

## GENERAL SICKLES REPLIES

### Defends His Position in Regard to the Pension Commissioner.

He Admits Having Written the Letters Complimentary to Mr. Evans, But Says That the Bureau Has Been Incompetently Conducted.

NEW YORK, June 26.—Gen. Daniel E. Sickles said this morning that he would make a formal answer within a short time to the statement issued yesterday by Pension Commissioner Evans, in which the Commissioner said that two years ago General Sickles was his most staunch supporter and made public two letters of the general unqualifiedly endorsing the conduct of the Pension Bureau by Mr. Evans. When asked today if the letters published were correct transcripts of the correspondence General Sickles said:

"Just at the present moment I do not want to make any lengthy statement, but I will do so later. Commissioner Evans has launched forth into a lengthy explanation of what he considers my change of heart and cites my letters to substantiate it. I did write those letters; and, further, when the Grand Army of the Republic encamped at Philadelphia in 1898, I wanted to pass sweeping resolutions commending Commissioner Evans, I was the one who opposed it. I spoke with all my energy against any such thing and I made plain my reason for so doing. I told the veterans that it was not right to condemn a man before his policy had been fully defined and before he had had a chance to demonstrate the honesty of his purpose.

"I told them I believed in the honesty of Evans and I appealed to them to suspend judgment until his future actions made plain the fact that his conduct of the office was detrimental to the interests of the old soldiers and in direct opposition to the spirit and intent of the pension laws and the theory of those who designed means of helping those who helped defend their country. Further, I told them that I would not consent to Commissioner Evans to demand his removal in the middle of his term, and, if their grievances were not remedied, they could act when his term expired.

"My words at that time were not forecasted action, and not what Commissioner Evans but the President himself thanked me for. Commissioner Evans knows full well my endorsement of 1898 was given, and if he needs must know the reason why it had been changed, I can make that very plain also.

"Since 1899 I have been on the Pension Committee of the Grand Army of the Republic, and I am in a position to know in just what manner the matter is being handled by our soldiers' friends. I have been administering. Honesty is a great watchword and a star to guide by, but when unmixd with common sense and intelligence, it develops into narrow-mindedness. Should an application for a pension be rejected because of the smallest technical error, is the welfare of the veteran and the award of a small sum to prevent possible starvation of less consequence than the minute analysis of a pension application to discover the slightest possible reason for rejecting his appeal?

"Let me repeat for Commissioner Evans' benefit that he has conducted his office honestly, but of his conduct of his office, no more can be said. When I speak of individual cases, let me refer to one that came up while I was discussing matters with him in his office one day. I asked to see some of the rejected applications and the first one showed me was from a neighbor of mine in this district. I did not know the man. I examined the papers and could find no reason on which his application could be rejected. I called the Commissioner's attention to it and he told me he had not seen the papers. I asked him who had passed on it, and he told me the medical examiner. That gentleman was sent for, and he professed total ignorance of the case, saying that he had never seen the papers. I made an emphatic protest against such action and on a review of that application, it was granted that day. That was only one case selected at random.

"I make no excuse for my position now or in 1899, and I have been consistent in my attitude. I have never been asked to do anything that I did not believe to be the stanch honesty and straightforward purpose of Commissioner Evans.

"He did not fulfill expectations, and not my word alone, but the unanimous sentiment of thousands of old soldiers who seek only justice and their deserts will bear me out in my statements that Commissioner Evans should give place to a man who will not base his administration of a department such as the Pension Bureau on honesty alone—which is not such a rare quality as might be inferred—but will add to it an intelligent appreciation of the needs of the office."

**E. V. DEBS TO LECTURE.**  
He Will Talk on Socialism in the Dakotas.

CHICAGO, June 26.—Eugene V. Debs, ex-President of the American Railway Union, and now one of the leaders of the Social Democracy, was in the city yesterday on a series of lectures on Socialism under the auspices of the Chautauqua Association.

It is understood that Mr. Debs' recent industrial success has modified many of his views.

**THE CONSTITUTION GOES OUT.**  
Taking a Party to Witness the New London Races.

NEWPORT, R. I., June 26.—The Constitution went outside this morning for a sail, but will not return to Newport tonight, her destination being New London. Mr. Duncan has a party of gentlemen on board and they go to witness the races tomorrow.

Royal Phelps Carroll and a party also left for New London on the Navaboo. The wind was very light and the boat was out of the harbor before the Constitution passed out to sea. She will probably get a strong southerly wind this afternoon.

**Passengers on the Barbahossa.**  
NEW YORK, June 26.—Among the passengers who arrived this morning per steamer Barbahossa from Bremen and Cherbourg were: Dr. A. E. Bruce, C. J. DeLong, George S. Grosveror, Dr. Leonard, Abbot Jenkins, Alan H. Reed, and Baron Van Brandt, ex-Ambassador from Germany to China.

**Killed While Viewing a Wreck.**  
PITTSBURGH, June 26.—The wreck of the Cleveland flyer at Monaca Monday is indirectly responsible for the death of Wesley G. Widenkoff, who went to the scene to view the ruins. While attempting to walk across a trestle so as to get a better view he lost his balance and fell, suffering the fracture of his skull.

**Flyer's Business College, 5th and K.**  
Business, shorthand, typewriting—\$25 a year.

**Best Lumber in America at 6 & N. Y. Ave.**  
1500 Libby & Co.

## STRIKERS ATTACK POLICE.

### Eleven Bluecoats and Twenty Rioters Injured in Rochester.

ROCHESTER, N. Y., June 26.—The anticipated trouble with the strikers came. The marching men numbered about 1,000. They clashed with the police at Mill and Commercial Streets at 9:30 o'clock, and many heads were broken.

At 10 o'clock the tide of the strikers was fired over the heads of the police. The strikers were assaulted with bricks, stones, shovels, and pieces of wood. The dispersing of the strikers then prevented serious bloodshed, for the next volley from the mob would have been directed at the police. As it was, eleven policemen and twenty strikers were injured. The policemen say the shooting was pre-empted by a shot from one of the strikers.

At 11 o'clock the tide of the strikers assembled at their hall, and soon began their march. As the column turned from Central Avenue into Mill Street, fifty laborers employed by the Rochester Gas and Electric Company in digging a trench at the junction of Commercial Street, were seen with a shout, the strikers advanced on a run, and drove the workmen from the trench. The latter sought refuge in the power house with drawn clubs upon them. The police reserves, under command of Sergeant Stein, were formed at once in a platoon of fifty across Commercial Street and, upon the order of the police, they fired into the mob. Immediately the air was filled with bricks, stones, and wood and shovels and pickaxes in the hands of the strikers were used freely.

During the melee a shot rang out and Sergeant Stein ordered the policemen to fire above the heads of the strikers. This caused the latter to scatter and the police then chased them through the streets to the City Hall Park, where they were held until 11:30 o'clock.

Previous to the clash with the police, the strikers drove away 36 men from the work on New York Central Railroad bridges on a general strike of all building and street laborers was ordered for today. Another conference was held last night at which efforts were made to reach an agreement, but the meeting resulted in failure.

**THE TROUBLE AT READING.**  
Railroad Strikers Claim Accessions to Their Ranks.

READING, Pa., June 26.—Strike leaders claim thirty more accessions to their ranks from the Reading Railroad shops here and that all the men are still firm. The company officials deny this and say that at least half dozen strikers applied for their jobs, but were told they were no longer in the employ of the company. They may be taken on later. All continues quiet.

The Mercantile Association and Board of Trade have taken the matter in hand to bring about a settlement, but this may not be successful.

**FEW DEPOSITS WITHDRAWN.**  
Officers of the Seventh National Bank of New York Confident.

NEW YORK, June 26.—There was a short line of persons, twenty-five or thirty in all, extending back from the main bank entry in the Seventh National Bank this morning at 10 o'clock, but there was nothing noteworthy in this fact, according to the bank officers, who said that the outlook for business was bright.

Both the retiring president, Mr. Kimball, and the new president, Mr. Thomas, were in the bank at the time, and while Mr. Thomas had nothing to say, Mr. Kimball talked freely and reassuringly. There were several persons in the room of officers, presumably directors or friends of the institution. Payments were made rapidly to the waiting customers, and whereas there were thirty-five in line at one time, the number was reduced to fifteen only after 10 o'clock. Most of the persons who were drawing money carried satchels.

Mr. Kimball when asked about the state of the bank's affairs today, said: "In the main the outlook is bright. There are many offers of financial assistance, but we do not need it. The run yesterday afternoon, if it could be called a run, was insignificant. There is no evidence to show that there will be any unusually large withdrawals. I have already turned over the office of president to Mr. Thomas."

Mr. Thomas had nothing to say about the situation and thought that he would have nothing to say later in the day. He left the bank early in the morning and was seen walking out arm in arm with Edwin Gould.

It was learned that the persons who had obtained money from the bank by over-certification had good balances this morning. A director announced that up to 10:30 o'clock only \$200 had been paid out and that the men who had taken out money were only small depositors whose appearance at the bank had been more or less expected.

**A TREASURER MISSING.**  
Forged Notes Aggregating \$20,000 Discovered by an Ohio Company.

CINCINNATI, Ohio, June 26.—A man aggregating \$20,000 have been discovered by the Akron Varnish Company. J. H. McCrum, treasurer of the company, has been missing for a week, and is supposed to be en route to South America. It was supposed that his notes were stolen from the only shortage discovered being an overdraft of \$4,500.

Letters have been received from the different banks with which the company has accounts showing that forged notes to the amount stated are out. Action has been begun by creditors, asking that the property of the company be sold, and the proceeds applied to the payment of debts. It is believed that McCrum had \$30,000 when he left here. No effort will be made to apprehend him.

**THE ORIGIN OF VERTEBRATES.**  
A Dartmouth Professor to Conduct Investigations in Europe.

HANOVER, N. H., June 26.—Dr. William Patten, professor of zoology in Dartmouth College, will leave next month to conduct extensive investigations in the British Isles in connection with his work on the origin of vertebrates.

He will sail on July 17 and will first visit the more important museums in England, Scotland, and Germany. He will then go to the island of Gotland, in the Baltic Sea, where he will remain some three months. With the aid of the United States Geological Survey he will collect specimens of the most primitive and oldest known of fossil fishes. The rest of the winter will be passed in St. Petersburg and Moscow.

## THE INDIANA TRAIN WRECK

### Fourteen Persons Killed and at Least Thirty Injured.

A Westbound Passenger on the Washburn Runs into a Washout at Cass—A Partial List of the Victims of the Disaster—Many Women Hurt.

PERU, Ind., June 26.—Fourteen persons were killed and at least thirty injured, most of the latter seriously, in the wreck of the westbound passenger train No. 3, on the Washburn Railroad, at 12:30 o'clock this morning. The train ran into a washout at Cass, a station fifteen miles west of Logansport. The first four cars, one of which was the smoker, were demolished, and three sleepers in the rear were badly damaged.

A large number of the killed and injured were members of a party of immigrants en route for Salt Lake City. The following dead have been identified: Miss FANNIE PULHINE, New York; E. J. PLOUGH, express messenger. The remainder of the dead were Italian immigrants, whose names cannot yet be ascertained.

The injured so far as known are: — Adams, engineer, leg broken. — Brownly, conductor, leg broken. — Williams Brode, Angola, Ind., slightly bruised. — Butler, Fremont, Ind., slightly bruised. — John Cruise, New York city, head and body lacerated. — Mrs. John Cruise, arms and body crushed, will die.

Mrs. William Cotton, St. Louis, bruised and suffering from shock. E. P. Clough, Toledo, back and shoulder crushed. — John Derrinns, Pittsburg, internal injuries. — John Ickes, New York, head crushed. — Anna Juiler, St. Louis, head badly bruised. — Herbert Menger, Hillsdale, Mich., bruised. — George S. Miller, Alton, Ill., leg hurt. — John O'Mara, Denver right leg crushed. — Joseph Pozze, Trinidad, Col., head lacerated. — Nicola Palasni, laborer, shoulder and head bruised. — Clark Taylor, Logansport, Ind., hurt on head and body, will die.

G. A. Thompson, Little Rock, Ark., bruised on head. — J. B. Wood, Logansport, bruised. — John Wilkie, Lafayette, Ind., arm and shoulder broken. — Rev. Father Walsh, Logansport, right foot crushed. — John F. Williamson, newshy, Bowling Green, Ohio, both arms and both legs broken. — Immediately upon receipt of the news of the accident, a relief train was sent out from here with all the available physicians. It returned with the injured passengers at 4 o'clock this morning. Half of them are women. They were at once removed to the hospital of the Washburn Railroad, and a corps of physicians is now in attendance.

Three Italians, a man and two children, died while being taken from the wreck. Little attention was paid to the dead by the crew of the relief train. The bodies of those who had been killed were placed on a bank near the wreckage while every effort was directed toward rescuing the injured from the debris.

The wrecked train was due here at 10:35 o'clock last night, but left Peru one hour behind time. Logansport was the next scheduled stopping place and between Peru and that city is a straight stretch of track, practically without a grade, over which trains are accustomed to run very fast. Within a little over an hour after the westbound flyer pulled out of the Union Station here, word of the disaster reached the local railway telegraph office.

General Shafter today notified the War Department that the transport Hancock sailed yesterday for Manila with General Corbin, Westcott and Steuber, colonel of the 10th Infantry, and Lieutenant Colonel Johnston, Adjutant General's Department; Major Griswold, surgeon, Second Battalion Engineers; 11 officers, 402 enlisted men, 6 Hospital Corps men.

**NO NEWS FROM SCHILTHEERS.**  
The Escaped Marine Keeps His Whereabouts a Secret.

Up to a late hour this afternoon nothing had been heard of the missing barracks of the whereabouts of Frederick E. Schiltheers, the marine who crested so much excitement near the corner of Eighth and G Streets southeast about 1:30 o'clock yesterday afternoon, when he was shot and disappeared on a west-bound Anaostota car. It is said that the motorman and conductor may be called to account by the officers of the company for failing to take notice of the signals of the uniformed men to stop the car.

Schiltheers is 21 years of age, 5 feet, 9½ inches in height, weighs 150 pounds, has ruddy complexion, light brown hair, blue eyes, and a scar on the right cheek. When he made his escape he wore a straw hat and dark salt and pepper coat. He enlisted in Baltimore, March 20, 1899, for five years. At that time he was a clerk and resided at 200 North Avenue, Baltimore. He was discharged in 1900 and left the excitement in the service that he had anticipated, he is claimed, deserted, and although he was several times apprehended by the Baltimore police he has been able, it is said, to satisfy the fact that he was not the man wanted and has been released.

Yesterday he was taken into custody and brought to this city. He was turned over to the custody of the Marine Corps, who paid the customary \$30 for his capture. As Sergeant Milheiser was leading the prisoner to the guardhouse Schiltheers suddenly struck the officer a severe blow in the face and made a dash for liberty. He will be confined to the eighth Street guard, and running to the corner of G Street, boarded a car of the Anaostota and Potomac River line. By this time about a hundred marines were in pursuit, waving frantically for the car to stop. The motorman apparently did not realize what the men in uniform wanted and did not halt. Schiltheers is said to have left the car at the corner of Eleventh Street and Massachusetts Avenue northwest.

**Get Ahead of the Crowd.**  
Now is the time to complete all your arrangements for your summer outing. After the Fourth of July and the start of the hot weather, it is difficult to get away. The towns on the Southern Railway between Washington and Elburn are within easy reach of Washington and will make a delightful summer home. Excursion tickets are now on sale.

**Clear Doors.** 1½ inches thick, \$1.00. Painted doors also \$1. Libby & Co.

**Best Shingles,** only \$4.50 per 1,000. In 25 lb. bags. Libby & Co.

## MRS. MCKINLEY GOES DRIVING.

### She Takes Her First Outing Since Her Return From the West.

For the first time since her return from San Francisco nearly two weeks ago, Mrs. McKinley was able to go outside of the White House today and took a drive with the President.

She had been looking forward to an outing of this kind for several days and enjoyed the ride very much. Last week Dr. Rixey informed her that she could go out within a few days, and she was from that time expecting. Mrs. McKinley was feeling in good spirits today and looked much better than she did the day she returned to Washington. She has been steadily gaining in strength for the past two weeks and for several days past has been able to visit the President at the family dining table.

The detour from the White House this morning was made from the south side of the building instead of from the main door on the north side in order to avoid the gaze of curious spectators. Mrs. McKinley was accompanied by the President and Dr. Rixey, who accompanied her on the drive. She rode behind the team of spirited bay horses which the President purchased last spring. The drive was through the principal residence of the north-west and out to the country. It was fifty minutes before she returned to the Mansion. She stood the ride very well and felt refreshed when she returned to the White House. Mrs. McKinley will take a drive every day from now on until she leaves for Canton, in about ten days or two weeks.

**MR. DAVEY ON THE TARIFF.**  
He Discusses Revision and the Presidential Campaign of 1904.

Representative Davey of Louisiana is at the Riggs House for a few days. He is here to attend some matters before the departments for his constituents. Mr. Davey is a close observer of the tariff and is in touch with all the movements in the political world. "So far as I am able to judge," said he, "this morning, the next Congress will do nothing with the tariff. Of course, it is not improbable that some Republicans will introduce separate tariff bills, bills to amend certain schedules of the Dingley act, and such bills will be referred to the tariff commission. The purpose of such measures, however, has a strict bearing on home consumption. I feel confident the Republicans will attempt no tariff legislation beyond the introduction of personal tariffs in the effect they may have in certain Congressional districts."

Referring to the proposition to nominate a Southern man for President or Vice President, Representative Davey said that he had no objection to a Republican party could at this time tell anything about the personnel of the Presidential tickets to be nominated in 1904. It was too far in advance, he declared, for him to speculate to have any value whatever.

**AFTER AN APPOINTMENT.**  
Representative Livingston Wants a Place for Georgia on the Staff.

Representative Livingston of Georgia said the President again today in the interest of B. F. Anderson who is a candidate for appointment as Superintendent and Warden of the New Federal Penitentiary at Atlanta. Mr. Anderson is at present in the city of New York, Ga., and has been strongly endorsed for the position, but there are several other candidates in the field. The office is considered an important one as a carrier of the mail, and a complete staff of officers, guards, and attendants.

The President has the appointment of the warden, the chaplain, and several of the more important officials. The prison is now nearly completed and ready to be opened to the Government. Attorney General Knox had a conference with the President late this afternoon on the matter, and it is expected that the appointment will be made within a few days.

**GENERAL CORBIN SAILS.**  
The Transport Hancock, With Military Officers Aboard, Off for Manila.

General Shafter today notified the War Department that the transport Hancock sailed yesterday for Manila with General Corbin, Westcott and Steuber, colonel of the 10th Infantry, and Lieutenant Colonel Johnston, Adjutant General's Department; Major Griswold, surgeon, Second Battalion Engineers; 11 officers, 402 enlisted men, 6 Hospital Corps men.

**TRAGEDY AT A CONVICT CAMP.**  
Four Men Killed in a Quarrel Over Cards.

MEMPHIS, Tenn., June 26.—News reached here today from the Louisiana State Convict Farm at Angola, La., of a quadruple killing among the officials of the camp.

Two sons of State Senator J. R. Nesbitt, of Baton Rouge, were killed outright along with two others whose names cannot be learned. Gelme, a guard, is charged with killing the men. He was escaped. The wholesale killing was the result of a quarrel at the camp headquarters over a card game.

**Naval Commissions Signed.**  
The President today signed the following commissions of officers in the navy: Harry McL. P. Huse, to be a Lieutenant commander; Eugene E. Bissoz, to be a Lieutenant; Ralph Earle, to be a Lieutenant, junior grade; Roger T. Atkinson, to be an assistant surgeon, with the rank of lieutenant, junior grade; Alfred W. Balch, to be an assistant surgeon, with the rank of lieutenant, junior grade; William H. Bucher, to be a passed assistant surgeon, with rank of lieutenant, junior grade; William D. Grotham, to be a gunner.

**The Treasury Statement.**  
The receipts of the Government today, according to the Treasury statement, reached the sum of \$1,182,872.26, and consisted of customs, \$1,098,212.51; internal revenue, \$1,011,221.29; miscellaneous, \$83,228.00. The expenditures amounted to \$1,725,000, leaving a balance of receipts over expenditures amounting to \$497,872.26.

**America's Fattest Woman Dead.**  
BARABOO, Wis., June 26.—Carrie Brown, said to be the fattest woman in this country, died at Calcedonia yesterday aged 22 years. She weighed 650 pounds and was five feet 10½ inches in height. Her death was caused by heat.

**Killed by a Quick-Firing Gun.**  
LONDON, June 26.—The breach block of a 12-pound quick-firing gun was blown out at Newport, the church of the Isle of Wight, today, killing two men instantly.

**Rustic Weather Boarding,** \$1.50 per 100 sq. ft. and up at 6th and N. Y. ave. n. v.

## A STEAMER ON THE ROCKS

### British Liner Lusitania Wrecked Near Seal Cove, N. F.

An Indescribable Panic Among the 500 Passengers—Women and Children Trapped Upon Twenty Persons Believed to Have Drowned.

ST. JOHNS, Newfoundland, June 26.—Enveloped in thick fog, the British steamship Lusitania, of the Elder- Dempster line, bound from Liverpool to Montreal, with 2,000 tons of cargo and 500 passengers, was wrecked near Seal Cove, on the Ferryland Shore, twenty miles above Cape Race, some time during last night. The cause of the disaster is inexplicable at this time, but it is presumed that the captain thought himself well south of Cape Race, and in open water.

The ship struck the rocks before her speed could be reduced. Half-clad passengers, who had been thrown from their berths, rushed madly to the deck and tried to lower the lifeboats. Some Frenchmen in their frenzy drew knives upon the officers. The panic soon became indescribable, and order was only restored by the officers drawing their revolvers.

In the meantime, the ship was pounding on the rocks, and the seas were breaking over her broadside. A babble of tongues added to the confusion. Women and children were thrown down and trampled upon. The crew drove cowardly men from the boats with handspikes and the women and children were first landed. They were hauled up the cliffs by the fisherfolk who had gathered at the scene.

So great was the confusion that one boatload of passengers got lost in the fog and it is feared that the twenty people aboard have been drowned. The crew are still on the wrecked steamship and she is partly under water. The salvaging of the cargo has been undertaken by the coast folk. It is not likely that the ship can be refloated.

The scene of the wreck is eight miles from a point where there is telegraphic communication. The roads are bad and details are hard to get. The Lusitania belongs to the Elder-Dempster Company of London, which is one of the largest shipping concerns in the world. It is a vessel running from Liverpool to African ports and to the United States. The ship is engaged in the cotton trade. Its ships which ply between Liverpool and Montreal carry mail.

The firm has no agents in this city, but shipping men said it was not at all surprising that an accident of this kind should happen near the Newfoundland banks at this season of the year when a dense fog prevails. The wrecking steamer Favorlite, Ingraham, Glouce, and Algine have left for the scene. It is expected some of them will return by tonight with the passengers.

**FIRE BY A THUNDERBOLT.**  
Chicago's College of Physicians Practically Destroyed.

CHICAGO, June 26.—The College of Physicians and Surgeons, one of the historic buildings of the West Side, was practically destroyed last night by a fire which was started by a bolt of lightning. Scenes of the wildest confusion accompanied the burning of the building. Adjoining it was the West Side Hospital. As the floors of the college building began falling, it became evident that the walls might soon collapse and thus endanger the lives of 300 patients in the hospital. In the building remained the patients in the institution were carried out on stretchers and blankets and taken to the County Hospital where they were cared for during the night. The inmates of the place became panic-stricken and those who were unable to stand made their way into the halls. Some of the more active ones crawled down to the main floor and out into the rain. These were taken in charge by citizens and led to the County Hospital.

The building was struck during the severe thunderstorm which began at 11 o'clock. A bolt of lightning hit the top of the structure with such force that portions of the roof were hurled into the air and the top floor was immediately enveloped in flames. Mr. White, the curator, his wife and their child, and the assistant were in the college at the time and they were stunned by the electrical bolt.

**FLAMES IN A FACTORY.**  
Narrow Escape of a Philadelphia Oilcloth Plant.

PHILADELPHIA, June 26.—The mammoth oil cloth factory of Thomas Potter, Sons & Co., at Second and Venango Streets, caught fire early this morning and considerable headway had been made by the flames before an alarm was sent in. The great plant was threatened with destruction by the fire. The fire was finally extinguished. Its origin is unknown. Several hundred men are employed at the factory, some of whom will be laid off until repairs are completed.

**THE DISASTER AT PATERSON.**  
An Italian Fined for Having Explosives in the Rittenburg Store.

PATERSON, N. J., June 26.—Marlonio Polario, the Italian who conducted the fruit stand in the store adjoining the Rittenburg establishment, which was blown up on Friday last with great loss of life was in the Recorder's office this morning, having been arrested on complaint of the fire chief, charged with having a quantity of high explosives in the store at the time of the fire. These were taken out by the firemen and removed to their house and later destroyed.

This is the first arrest under the new ordinance to suppress the use of dynamite in this city. The recorder told Polario that such men as he were accountable for the loss of seven lives in the city last week and then fined him \$50.

**POSTOFFICES SWEEP AWAY.**  
Official Reports Received From Two Towns in the Flood District.

The Postoffice Department has received a despatch from the Postmaster at Cedar Bluff, Va., saying that the money order books, forms, blanks, and stamps, together with transit mail from Paint Lick, Va., were swept away by the flood. Cedar Bluff is on the Clinch Valley Division of the Norfolk and Western Railroad, in Tazewell county. The postmaster at Ennis, W. Va., also reported his office swept away.

The first action of the Postoffice Department in furnishing emergency mail service into the flooded district was taken yesterday afternoon, when the Assistant Postmaster General Bullenberger authorized the establishment of a special service to Duhring, by way of Bramwell and Freeman.

**Charged With Raising a Bill.**  
NORFOLK, Va., June 26.—William A. Druen, arrested at Newport News on a charge of raising a one-dollar bill to \$10, was admitted to bail in the sum of \$1,000 by United States Commissioner Bowen here yesterday.

**A Watchman Found Dead.**  
FAIRMONT, W. Va., June 26.—Frank One, a Baltimore and Ohio watchman, was found dead about two miles west of this city yesterday morning lying across the railroad track, having been killed during the night by a train. He had been attending a wedding at Burrowsville, and it is thought he sat down on the track and went to sleep on his return home.

Mr. Smith at His Desk Again.

## MINISTERS CHANGE FRONT

### Property of Guilty Chinese Officials Not to Be Confiscated.

Suspicion of Decision Regarding the Possessions of Kang-yi—The Southern Provinces Will Have to Pay a Large Part of the Indemnity.

PEKIN, June 26.—Considerable dissatisfaction has arisen because of the change in front of the ministers in the matter of confiscation of the property of those Chinese officials found guilty of abetting the recent Boxer revolution. The representatives of the Powers originally proposed to take over all the property of the guilty officials, but this plan seems to have been abandoned, with one or two exceptions. The property of the Grand Secretary, Hsu Tung, being in that part of the legation quarters occupied by the Belgians, has already been confiscated. The property of Kang-yi is in the British section, and Sir Claude MacDonald, the former British Minister, decided that it should certainly be confiscated. Sir Ernest Satow, the present British Minister, has decided, however, to transfer the property to the Chinese authorities, who will decide to confiscate it themselves. This proposal is said to be merely a blind and it is believed that Kang-yi will not lose his possessions.

The missionaries had applied to General Barrow for his consent to secure the property in question, but now they must present their petition to the Chinese Government, and it will probably be ignored. Naturally, those responsible for the recent uprising and its attendant outrages should be made to suffer the most, but in reality the peaceful southern provinces will be compelled to pay a large portion of the indemnity, while the notorious leaders in Pekin will be permitted to escape the fullest punishment for their treachery. The Chinese themselves expected that the property of those whose names were placed upon the black list by the foreign ministers would certainly be confiscated. Now they express the greatest surprise, and considerable dissatisfaction, at the decision of the ministers which allows the offenders to escape without just penalties.

**THE GOVERNMENT WINS.**  
A Parliamentary By-Election Goes Against the Boers.

LONDON, June 26.—The Parliamentary by-election held in the Stratford-on-Avon Constituency today was contested entirely on the Boer war issue. Mr. Carter, the Government candidate, was elected by a majority of 1,738 votes.

**TRIALS OF THE TURBINE.**  
Experts Interested in the Test of the Steamer King Edward.

LONDON, June 26.—Shipping experts were gathered in the dock for the testing trials on the Clyde of the Turbine steamer King Edward. The Cunard Steamship Company has decided to order turbines to be placed on its trans-Atlantic boats if they prove satisfactory. The company is sending a number of experts to watch the trials.

**BALDWIN'S POLAR EXPEDITION.**  
The Explorer to Start on His Trip Northward Tomorrow.

LONDON, June 26.—Evelyn Baldwin, the American explorer, will leave London tonight for Dundee and will start northward tomorrow. He will meet the chartered supply ship Fridthjof at Tromsø and then go to various points on the White Sea and embark 400 dogs. Mr. Baldwin will afterward go to Franz Josef land on a hunting expedition until his ship America joins the Fridthjof.

**AN AUTOMATIC LOOM.**  
Londoners Told of a Labor-Saving American Invention.

LONDON, June 26.—At a meeting of the Chamber of Commerce yesterday, Mr. Holm, the secretary, announced that an automatic loom is being perfected in America which is likely completely to revolutionize the weaving machinery of the world. With this invention one man could attend to twenty-four looms, he said.

**A RAILWAY LINE REPAIRED.**  
The Norfolk and Western Reopens the Clinch Valley Division.

NEW YORK, June 26.—Mr. Ellis, the Eastern passenger agent of the Norfolk and Western Railway Company, has received the following telegram: "The Clinch Valley division, between Bluefield and Norton, on our line, is open for business. The Pocahontas division, via Bluefield, is not open for the present."

**OFFICIAL REPORTS RECEIVED FROM TWO TOWNS IN THE FLOOD DISTRICT.**  
The Postoffice Department has received a despatch from the Postmaster at Cedar Bluff, Va., saying that the money order books, forms, blanks, and stamps, together with transit mail from Paint Lick, Va., were swept away by the flood. Cedar Bluff is on the Clinch Valley Division of the Norfolk and Western Railroad, in Tazewell county. The postmaster at Ennis, W. Va., also reported his office swept away.

**FLAMES IN A FACTORY.**  
Narrow Escape of a Philadelphia Oilcloth Plant.

PHILADELPHIA, June 26.—The mammoth oil cloth factory of Thomas Potter, Sons & Co., at Second and Venango