elevator owned by the St. Louis Elevator & Storage Company, was of incendiary origin. Several boys whom the watchmen just previous to his discovery of the fire had ordered from the premises are thought to be guilty. The fire started in the oil room.

Major Taylor in Paris.

Paris, April 10.—Major Taylor, the American cyclist, will make his first appearance on a European track this afternoon, when he starts in a mile open event. Taylor's European tour is being managed by Robert Coquelle, the Paris cycling promoter. One of the stipulations in the colored lad's contract is that he shall not be required to ride Sundays.

KILLED IN A WRECK.

Southern Pacific Firemen Meet Death in Smash-Up.

OGDEN, Utah, April 10.—West-bound Southern Pacific passenger No. 1 was wrecked at Moore's Hill, near Wells, Nev., last night. Fireman Hickman, of Ogden, and Fireman Loder, of Wells, were killed, and Engineers Warner, of Wells, and Bride, of Ogden, were seriously injured. A broken truck caused the wreck. A broken truck caused the two mail cars catching fire, cremating Hickman. Engineers Warner and Bride were badly scalded. The mail cars were entirely consumed.

Epworth League Tourists.

Indianapolis, April 10.—The Indiana Epworth League is the first to make official arrangements for the trip to San Francisco for the international convention in July. North-bound Indians will rendezvous at Chicago, leaving there July 9; Central Indiana will meet at Bloomington, Ill., and Southern Indiana at St. Louis, all leaving the same day and meeting at Kansas City. Sunday, July 14, will be spent at Salt Lake City. This state will send a delegation of 600 to the convention.

BOER CAPITAL TAKEN

Plumer Occupied Pietersburg With Slight Opposition.

ENGLISH NOW CONTROL THE RAILROAD

Big Supply of Ammunition Found in the Dutch Magazine—Skirmish Reported at Boshman's Kop.

LONDON, April 11.—Lord Kitchener, reporting to the war office, under date of Pretoria, April 8, says:

"Plumer has occupied Pietersburg with slight opposition. He captured two locomotives and 40 trucks. He took 60 prisoners, capturing a seven-pounder and destroying 210,000 cartridges with 1000 rounds of seven-pounder ammunition, and a considerable amount of powder and dynamite."

The capture of Pietersburg is regarded here as important. The place is the terminus of the railway, and has been the capital of the Boer government since the evacuation of Pretoria. The whole Northern railway is now in the hands of the British. According to Lord Kitchener's dispatch, only one officer and one man were killed. The Boers evacuated the town during the night prior to Plumer's arrival, after blowing up two trucks laden with ammunition.

Lord Kitchener reports the capture of 16 prisoners, 50 horses and the depot of war stores at Boshman's Kop, Orange river colony.

As an offset, the commander in chief reports that 100 men of the British lancers and imperial yeomanry were attacked by 400 Boers to the northward of Aberdeen, Cape Colony, and that after several hours' fighting the British were surrounded and captured, with the exception of 25, who succeeded in making their escape.

RUSH TO NOME.

Prospect That All Previous Records Will Be Broken This Season.

SEATTLE, April 11.—The rush to Nome this season will be the largest yet. Even at this early date hundreds of intending Nomeites are buying tickets so as to be sure of a berth when the time comes to go. The earliest sailing for that place from this city is April 25, that being the date the steamer Jeanie is scheduled to sail. Most all of the berths have been sold already. Dozens of steamers, schooners and barges will make the trip this year, and the prospects are that every one of them will be loaded to the gunwales with passengers and freight.

Late news from Nome points to a great season there. There has been a rice strike on the headwaters of the Kuskokwim river, and that has caused a great sensation among those who propose to go there this summer.

A recent letter received in this city from Nome gives an interesting account of life in that far northern country. The writer says the winter has been very mild this season, and he has been going around with very little more underwear and other clothing than he wore when in this city, and he says he never wears an overcoat. Prices on produce, he says, were very low at the time of the writing, which was the 15th of January. He said the best hay was selling for \$250 per ton. Coal was down to \$69 per ton, but last winter was up to \$90. Best beefsteak is selling for 75 cents per pound, and turkey for 50 cents. He says Nome is the place to make a fortune in a small way, and advised the man to whom he was writing here to sell all of his interests and come up there in the summer and go in with him in opening up a large produce store. The shortest day had three hours of sunshine, but darkness did not come on until 8 o'clock at night.

LARGEST PRUNE CROP KNOWN.

Outlook in Clark County—Orchards Are in Fine Condition.

VANCOUVER, Wash., April 11.—Clark county fruitgrowers are much gratified over the excellent prospect for a big fruit crop. The orchards all over the county are in fine condition; nothing has so far occurred, as far as can be ascertained, to injure the trees. The climatic conditions have been most favorable for prune and other fruit trees. The buds have been kept back by the cold, frosty nights which accompanied the warm, sunny days of February and March, until now it is believed the season is so far advanced that there is scarcely any further danger. With a week more of the present warm sunshine, the prune orchards will be in full bloom. Last year prune orchards in this county were in bloom three weeks before now. Fruitgrowers predict the largest prune crop in the history of the county.

New Ten-Dollar Note.

Washington, April 11.—The secretary of the treasury has approved a design for the new \$10 legal tender United States note. Prominent in the center of the face of the note is the picture of an American buffalo, taken from a photograph of a fine mounted specimen in the national museum. On the right and left ends are the portraits of Lewis and Clark, the noted explorers of the far Northwest. By the side of each is a youthful figure extending a palm over the pictures. The figures and letters denoting the denomination are quite large and conspicuous. The note is considered an artistic as any that has been issued in many years.

Knox Sworn In.

Washington, April 10.—Philander C. Knox, of Pittsburg, who succeeds Attorney General Griggs at the head of the department of justice, was sworn in at 10:30 yesterday morning in the cabinet room of the white house. There were present President McKinley and Mr. Knox's youngest son, Philander C. Knox, Jr., and Justice Shiras, of the supreme court, who administered the oath. Justice Shiras is an old friend of the new attorney general.

TWENTY-FIVE MILLIONS.

The American Claim for Indemnity May Be Cut in Half.

WASHINGTON, April 11.—The state department has heard further from Mr. Rockhill, our special commissioner at Peking, touching the effort making there to reach an agreement respecting the indemnity to be demanded from a Chinese government. Mr. Rockhill's principal effort, acting under direct instructions from Secretary Hay, is to induce the ministers of other powers to keep down the total of their claims to the amount which the financial experts, headed by Sir Robert Hart, have decided to be within the ability of China to pay. The United States government has felt that the total indemnity claimed should not exceed \$40,000,000, and has steadfastly sought to make that figure the outside limit of the claim. For itself, the state department claims \$25,000,000 indemnity, and it has supplied Mr. Rockhill with data for the presentation of an itemized account showing the expenditures made by the government for transportation of our military contingent in China, its maintenance there, and the just claims of the missionaries who were American citizens and suffered in property and person from the Boer outbreak. In its anxiety to avoid opposing China and to secure a speedy settlement of the Chinese question, the United States government stands willing to make a heavy cut in its claim, provided the other nations represented at Peking will also abate their claims in proportion. It is entirely possible, if Mr. Rockhill can induce the other ministers to make a cut of 50 per cent in their indemnity he will do so, though the apparent result will be the loss to the United States of \$12,500,000.

The administration is satisfied that the great danger of the situation at Peking lies in delay. Had the present representations of Mr. Rockhill been heeded, the officials are confident that the formidable rebellion which has broken out under the leadership of General Tung Fu Sian in Shensi province would never have occurred. Mr. Rockhill had satisfied himself that the Chinese government was absolutely sincere when it pleaded inability to publish this great general and Prince Tuan in the bill measure demanded by the powers. It is thought here that most demands could have been met by the Chinese government and the rebellion averted. The indemnity question has also consumed an unusual length of time, and if it had been settled several weeks or even months ago, the present difficulty, it is believed, would have been impossible.

FRENCH ARE HAPPY.

Russia Gives Another Proof of Her Friendship.

PARIS, April 12.—The important festivities attending President Loubet's visit to the Riviera were brought to a climax today in the double naval demonstration at Villefranche and Toulon. Both proved splendid spectacles. The profuse decorations at Toulon, the stillas of pleasure boats fitting about the harbor, the gaily dressed warships lying in the immense crowds of strangers jostling one another in the streets and along the wharves imparted a color and picturesqueness to the scene which outvied the situation at Villefranche. The French people, however, derive as much pleasure from the incidents at Villefranche as from the meeting of M. Loubet and the Duke of Genoa at Toulon.

THE REBELLION FAILED.

Negros Governor Tried to Start an Uprising.

DUMGUATE, Island of Negros, P. I., April 11.—Since the United States Philippine commission was at Bacot, the capital of this island, March 20, the native civil governor of the island, Senor Sovereno, has attempted to start a insurrection against the establishment of the commission's new system of civil government. He failed to secure a following.

The sentiment of the provincial government is almost unanimous in favor of the division of the fund of \$70,000 Mexican currency, now in the hands of the present government of Negros, between the proposed provinces of Occidental and Oriental Negros. The bone of contention has been that the commission set apart two-thirds of this fund for Occidental and one-third for Oriental Negros, the difference in the amounts to be offset by taxes still unpaid at Bacot. A resolution in favor of the organization of the two provinces has been adopted. Details have been embodied providing for the obligations of the present government. The provinces will be created later.

FEAR PUNISHMENT.

Cause of the Rebellion in Northern China.

PEKIN, April 11.—The Russian minister to China, M. de Giers, responding to the letter from Prince Ching and Li Hung Chang regarding Manchuria, merely refuses to hold further communication with them upon the subject.

MOVE TO NEW CAPITOL.

Governor Rogers Says It Will Probably Be Made in Summer.

OLYMPIA, Wash., April 12.—Regarding when the state will take possession of its new capitol building, Governor Rogers today said: "There was a tacit understanding between the capitol commission and the board of county commissioners that, inasmuch as the county will probably rent part of the present state building for a time, at least, the two boards would work in harmony, so far as possible, in making the exchange of offices, without discommodating either party to the transaction. In the summer months, during which the supreme court is not in session, will, no doubt, be the best time at which this exchange could be made with the least possible inconvenience. As the county will only have need of two floors of the present state building, the exchange can be made without serious difficulties."

FILIPINO CASUALTIES.

From 25,000 to 50,000 Killed Since the War Began.

NEW YORK, April 11.—According to a Herald special from Washington, since the rebellion in the Philippines, 50,000 men is the lowest estimate of the war department of the casualties sustained by the Filipino forces; 7677 rifles have been captured or surrendered, and 65,142 rounds of ammunition have been seized. The number of Filipinos killed cannot be accurately determined, as General MacArthur in his dispatches states that it is impossible to be accurate on this point. It would not surprise officials should the Filipino fatalities reach 25,000, and some say that 50,000 is closer to the real figures.

Reconsidered by Cubans.

Havana, April 11.—The Cuban constitutional convention today formally reconsidered the vote against sending a commission to Washington, the final vote standing 29 in favor of reconsideration to appoint a committee of five, who shall, in the first instance, wait upon Governor General Wood, discuss the situation with him, and ask his advice regarding the procedure necessary in the present case at Washington.

BOTHA WANTS PEACE

Has Reopened Negotiations With the British.

DEWEY HAS NOT BEEN CONSULTED

The Boer General, Learning That the Free State's Intellect Had Weakened, Assumed Full Responsibility.

CAPE TOWN, April 12.—General Botha has reopened negotiations with the British for peace. It is understood here that although General Dewet, in his recent interview with General Botha regarding him as irresponsible, undertakes to negotiate in behalf of the entire Boer forces. The British authorities here consider that if General Botha surrenders, Dewet's following can be easily taken.

As explained here, this action was determined in part by General Botha's discovery at a recent meeting that General Dewet's intellect had weakened, that his influence with his followers was diminishing and that continuance of the campaign, in view of General Dewet's irresponsibility, rested with General Botha alone.

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COMBINE FORMED.

Four Alaska Transportation Companies Now in Two.

SAN FRANCISCO, April 12.—The details of the combination of a number of Alaska commercial and transportation companies, which has been pending for several weeks, has been completed. The Alaskan Commercial Company, the Alaska Exploration Company, the Seattle-Yukon Transportation Company and the Empire Transportation Company have been merged into two corporations—the Northern Navigation Company, with a capital of \$3,250,000, and the Northern Commercial Company, with a capital of \$7,000,000.

The following official announcement has been made: "For some weeks past the representatives of the principal transportation and trading companies doing business on the Yukon have been in conference, the original purpose being to arrive at some understanding whereby reasonable transportation rates might be maintained and a remedy found for the evils resulting from conflicts caused by divided interests. As this discussion progressed, the scheme enlarged upon itself so that it was finally found that the best results could be obtained only by a unity of their interests in the Yukon, St. Michael, Behring sea and Port Clarence districts. As a result of this decision, two new companies have been incorporated under the laws of the state of New Jersey, and the assets and business of the following companies have been transferred to the new incorporation: Alaska Exploration Company, Alaska Exploration Company, Seattle-Yukon Transportation Company, Empire Transportation Company.

"The Northern Navigation Company will take over all the assets of the above companies which are connected with the transportation in that country, and will be handled as a separate corporation doing a purely transportation business. It is capitalized at \$3,250,000.

"The Northern Commercial Company, capitalized at \$7,000,000, will take over all the plants and stocks of merchandise now under the control of the above-mentioned companies in the territory described.

"The new companies expect to reduce the price of supplies; to avoid in future any possible shortage of necessities in the North, and to make its legitimate profit in the reduction of expenses, which the conditions of late years have made abnormally large.

"The principal offices of the new companies will be at San Francisco, Seattle, Victoria and Vancouver.

"The officers of the companies have not been selected as yet, but will be chosen at the first meeting of the board of directors."

PROTECTION OF SEALS.

United States Will Have Cutters in Behring Sea.

WASHINGTON, April 12.—The Behring sea seal grounds will be patrolled by revenue cutters this summer, as in past seasons, in co-operation with British warships, which have taken a hand in this special duty for the past two seasons. The treasury department, which has direct supervision in such cases, flatters itself that in the course of the last five years there has been less illegal seal fishing in Alaskan waters than before, especially during that period when the question of jurisdiction was in dispute between the United States and Canada.

Since an agreement has been reached, the two governments have entered into a hearty co-operation, and established a sufficient patrol to stamp out the unlawful practice. This season the United States will have five revenue cutters in Behring sea, which will be aided by several of the smaller British gunboats. The cutters to be assigned to this duty are the Bear, Thetis, Manning, Grant and Rush. It is to be understood, of course, that their entire time will not be devoted to the protection of seals, but while on other duty in Alaskan waters, they will look out for seal protection. The Bear will go to the Point Barrow region, where she will remain throughout the open season, and the Rush will be stationed at Sitka, for duty particularly in the Southern Alaskan waters. The several cutters are expected to start for Alaska between the 1st and 20th of May, next.

NEW PROCESS DISCOVERED.

Armor Plate May Now be Furnished Cheap.

NEW YORK, April 12.—A special to the Herald says: Armor plate for naval vessels may be sold to the government for only \$150 a ton and the manufacturers may make a fair profit at that price. An experimental plate, manufactured by an entirely new process, has recently been shipped from Pittsburg to the naval ordnance proving ground at Indian Head to be subjected to the regulation ballistic test. Upon the result of this test will depend further experiments which may result in the adoption by the government of this new armor instead of that for which the navy department is now paying at the rate of \$455 a ton.

If the new armor is a success and can be sold for \$150 a ton it will mean a saving to the government of \$305 on each ton of armor. On a battleship of the Alabama class, carrying 2,600 tons of armor, this would mean a clear saving to the government of \$793,000.

Prevented Hold-up.

Omaha, Neb., April 22.—Deputy United States Marshal Hans, who is also special agent for the Fremont, Elkhorn & Missouri Valley railroad, yesterday shot and killed David O. Lane, near Alnaworth, Neb., while the latter was resisting arrest. The railroad officials authorized the statement today that the mission of Detective Hans to Alnaworth was to prevent a well-planned train hold-up. The man killed is said to have been the terror of Brown county.