

WEATHER BULLETIN.

WEATHER BUREAU, DEPARTMENT OF AGRICULTURE, WICHITA, Kan., Nov. 29, 1893. Forecast for Wichita and vicinity: Cold Friday; fair and warmer Saturday. During the past twenty-four hours the highest temperature was 46, the lowest 17 and the mean 32, with a cold, light north wind all the afternoon and a rapid rise in pressure.

The total rainfall for the month of November was 31 inch, which is .66 inch less than the normal rainfall for the past five years.

Thus far this month the average temperature has been 42.

For the past five years the average temperature for the month of November was 43, and for the 35th day 49.

WASHINGTON, Nov. 30.—The following is the forecast up to 8 p. m. Friday: For Kansas—Fair; continued cold, north winds, colder in southeast.

For Missouri—Fair, preceded by local snow tonight in southeast; north winds; cold wave.

THE BRITISH TORIES. CARDIFF, Nov. 30.—The conference of the National Conservative union was resumed here yesterday. A resolution was passed demanding from the government a complete cessation of the military and naval expenditure on the seas.

The marquis of Salisbury, upon entering, received an address from the combined Conservative clubs and Prime Minister, who had been invited to the conference by a most enthusiastic reception.

Replying to the address of welcome, Lord Salisbury congratulated the Conservatives upon the hearty and united support of the Liberal Unionists and Conservatives co-operated, and expressed the hope that the union would continue until its ultimate object was obtained.

Lord Salisbury expressed the opinion that the abhorrence of shattering the empire was deeply implanted in the hearts of the people that the ultimate success of the home rulers was impossible.

But, the marquis admitted, the Conservatives must not be misled by the exaggerated claims of the avowed enemies of England.

Replying to a toast at the luncheon of the Conservatives, Lord Salisbury said: "We have, we must not forget, with divisions and classes and the wild men and foolish efforts of those who think that by neglecting intellectual and moral training, they can solve a question that has arisen in our community to the center. The difference between the present and the past is that the Conservative tendency of their opponents is that the Conservatives seek to diminish differences and encourage the common sense of the masses of the community, and it is the unfortunate fate of their opponents that at every step they exaggerate and exaggerate the differences."

Mr. Gladstone complains that the house of lords is ill adapted to the times, and always so, the phenomenon is coincident with the period during which Mr. Gladstone's political career has been passing from the invitation to a dissolution of the classes to another and similar invitation, and as long as he is in need of money he will continue to do so.

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AMERICAN FORGERS.

LONDON, Nov. 30.—Two men and a woman, said to be members of a gang of American forgers, were taken in tow by the police today, charged with forging checks upon banks in this city, by which the National and Provisional Bank of England (limited) and other banks were defrauded. The prisoners gave their names as George Norton, Reginald Arthur Hunt and Ada Penn. In court today Norton and Hunt were charged with forging a check for £250 on the London and Westminster bank, and Hunt and the woman Penn were charged with obtaining £875 from the National and Provisional Bank of England. Hunt is said to be well connected.

RUSH'S AMBITION.

TOPEKA, Kan., Nov. 30.—Ex-Senator J. W. Russett of Larned, Pawnee county, has announced that he will be a candidate for lieutenant governor before the Republican state convention. The only other candidate named for the position is Alexander Warner of Baxter Springs. Unpublished interest centers in the nomination, as should the ticket be elected the candidate for governor would be chosen by the voters, thus opening the way for the lieutenant governor to succeed to the executive office.

TURF WINNERS.

CUTTENBERG, N. J., Nov. 30.—Winners: Bahne, Speculation, Drug Major, Lord Harry, Persimmon, Eclipse. GLOUCESTER, N. J., Nov. 30.—Winners: Veto, Orphan, Ida, Transit, Ponce de Leon, Haystack, La Crosse, Prince Imperial.

ST. LOUIS, ILL., Nov. 30.—Winners: Edmond, Matt Foster, Judge Hughes, Danford, Walter, Steelhead. BIRMINGHAM, D. C., Nov. 30.—Winners: O. J. Justice, Lizardo, Earle, Uncertain.

THE LEHIGH STRIKE.

PHILADELPHIA, Nov. 30.—General Manager Voorhees of the Lehigh stated tonight that the strike is entirely over so far as the road is concerned. He says that all trains are running and making good time, great forces to be sent out to meet the Sargeant of the Heima truck declared that the Lehigh men would win the struggle, but declined to say if the men of other roads would be called out.

ROAST HORSEFLESH.

LORNINGTON, Mo., Nov. 30.—A fire this morning destroyed Green & Kelly's livery barn and the carriage factory of David Green, both of which were burned to death and five others so badly burned that they will be useless. Edward McKean would have been burned to death had he not been pulled through a window by a companion. The loss is \$10,000, with insurance of \$5,000.

A CHICAGO BLAZE.

CHICAGO, Nov. 30.—A five-story building on Quincy street was completely gutted this afternoon, entailing a loss of \$185,000, divided among a number of firms. Henry Katz & Co., clothes, lost \$69,000; Lawton & Co., shoes, lost \$10,000; with insurance of one-half, and S. T. Stanley & Son, woolen manufacturers, \$23,000. The origin of the fire is unknown.

THE MISSOURI PACIFIC CASE.

TOPEKA, Kan., Nov. 30.—The state board of railway commissioners has granted a rehearing in the case in which an order was made requiring the Missouri Pacific to restore passenger trains to its line between Topeka and Fort Scott, Dec. 1. The board will come up for consideration again on Dec. 1.

ALL QUIET AT HONOLULU.

SAN FRANCISCO, Nov. 30.—The American brig John D. Spreckels arrived this morning, eleven days from the Hawaiian Islands. The vessel had been in the harbor there had been no developments in the Hawaiian situation.

MERELY A RUMOR.

MONTREAL, Nov. 30.—A doubtful rumor is current in this city that President Peixoto of Brazil has been assassinated.

BRIEFS.

A man carrying a name as George Goddard gave himself up to the police at Madison, Ind., yesterday, saying that he murdered Alexander Smith, night clerk at the Occident hotel, on Oct. 2.

At Louisville last night Hon. Hamilton Pope, aged 76, an eminent lawyer, died after a prolonged illness. He was a delegate to the Democratic national convention at Chicago in 1864, and to the convention at Philadelphia. He served through the war as a brigadier general.

At St. Louis, Mo., yesterday, including seventeen consuls in various parts of Germany, sat down to an elaborate Thanksgiving dinner at the Kaiserhof hotel in Berlin last night. Patriotic addresses were made by United States Ambassador Runyon and others.

A number of Seneca (N. Y.) manufacturers when interviewed on the new tariff bill, said they were in favor of it. A majority of them declared that it would never pass congress. The men interviewed were Republicans. The Democrats declared they would support it.

Advices received from Pernambuco say that a conspiracy organized there by ex-Deputy Marins against the government has been broken up. A state of siege has been declared and the federal and local forces have been in support of the government.

At Atlanta, Ga., Major McKee, an old time southerner, and who built up one of the largest dry goods businesses in the south.

At Fort Wayne, Ind., last night Dr. John Sexton and his wife and daughter and two guests were poisoned by eating chocolate candy. All of the children were thrown into convulsions soon afterward, and were found in a helpless condition by the neighbors. All but Dr. Sexton have practically recovered.

A St. Louis sporting man now in the City of Mexico wires those interested that the Mexican government will not interfere with the game of roulette. He says that he can successfully arrange for holding it there.

Extreme cold weather prevails throughout the northwest. At Bismarck, N. D., yesterday it was 12 degrees below zero; Winnipeg, 16; Medicine Hat, 26; and Calgary, 20. A heavy snow has caused delay to trains.

Jim Pym, an ex-soldier, who wore a medal of honor voted to him by congress for bravery in action in Cuba's famous fight at the Little Big Horn in 1876, was last night, at Miles, Mont., shot and killed by a party of Indians.

London advices from Rio Janeiro are that the artillery fire on the forts continues, though the casualties are small. San Paulo has disobeyed an order of the government to march south and meet the insurgents, and the government will send 1,300 men from Rio against the enemy. The government is sending a strong government force. Political arrests continue, and 1,500 persons are now in prison.

A dispatch to the London Times from Berlin says that the cabinet has resolved to ask the crown to dissolve the cortes.

At the session in Cincinnati yesterday of the Afro-American league the report of the committee on emigration strongly favored the emigration of the negroes to Africa as the most certain and feasible method of escape from the troubles of the United States.

At St. Louis, Mo., an ex-councilman of Louisville, who drank ex United States medals, was killed by a bullet from the gun of a man named James Smith. The crime was unprovoked.

W. A. Phillips, one of the best known promoters of Kansas, died at Salina yesterday. His death was a serious loss in connection with the border troubles.

At Durant, I. T., a fire yesterday destroyed the entire business portion of the city. The loss is \$40,000, with the insurance light.

Catarrh is a constitutional disease, and catarrh is a constitutional remedy like Hood's Sarsaparilla.

SHIPS AND WHALES.

Vessels and Cetaceans Collide Sometimes with Disastrous Effects.

The steamship Petersburg, of the Russian volunteer fleet, had a unique experience near Milnoy, in the South Indian ocean, says a chamber of commerce. A sharp shock was felt by all on board and she stopped as though gripped in a vise. The sea was found to be colored with the life-blood of two huge whales, which lay floating in their last agony. One was cut through by the steamer's sharp stem and the other killed by repeated blows of the screw propeller.

The German steamship Waeland, bound from Antwerp to New York, ran into and killed a sleeping whale.

A small steamer, the Kelloe, collided with a whale near Sealham harbor and wounded it badly. The celebrated yacht Gonesta narrowly avoided collision with a dead cetacean during the jubilee race around our island. In 1859 a Shields steamship, the James Turpie, nearly cut a whale in two one starlight night. The schooner O. M. Marrett was almost wrecked by passing whales in the north Atlantic. Many of the school struck her repeatedly with such violence that her whole hull shook and articles in the officers' rooms were thrown to the sea.

In 1850 a small sailing vessel, the Ocean Spray, bound from Galveston to England, struck a sleeping whale and received damage. On the morning of the 17th of July, a whale fifty feet long made its appearance close alongside the steamship Port Adelaide. Capt. C. M. Hepworth, R. N. E., in 42 degrees south, 75 degrees east. He followed the vessel for four days, never more than seventy yards away, and generally close astern, much to the edification of numerous passengers. He threw up the sponge in 41 degrees south, 97 degrees east, after traveling nine hundred and eighty statute miles, certainly without resting and apparently fasting.

In November the ship Earnock, Capt. Parson, was under sail in 29 degrees south, 21 degrees west, when a large whale lashed the sea into foam with his tail so near the ship that the chief officer, who happened to be below forward, came quickly on deck to see what had happened. He actually felt the impact of the water against her bows.

In June, 1891, while her majesty's ship Immortalite was steaming from Arosa bay to Gibraltar at the rate of twelve knots an hour, she stopped short as though a submerged danger had been located. It was presently found that she had cut deeply into a whale, and it became necessary to go astern in order to get rid of the incubus. Four months later the Anchor line steamship Ethiopia collided with a whale when about eight hundred miles from New York.

RUSSIAN EXPLORATIONS.

The Government is Well Supplied with Reliable Maps.

A vast but fascinating problem confronts Russia on the Chinese frontier—a problem which cannot be disposed of in one or two generations. No power, however, knows better how to wait than Russia. Time is on her side, and as the necessary preliminary to all wise action is knowledge, the Russian general staff has been making the fullest use of the opportunities which treaties afforded to gain accurate information concerning the Chinese territories and everything appertaining thereto.

Not a corner of the whole empire, save that comes within the sphere of influence" of the French, has not been intersected by Russian government explorers and armed expeditions during the past thirty years.

These explorers, include botanists and geologists, of course, but the military expert and the skilled topographer are the animating soul of these expeditions.

Occasional glimpses into their proceedings are allowed to the world, but every fact of military or political significance is carefully conserved in the archives of the Russian intelligence department.

The minute information concerning all the northern and western territories of China, which is now in the possession of the Russian staff, is not only such as no other power possesses, but is incomparably superior to anything in the hands of the Chinese government itself.

Hence it is that whenever a question of boundaries arises Russia is prepared with elaborate maps of the regions, to which Cuba has not only nothing to oppose, but which she is not even able to criticize.

A SELL OF OLD LONDON.

One of the most interesting relics of old London is St. John's gate, Clerkenwell, which, because it does not happen to lie in one of the main arteries of the big city, is not so well known, even to Londoners, as it should be. It is the only remaining portion of the important Priory of St. John, which dates from the fourteenth century. The old gateway has literary interest attached to it, for in the room above the archway Dr. Johnson worked for years, and the Gentleman's Magazine, which to this day bears a picture of the archway on its cover, was first printed here. The archway had lately become much defaced and weather-worn, but it has recently been restored as a memorial to the duke of Clarence, who was first sub-priory of the Order of St. John. The order is now revived embraces the St. John's hospital association and is busy in other good works.

Hand-Made Beauty.

If you see a woman in the street cars occupied with rubbing the tips of her fingers up and down on her face, don't imagine that she is crazy or attempting to mesmerize anyone. She is not. She has been reading in the woman's corner of some daily paper that to wit time and remove wrinkles a woman should occupy some of her leisure messages her face gently, to rub the wrinkles out.

The most numerous body of religionists is that devoted to Buddhism, 420,000,000. The number estimated of Christians is 405,300,000.

The title justice, applied to a judge, comes from England, where many judicial officers have for ages been termed justices.

Yard was once any pole, remnants of this use lingering in halyard, steelyard, yardarm and similar words.

NEAR DEATH'S DOOR.

OUR GALLANT LIFE SAVERS IN ANGRY WATERS.

Night and Day They Patrol the Dangerous Coast—Some Thrilling Adventures and Daring Rescues—A Useful Service Nobly Done.

[Special Correspondence.]

WASHINGTON, Nov. 27.—This is the time of the year when the gallant life saving crews of our ocean coasts and lake shores have their hands full. Night and day they must keep up their vigil. It may be a surprise to some people to hear that practically the whole of the dangerous part of the Atlantic coast is patrolled every night by the faithful men of the United States life saving service, but such is the fact. While the great majority of mankind are snugly ensconced in bed, the patrol men are walking the beach.



THE LIFE SAVERS.

Through the woods. In up and down the beach, mile after mile, clambering over rough headlands, wading through snow and slush, facing the storms and stumbling in the darkness.

For the night patrol there are four watches—each patrolman carries a lantern and a number of red hand lights. If he discovers a wrecked vessel in distress or a ship running dangerously near the shore, he ignites his light, which sends forth a brilliant red flame, thus warning the people on the shore that they are in danger.

Where the stations are so far apart that the patrolman cannot meet his neighbor, he carries a clock which has a dial that can be moved only by means of a key. This key is hung to the post at the far end of the boat, and thus he must go to the post in order to secure this automatic certification of having performed his duty. The clock also registers the time at which the patrolman reached the end of his beat.

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