NEW MEN IN CHARGE

E. W. Winter to Be President of Northern Pacific.

ALSO THE GENERAL MANAGER.

The New Company to Take the Road September 10—Important Changes Are Looked For Then.

Tacoma, June 25.—Special.—Wednesday's papers contained a brief telegraphic item from New York stating that E. W. Winter, general manager of the Chicago, St. Paul, Minneapolis & Omaha railroad, had been elected president of the Northern Pacific reorganization committee. Definite and authentic information has been received here that the Northern Pacific reorganization committee, of which Edward D. Adams is chairman, has asked Mr. Winter to become the president and general manager of the new company, and that the offer has been accepted.

Mr. Winter is to leave the service of the Omaha, of which he has been general manager for twelve years past, on July 10, and will co-operate with the reorganization committee until the plans of the committee have been consumated by the actual reorganization of the road and the installation in control of its property of the new company. When this is accomplished Mr. Winter will assume the office of president and general manager.

The selection by the Adams committee of Mr. Winter as president of the new company will come as a surprise to many railroad men in the Northwest, although to those who have had the confidence of the reorganization managers, Mr. Winter's selection has been expected for several weeks past. But among railroad people generally, and with the general public there has been an impression that President Brayton Ives, of the old company, would be placed at the head of the new company. Mr. Ives' published utterances have strengthened this impression, not that he said in so many words that he expected to become the president of the new corporation, but this was the purport of his speech with those who conversed with him on his last visit to the coast.

When the New York dispatch was read by the officials of the road in this city yesterday morning, several of them quickly expressed the opinion that Mr. Winter had been chosen president of the new company. This opinion was universal among well posted railroad men who are familiar with the career of the new president. It was urged that he would not leave the lucrative position of general manager of theOmaha road to accept a temporary one with the reorganization committee. But all doubt in the matter was dispelled when authentic information was received here today to the effect that the Adams committee, which will control the great property of the Northern Pacific for five years as a board of trustees, had united upon Mr. Winter as an available and valuable man for the office of president of the new company. This information was received by a well-known railroad man in the city.

According to the best information obtainable here, Mr. Winter's headquarters will be in St. Paul. In addition to his duties as president of the company Mr. Winter is also to be general manager. It is stated on the best authority that Comptroller John Scott, who was once slated for general manager, is to be made vice president and comptroller of the new company at New York. Comptroller Scott has the confidence of the Adams committee, and that he will be comfortably provided for there seems to be no doubt.

In consolidating the offices of president and general manager and vice president and comptroller the reorganization committee will follow the custom of the Vanderbilt lines, thus centralizing authority and placing responsibility on one man.

It is stated on good authority that the new company will assume control of the Northern Pacific September 1, and that the new officers will be installed at the same date.

Edward W. Winter was born November 18, 1845, and is a native of Vermont. He entered the service of the Union Pacific in 1867 as clerk in the construction department. From 1870 to 1873 he acted in the capacity of contractors' agent on the same road, and in 1873 he entered the service of the Chicago & Northwestern as general claim agent. He left the Northwestern to take the position of superintendent of the Western Wisconsin railway, and in 1880 was made general superintendent of the Chicago, St. Paul & Minneapolis railroad. From 1881 to 1885 Mr. Winter filled the position of assistant president of the Chicago, St. Paul, Minneapolis & Omaha, and has been its general manager since 1885. In all, Mr. Winter has been identified with the Northwestern system nearly twenty years. Among railroad men he is rated very high.

If Mr. Winter's selection for the office of president of the Northern Pacific means one thing more than another, it indicates that it is the purpose of the Adams committee to infuse new blood into the company.

A GIGANTIC RAILROAD RUMOR.

That Villard Will Control Baltimore & Ohio and Northern Pacific.

Chicago, June 25.—The Evening Post of this city publishes an article to the effect that Henry Villard is to be again a great factor in American railroad circles, and declares that he has secured backing for the attempt to form of the Baltimore & Ohio, the Chicago Great Western and the Northern Pacific a transcontinental route between the Atlantic and Pacific oceans. It is stated that Mr. Villard has really never lost the confidence of his European supporters. They have again rallied to his support and have provided him with sufficient means to buy the Northern Pacific when it is offered at foreclosure sale next month. The outward animosity which has seemed to exist between the Adams reorganization committee and Villard since the road went into the hands of the receivers has really been more apparent than real. The Baltimore & Ohio will, in the course of the next few months, be sold under the hammer. Villard and the Rockefellers are reported to have been quietly buying up its securities since the receivers got possession of it, and they have already got enough of them to make their ultimate control of the property absolutely certain. The story is not confirmed.

New York, June 25.—A prominent banker, identified with large European interests in American railway securities and associated with the reorganization of the Northern Pacific, says in regard to a Chicago report of an impending Villard control of the Northern Pacific and Baltimore & Ohio: "The story is absolutely without foundation in fact. As the Northern Pacific reorganization committee has obtained the deposit of nearly all of the company's bonds, it, and not Mr. Villard, will with these bonds buy the road at the coming sale. Mr. Villard's bonds have been deposited with the committee, but there is otherwise no connection between the parties. Furthermore, the voting trustees have been appointed to control the property for five years, and have selected a president for the new company."

In connection with the appointment of Mr. Winter rumors are being persistently circulated of a Vanderbilt control of the Northern Pacific and of the Chicago & Northern Pacific, in which event, even of Mr. Villard and alleged associates did secure control of the Baltimore & Ohio, they would not have the connection with the first-mentioned properties suggested in the Chicago report.

MADE INSANE BY GRIEF.

E. C. Sheppard, Who Lost Wife and Children in Point Ellice Wreck.

Victoria, B. C., June 25.—Special.—A charge of "unsound mind" registered in the city police record book this evening tells a pitifully sad story that is a sequel to the tragedy at Point Ellice bridge on the queen's birthday. It is entered opposite the name of E. C. Sheppard, who by the disaster lost his wife and two children, and who has since brooded over his loss until his mind has become hopelessly unhinged. Yesterday he visited the office of Assistant Gore, of the provincial lands and works department, and, calling Gore to one side, accused him savagely of having been responsible for the death of his loved ones. Gore escorted him to the door and succeeded in getting him out, and he then climbed to the window of a private office, and looking through, exclaimed: "I just want to get a good look at you, you murderer, so that I'll remember you when the time comes to hang you." Later in the day he visited City Engineer Wilmot's office, and on two separate occasions was prevented by diplomacy from injuring that official.

He was arrested in the evening by Detective Perdu, and it was then learned that his friend and neighbor had taken revolvers from him on two occasions this week, with which he had intended taking revenge upon officials who he believed were responsible for the bridge disaster.

Much in Little

Is especially true of Hood's Pills, for no medicine ever contained so great curative power in so small space. They are a whole medicine chest, always ready, always efficient, always satisfactory; prevent a cold or fever, cure all liver ills, sick headache, jaundice, constipation, etc. 25c. The only Pills to take with Hood's Sarsaparilla.

Hood's Pills

Fourth of July at Port Townsend.

Port Townsend, June 25.—Special.—Arrangements have been perfected for an international yacht race in Port Townsend bay on July 4. Several yachtsmen from Vancouver and Victoria have signified their intention of participating in the regatta, and from correspondence it is thought there will be several yachts from Seattle, Tacoma and Bellingham bay. Several handsome prizes will be awarded. Vice Commodore Barneson and Capt. Libby are doing their utmost to make the event the most successful regatta ever held in the Pacific Northwest. Aside from the regatta, the holiday will be celebrated by the usual carnival of sports, bicycle racing, athletic games, horse races and other amusements, and to conclude with a grand ball.

Columbia County Ratifies.

Dayton, June 25.—Special.—A grand ratification meeting was held in the courthouse here on June 22. The band paraded the streets, anvils and cannon were fired, and nearly everybody, men, women and children, turned out. The courthouse was packed, and many persons were turned away. The enthusiasm was great. Speeches were made by W. T. Ford, of Seattle, and John Bruning, of Dayton. The speeches of both these gentlemen were clear expositions of the issues of the campaign, and elicited great applause from the splendid audience of earnest listeners.

Suicide of a Student at Portland.

Portland, June 25.—The body of Joseph C. Powell, a student in the medical college of the University of Oregon, who disappeared from his home in this city three months ago, was found floating in the Willamette river this afternoon near the O. R. & N. freight warehouse. Around his neck of the corpse was a rope, to which was attached a rock weighing twelve pounds. Powell took the final examination with the class in March, but failed to pass. Being of an extremely sensitive temperament, it is believed that he brooded over his failure until he became temporarily insane, and while in this condition drowned himself.

Report on the Boggs Warrants.

Tacoma, June 25.—Special.—The warrant-investigating committee made public its report tonight. It finds that nearly all of the outstanding warrants were issued within the constitutional limit. The committee recommends that the Boggs warrants be not paid. To this Councilman Whitty and G. H. Stone, of the committee, dissent. Two members, Murray and Turner, dissent from the entire report.

The firemen, who have several months' salary due, today notified the mayor that they would have to stop work in July unless at least partly paid. The council is expected to provide for them.

ARREST OF HARRISON.

England Asks the United States to Use Its Offices With Venezuela.

Washington City, June 25.—Secretary Olney received calls today from Sir Julian Pauncefote, the British ambassador, and Minister Andrade, of Venezuela, with both of whom he conferred separately concerning the arrest by Venezuelan troops of British Crown Surveyor Harrison on the British-Venezuelan boundary. It is understood Sir Julian, acting under instructions from the British foreign office, requested the friendly intervention of the United States toward securing the release of Harrison, as was done by the British authorities in behalf of the American John Hays Hammond, during the Transvaal trouble. Andrade was first at the department, calling before the usual hour when diplomatic calls begin. He was with Olney some time, going over quite fully the circumstances of the Harrison incident. The minister said the affair had been magnified, and was lacking in circumstances of serious indignity or wrong to the British.

The exact nature of the British request was not made public, but its essential feature was a request for friendly intervention by the United States. Owing to the British-Venezuelan trouble, the British have no minister or consul in Venezuela. It is believed Olney has already taken steps to communicate with the Venezuelan government through the medium of the United States minister at Caracas. Ordinarily the first steps of our secretary of state would be to seek to ascertain for himself, through our minister, the exact facts, but in view of the peculiar relations of the parties he might depart so far from ordinary methods as to precede this in the present instance with a request that Harrison be released, and the status quo be thus restored to what it was before the arrest, it being understood meantime that there should be no advance on either side until the case can be settled soberly on its merits.

Spain Prefers to Avoid a Quarrel.

Madrid, June 25.—The senate, by a vote of 88 to 44, rejected the motion made by Senator Comas on Monday during the discussion of the Alliance incident, providing for an amendment to the royal address demanding that the protocol of 1877 with the United States be renounced, in view of the inequality of rights of Spanish and American citizens under present conditions.

Li Hung Chang Visits Bismarck.

Friedrichsruhe, June 25.—Li Hung Chang had a two hours' interview with Prince Bismarck today.

CONDENSED DISPATCHES.

The navy department has issued advertisements calling for proposals for constructing three battleships of about 11,000 tons displacement. The bids are required to be submitted by Monday, September 14. The features of the new ships have been made public already.

The ownership of the Helena, Mont., Independent has changed hands. A. W. Lyman has sold a controlling interest to George W. Graham, the business manager. W. G. Eggleston, formerly of the Chicago Herald, will assume editorial charge on Monday. The paper will advocate the free and unlimited coinage of silver.

After a trial lasting almost six weeks, the Holt will case at Washington City came to an end Thursday night. The jury, after being out three hours, returned a verdict giving it as their opinion that the deceased had not written and executed the alleged will bearing date of February 7, 1892. The result of the verdict is to give the estate to the heirs at law.

E. E. Caine has moved to Arlington dock.

Children Cry for Pitcher's Castoria.

TRUMBULL IS DEAD.

The Author of the Amendment Abolishing Slavery.

LINCOLN'S TRUSTED FRIEND.

One of the Founders of the Republican Party—Afterward Debs' Counsel and Advocate of Populism.

Chicago, June 25.—Lyman Trumbull died at 3 o'clock this morning at his home in this city. He had been ill a long time, but rallied at intervals, causing hope that he might eventually recover. His last relapse, however, settled his fate in the mind of his physicians, and the end has been expected daily for the past week.

Lyman Trumbull was born at Colchester, Conn., October 12, 1813. His ancestors on both sides were distinguished and highly honored. His father was a son of Rev. Dr. Benjamin Trumbull, graduated from Yale, and eminent in statesmanship as well as theology and jurisprudence. His mother, Elizabeth Mather, was a lineal descendant of the great author and divine, Increase Mather, and of John Rogers, the Christian martyr burned at Smithfield, England, 1555. Trumbull and Mather are names interwoven in the very fiber of the religious and political history of Connecticut, for two centuries, in peace and war. Grandfather Benjamin

LYMAN TRUMBULL.

Trumbull, a contemporary of Washington, a captain and a chaplain in the war of the revolution, deliberately had himself inoculated for smallpox and voluntarily went to the hospital in order that he might assist others. Judge Trumbull was educated at Bacon academy, taught a village school when 16 for $10 a month and "boarded 'round." While thus employed he walked home every Saturday night, a distance of thirteen miles, spent Sunday, and walked back to his school Monday morning. At the age of 19 years he shipped at New York on a sailing vessel for Charleston, S. C.; thence went across the country to Greenville, Ga., where he taught in the academy for three years and at the same time read law. With a license in his pocket to engage in practice he started for the Northwest, riding on horseback over the Cumberland mountains and through the valley of the Tennessee, accepting the hospitality of a distinguished Cherokee chief en route; on through Vandalia and Jacksonville, Ill., where he procured a license to practice in that state; thence to Chicago and eastward through Michigan to his old home. In the fall of the same year he returned West and settled in Belleville, Ill. This was in 1837, and from that time he was a conspicuous figure as well as a potent influence in the state. In 1840 he was in the legislature, a colleague of O. H. Browning, Judge Thomas Drummond and Abraham Lincoln. In 1848 he was judge of the first supreme court of the state organized under the revised constitution. In 1854 he was elected to congress as an anti-Nebraska Democrat, but never took his seat. In February, 1855, he was elected United States senator by the legisature. The contest for the senatorship was between Gen. Shields, candidate for re-election and nominee of the Democratic caucus, and Abraham Lincoln, candidate of the Whigs. Five or six of the anti-Nebraska Democrats refused to support Shields because he had voted for the repeal of the Missouri compromise and opened up free territory to slavery. After numerous ballots Lincoln withdrew and asked his followers to vote for Trumbull. By the vote of these and the half dozen anti-slavery Democrats he was elected. His education and training had fixed his attitude of hostility to slavery, and his nature revolted at its threatened extension northward. Very naturally, therefore, he yielded to his convictions and honored himself by uniting with the elements of the opposition in the organization of a new party on that absorbing issue. He became a charter member of the Republican party. In the senate he warned the Southern leaders that any attempt to dismember the Union was madness. Re-elected to the senate in 1861, he served as chairman of the judiciary committee through his second and third terms—a period of twelve years. Hating war, he loved his country. Profound in his knowledge of law, he had no sympathy with the view which denied to the government the right to employ coercion for its own preservation. He believed and maintained that the constitution, in investing congress with the power "to raise and support armies," and to "call forth the militia to execute the laws of the United States, suppress insurrections and repel invasions," conferred ample authority to pass all laws necessary for the preservation of the Union. For almost a year after the opening of the rebellion, slaves that came into the lines of the Union army found neither freedom nor protection. The president hesitated long to turn this element of support against the enemy, lest his action might be construed as an unwarranted interference with slavery in the states. In December, 1861, Senator Trumbull gave notice in the senate of his intention to introduce a bill for the confiscation of the property of rebels, to give freedom to persons held in slavery. In March following a new article of war was enacted, forbidding the return of slaves found within the Union lines. He supported this measure and the confiscation bill; defended emancipation and the suspension of habeas corpus. The power of his great intellect was employed in originating measures, and supporting measures proposed by others, for the suppression of rebellion and restoration of the Union. No man was more influential and none a closer friend of Lincoln during the period of armed resistance to national authority. He was the fearless champion of the Union, of the Freedmen's bureau, of civil rights, of the Thirteenth and Fourteenth amendments to the constitution. He himself wrote the Thirteenth amendment to the constitution, abolishing and prohibiting slavery, which amendment, as chairman of the senate judiciary committee, he reported to the senate. Re-elected in 1867, he continued to serve as chairman of the judiciary committee throughout the period of reconstruction. His associates on that committee were the ablest statesmen of the nation—Reverdy Johnson, Allen G. Thurman, Roscoe Conkling, George F. Edmunds, Lafayette Foster and Thomas A. Hendricks. His convictions of duty led him to oppose some of the radical reconstruction acts favored by Morton and Wade and Chandler, and gradually changed his partisan relation. His vote with four other Republicans against the articles of impeachment of Andrew Johnson was the crowning act that brought upon his head the condemnation of party associates and retired him forever to private life. In 1872 he supported Greeley for president and after that drifted back to his first love—the Democratic party. In 1890 he was the Democratic candidate for governor of Illinois, and was defeated. Eighteen years in the senate of the United States as a formidable leader, a term on the supreme bench of the state and service in the legislature make up his public record. The most conspicuous of this political service did not obscure his high reputation as a lawyer and a judge. He was one of the few great senators who was always a greater judge. His intellectual quality was judicial. Judge Trumbull up to a year or so ago was vigorous in body and mind, carried on a general law practice, and earned $15,000 a year as solicitor of the Illinois Central railroad. He was to be found regularly at his office. Judge Trumbull earnestly opposed the execution of the Chicago anarchists, and the indorsement by the Democrats of Franklin MacVeagh, the Chicago millionaire, for senator in 1894 caused him to join the Populist party. His last appearance in a court room was made as counsel for Eugene V. Debs and American Railway Union officers before the supreme court at Washington City. Only once since then has he appeared in public, and that appearance gave added point to the claims of the Populists upon him. It was at a mass meeting in Central Music hall, Chicago, where he spoke at length upon the causes of discontent among the industrial classes. He spoke of the encroachments of the Federal courts upon the constitutional rights of the people, and emphasized the point that deliverance from the oppression of privileged monopolies could only be had through the ballot.

SIR LEONARD TILLEY DEAD.

One of the Statesmen Who Accomplished the Union of Canada.

St. Johns, N. B., June 25.—Sir Leonard Tilley died this morning.

Sir Leonard Tilley was born in Gagetown, Queens county, New Brunswick, May 8, 1818. His father was Thomas Morgan Tilley, and his grandfather, Samuel, was a Loyalist, who at the close of the American revolution, left Brooklyn, N. Y., and settled in New Brunswick, becoming a grantee of the city of St. John. The family was of Dutch extraction. Young Tilley was educated at the county grammar school, but at the age of 12 he was obliged to leave home and seek employment. He went to St. John and entered a drugstore as an apprentice. After serving his time he went into business on his own account with Thomas W. Peters. He joined a debating society, and became a warm and uncompromising exponent of the temperance cause. Throughout his life he remained a total abstainer. In 1848 Mr. Tilley's name first appeared in connection with the politics of his native province, when, espousing the side of the protectionists of that day, he nominated and aided in electing a candidate for the legislature. Towards the close of the year he took an active part in forming the New Brunswick Railway League, which had for its object the construction of a line of railway from St. John to Shediac. At the general election of 1850 he was nominated a candidate for St. John in the reform interest. In June he was elected to a seat in the house of the assembly. In 1851, however, the Liberals experienced a serious reverse, two of the leading members of the party having deserted to the other side. Mr. Tilley and two of his friends resigned, and he did not return to public life until 1854, when his old constituency re-elected him. In November he entered the cabinet of the Liberal administration, and from that day to 1885 he enjoyed, save in two periods of two months' duration, uninterrupted power as governor or minister. In 1856 he was beaten at the polls on the prohibitory liquor law question, when his ministry made the subject a direct issue. The new government repealed the act, but was unable to maintain itself in office longer than a year, when, a dissolution occurring, the Liberals were again returned to power, and Mr. Tilley was reinstated in his old post as provisional secretary. Shortly after he became premier. From June, 1857, till March, Mr. Tilley remained leader. In 1864 he went to Charlottetown, Prince Edward island, to attend the conference of maritime parliamentarians, with a view to forming a legislative union of the three provinces by the sea, Nova Scotia, New Brunswick and Prince Edward island. Several members of the Canadian government, among whom was Sir John A. McDonald, being on a visit to the lower provinces and hearing of the proposed meeting, expressed a desire to be present. Invitations were sent to them; they attended, and succeeded in inducing the delegates to abandon the smaller scheme and meet later in the year at Québec, where a grander union would be proposed and discussed. The greater assembly accordingly met on October 10 and sat with closed doors until the 27th of that month, when the famous "Quebec scheme" was completed. In the framing of those resolutions, which now form the basis of the British North America act, Mr. Tilley took an active part. In March, at the general elections, Mr. Tilley submitted the question to the people; but he and his party suffered defeat. Notwithstanding the premier's strong personal popularity in his own constituency, the majority of votes cast against him in 1865 was very large, but in the following year the new government resigned, and the majority was reversed. Delegates from Ontario, Quebec, Nova Scotia and New Brunswick were sent to London to complete the terms of union, and at this conference Mr. Tilley ably represented his province. For his services he was made a Companion of the Bath (civil) by the queen, and on resigning his seat in the New Brunswick house of assembly for a seat in the house of commons at Ottawa he was sworn in as a member of the Canadian privy council, and appointed minister of customs in the first cabinet of the Dominion. From November, 1868, till April, 1869, he was acting minister of public works, and in February 22, 1873, he was made minister of finance in succession to Sir Francis Hincks. This important portfolio he held until the fall of the MacDonald government on November 5, of the same year. Before leaving office Sir John MacDonald appointed his colleague lieutenant governor of New Brunswick, which office he filled with great acceptance until July 11, 1878, and though it is said a second term was offered him by the MacKenzie administration, he declined it, and accepted the nomination of the Conservative party for a seat in the house of commons. He ran in his old constituency, St. John, and narrowly escaped defeat, his majority being but 9 votes. This was doubtless due to the stand that he took on the tariff question, which was declared to be a high protective one, and framed to protect the Canadian manufactures. The platform of the Conservatives obtained throughout the country, and Sir John MacDonald, on being asked to form a government, invited Mr. Tilley to resume his old post. On presenting himself for re-election he was returned by acclamation. In due time he formulated the national policy of the ministry on the floor of the house in one of the ablest speeches that he had ever made. Though the measure was hotly discussed, it finally passed, and has ever since been the policy of the country. On May 24 Mr. Tilley was created a Knight Commander of St. Michael and St. George by the Marquis of Lorne, then governor general of Canada. He also holds a patent of rank and precedence from the queen as ex-councillor of New Brunswick. He held the office of finance minister of the Dominion until October, 1885, when his health failed, and he retired from parliament and the ministry to accept, for a second term, the less laborious office of lieutenant governor of New Brunswick. As a speaker he was fluent and eloquent. Many important public measures owe their inception to him, the chief of which is the act dealing with the readjustment and reorganization of the customs tariff.

GEN. GUSTAVUS W. SMITH DEAD.

He Was Rebel Commander During Part of the Battle of Fair Oaks.

New York, June 25.—Gen. Gustavus W. Smith died today.

Gustavus Woodson Smith was born in Scott county, Kentucky, January 1, 1822. He was graduated at the United States military academy in 1842, appointed to the engineer corps and for the subsequent two years engaged in constructing fortifications in New London harbor, Conn. He was assistant professor of engineering in the United States military academy in 1844-46, commanded the sappers, miners and pontoniers during the siege of Vera Cruz and in the subsequent operations of the war with Mexico, and in 1847 was brevetted first lieutenant for gallant and meritorious conduct in the battle of Cerro Gordo, and captain for Contreras. He was recalled to the United States military academy as principal assistant professor of engineering in 1849, became first lieutenant in 1853, and resigned from the army the next year. He was subsequently employed in the construction of various government buildings and in the iron works of Cooper & Hewitt, Trenton, N. J. He was street commissioner of New York city in 1858-61, under Mayor Fernando Wood; and a member of the board to revise the programme of instruction at the United States military academy in 1860. He returned to Kentucky at the beginning of the civil war, entered the Confederate service, and in September, 1861, was appointed major-general. He succeeded Gen. Joseph E. Johnston in temporary command of the army of Northern Virginia on May 31, 1862, when Johnston was shot at the battle of Fair Oaks. Smith himself was disabled a short time afterward by a paralytic stroke and removed from the field. He subsequently commanded at Richmond, was in command of the state forces of Georgia in 1864-65, and was taken prisoner at Macon April 20 of the latter year. He was superintendent in charge of the Southwest iron works at Chattanooga, Tenn., in 1866-69, was insurance commissioner of the state of Kentucky in 1870-76, and since 1876 had resided in New York City.

THE DUKE OF NEMOURS DEAD.

Son of Louis Philippe, and Twice Elected a King.

Paris, June 25.—The Duke of Nemours died at Versailles today.

Louis Charles Philippe Raphael d'Orleans, Duke of Nemours, was born at Paris, October 25, 1814, and was the second son of King Louis Philippe. He received his education at the College Henri IV., and was still a child when Charles X., in accordance with ancient custom, appointed him colonel of the First regiment of Chasseurs de Cheval, at the head of which he made his entry into Paris, August 3, 1830. In February, 1831, he was elected king of the Belgians, but his father declined, on his behalf, this offer of the national congress, as he did also at a later period a similar offer of the throne of Greece. Subsequently the Duke of Nemours served with distinction in the two Belgian campaigns and in Algeria, being in 1837 promoted to the rank of lieutenant-general. Premature decease of his elder brother, the Duke of Orleans, on July 13, 1842, placed the Duke of Nemours in a position of great importance. Contrary to the traditions of the old monarchy, which were in favor of the mother of the heir presumptive being declared regent, a bill was introduced conferring the regency on the Duke of Nemours, and carried in the chamber of deputies by a large majority of 216 votes, and afterward in the peers by 163 to 14 votes. Public opinion, however, did not appear to ratify this law, which the general apprehension of danger caused to be abandoned in 1848. After the revolution of February the Duke of Nemours quitted France and joined the other members of the exiled family of Claremont, and he did not return to his native country until after the downfall of the empire in 1870. He married, April 27, 1840, Victoire Auguste-Antoinette, Duchess of Saxe-Coburg-Gotha. Before she died, November 10, 1857, she bore two sons, the detestable Comte d'Eu, who married the daughter of Emperor Dom Pedro, of Brazil, and brought about the revolution by his unpopularity, and Ferdinand, Duke of Alencon; and two daughters, the eldest of whom, Princess Marguerite of Orleans, married Prince Ladislas Czartoryski. The Duke of Nemours was exiled with the other royal princes by the republic, but was afterward permitted to return. He bore a most striking resemblance to his ancestor, King Henry IV., of jovial memory. One was almost tempted to believe, on seeing the duke, that it was the well-known statue of the king that had descended from his horse and had donned nineteenth century garments. Mean in money matters, as are all the members of the house of Orleans, the Duke of Nemours was the meanest. He was known to haggle for half an hour at a furrier's in Paris over the price of a couple of wildcat skins, which he wanted to trim the collar of his overcoat. At Bushey park, a residence near Windsor lent to him by his relative, Queen Victoria, they tell a story of how, when walking one day in the grounds, he came upon a gardener, who, while digging up a flower bed, turned up a 5-shilling piece. The duke's attention having been attracted to the spot, the man at his request showed him the coin, and after looking at it a minute his royal highness coolly pocketed the money and walked away, leaving the poor gardener staring after him with open mouth. Nor can the Duke of Nemours be be described as a very brave man, although he had held the rank of general of the French army and was the only surviving knight of that illustrous order of chivalry the order of the Holy Ghost, the jewel of which consists of a diamond dove, for on the occasion of the popular outbreak in 1848, which drove their father, King Louis Philippe, from the throne, the Duke of Nemours and his brother, the Duke of Montpensier, mindful only of their own safety, took to flight, leaving their wives and small children in the hands of the mob and exposed to a considerable amount of insult and ill-usage before being finally rescued.

Stanley Seriously Ill.

London, June 25.—The Globe says the condition of Henry M. Stanley, M. P., the well known explorer, is serious.

The Czar Has Jaundice.

St. Petersburg, June 25.—The czar is suffering from jaundice.

NOTABLE DEAD.

Charles Field Haviland, the china manufacturer, died in Paris June 12, aged 64 years.

Capt. William Mathias died at Leavenworth, Kan., Thursday, aged 73. Capt. Mathias was one of the most prominent lawyers and politicians in Kansas.

Armenia Calls for More Money.

New York, June 25.—The national Armenian relief committee has received a cablegram from its agents in Eastern Turkey as follows: "Extreme need in Diarbekir, Harpoot and adjacent regions. Funds almost exhausted; insignificant compared with the needs. Many people obliged to subsist on grass and roots. We have brought them through the winter, and must not leave them to perish. Appeal with great urgency."

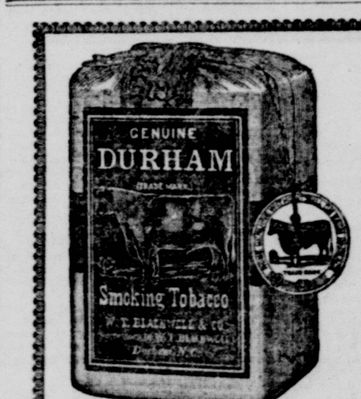
The Earthquake in Japan.

Yokohama, June 25.—It is now stated 27,000 persons were drowned and 8,000 injured in the recent tidal wave and earthquakes in the northern provinces of Japan.

"Pass Your Plate."

BattleAx PLUG

Prices of all commodities have been reduced except tobacco. "Battle Ax" is up to date. Low Price; High Grade; Delicious Flavor. For 10 cents you get almost twice as much "Battle Ax" as you do of any other high grade plug.



This is the very best Smoking Tobacco made.

Blackwell's Genuine **BULL DURHAM**

You will find one coupon inside each 2 ounce bag and two coupons inside each 4 ounce bag. Buy a bag, read the coupon and see how to get your share of $250,000 in presents.

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Bathing Suits.

Ladies' Bathing Suits, all wool, flannel, trimmed with Soutache braid, all sizes, at $2.35 and $3 each.

Misses' All-Wool Bathing Suits, neatly trimmed, at $2 each.

Children's All-Wool Bathing Suits, all sizes, at $1.50 each.

Boys' All-Wool Bathing Suits, all sizes, at 98c each.

Separate Skirts.

Fancy Braided Black Separate Skirts, extra wide, bound with velveteen and lined throughout, $3.98 each.

Black All-Wool Serge Separate Skirts, extra wide, velvet bound, lined throughout, $3.50 each.

Shirt Waists.

Fine Percale Waists, at 49c, 58c, 65c, 75c, 89c, 98c each.

Novelty Waists in large variety at $1.25, $1.50, $1.75, $1.98, $2.50 and $3 each.

Fancy Silk Waists, all sizes, at $2.95 each.

Silk Vests.

Ladies' Silk Undervests at 39c, 60c, 75c, $1, $1.50, $1.75, $2 and $2.50.

Silk Gloves.

Silk Gloves and Mitts, both tan and black, for ladies and misses, 15c, 25c, 35c, 50c, 60c, 75c, $1, $1.25, all sizes.

Novelty Belts in large variety, 1, 1½ and 2-inch, leather, silk, gold and silver new art buckles.

E. W. NEWHALL & CO.

Cor. Second Av. and Madison St.

FAILURES IN GUIANA

The Boundary Dispute Brings on a Business Panic.

HARRISON INCIDENT TRIVIAL.

Its Disavowal by President Crespo Will Dispose of It—The United States as Mediator.

Correspondence of the Associated Press.

Georgetown, British Guiana, June 8.—The financial crash which has been expected since the boundary question dropped down upon the colony on top of the sugar depression has come with full force. The British Guiana bank has been aided by the local government with £100,000 as a guarantee of the bank's liabilities, but still the $5 currency notes are being sold in many parts for less than $4. A number of merchants are in trouble in consequence of the financial unrest. The incidental reason for the crash was the disappearance of Hugh Sproston, jr., probably the most important man financially in the colony. It is said he committed suicide by drowning, but it is claimed he has simply left the colony. A run on the bank was started, and, as the notes of the British Guiana and Colonial banks constitute nearly the entire currency of the colony, the government was obliged to guarantee the notes to prevent ruin to many, as tradesmen had begun to refuse the notes. It is feared the lull which now exists will be the forerunner of a greater storm. However, as the men who have been allowed to overdraw their accounts with the bank will be forced to either pay up or sell out when the accounts are straightened out, the opinion is that there will be a great deal of selling out. No business is being done.

London, June 25.—The latest advices from Georgetown, British Guiana, are of a more reassuring nature. Although no serious trouble is anticipated, it is safe to say that the British government will not allow the arrest of Mr. Harrison to pass without notice, and it is possible a remonstrance of a most emphatic nature will be made to the government of Venezuela. A high authority upon the Venezuelan question, in an interview on the situation, expressed the opinion that, in spite of the serious aspect the dispute had once more assumed, it was not likely offensive measures partaking of the nature of war would be necessary, as it was the opinion of those best qualified to judge that the arrest of the crown surveyor was not the direct act of the government of Venezuela, but was due to the hasty and probably irresponsible act of some local agents acting under a misapprehension, and that when proper representations are made to the government at Caracas the latter will apologize.

At the foreign office and colonial office of the colony of British Guiana and at the official headquarters of the Venezuelan representatives the closest secrecy is maintained regarding the latest developments between the colony and the republic of Venezuela. The matter, however, is not looked upon as being very serious, although it is probable that both sides have sent small police forces to the frontier. The representatives of the Associated Press who have been inquiring into the matter, gather that there is no doubt that the belief prevails in official circles here that President Crespo did not order the arrest of the crown surveyor of British Guiana, and that there is considerable doubt as to which side of the Schomburgk line Mr. Harrison was surveying when arrested. There is some doubt as to when the arbitration blue book will appear.

The St. James Gazette says this morning that in dispatching a military force to protect the British surveying and road-making party near the Acaradisci the government of British Guiana has done what the situation plainly demanded, adding: "The policy of non-resistance has not been successful in settling our disputes with Venezuela. No other great power would for a moment have stood the series of attacks of Venezuelan soldiers on British officials."

Business Failures.

Cuyahoga Falls, O., June 25.—Upon the application of Erksine L. Babcock and the Akron Belting Company, J. A. Long was today appointed receiver of the Falls River Machine Company. The company has an indebtedness of $340,000, and the assets are estimated at $815,000.

Rochester Clothing Co.

NO. 805 FIRST AV., COLMAN BLOCK.

We Are Not Crying.....

For day by day our business in on the increase.

And we are rejoicing because our customers are well satisfied and each and everyone becomes our staunch supporter.

Day in and day out, from all parts of the state customers flock to our store.

Ours is truly great, because we sell goods right, ask what they are worth and nothing more. We are now holding our Clothing Sale, not caring to wait till after the 4th of July, as others do. We offer you now the biggest bargains that bargains. Call and examine our stock. You will find just what we advertise.

Rochester Clothing Co.

GOLDENSON & SONDHEIM, Proprietors.

NO. 805 FIRST AVENUE, SEATTLE. COLMAN BLOCK.

TODAY.

Straw hats, 50c; unlaundered shirts 50c each. See what we offer tomorrow.

FOURTH OF JULY FIREWORKS

WHOLESALE AND RETAIL. We have a large assortment of the best makes of fire crackers at lowest prices. Country orders filled promptly.

Japan Bazaar. 916 First Avenue.

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