

asunder. Without a moment of hesitation Gielow volunteered to dive in the hull and shut off the steam. Diving through the submerged boiler room he reached the valves and shut off the steam, coming out half suffocated.

The San Rafael was the fastest ferry boat on the coast. She was built in New York and shipped across the continent in pieces, arriving on this coast in 1877.

James S. McCue, the well-known horseman and old-time circus man, lives at 607 Main street. He was probably about the most seriously injured of the survivors. He was in the restaurant of the San Rafael at the time of the collision, and was thrown across the room with considerable violence.

Recent events, however, are the only topic of conversation. Many liberals allude to the "liberal" turn of events in the city, but it is generally known that a split a few months ago in the liberal headquarters at Chorrera over a question of precedence and seniority of rank between himself and General Domingo Diaz, Ferras refused to recognize the authority of General Diaz as civil and military chief of the liberal army.

The vicinity of Chorrera (where the liberals had their headquarters before the attack on Colon) is the scene of the insurgent campaigns, as cattle and other food requisites are plentiful there. A few dead bodies still remain along the railroad line, but the best of them are being buried.

The British cruiser Tribune sailed from Colon this afternoon for Bocas del Torro, sixty miles west of Colon, where it is rumored the liberal forces are rising, being ignorant of the news of the capture of the Colombian gumbot General Diaz in the United Fruit company's steamer Surire, communication between Colon and Bocas del Torro is interrupted.

ONLY THE HUSBAND SAVED. Family, With One Exception, Sarned to Death. Altoona, Pa., Dec. 2.—Five persons, a mother and her four children, were burned to death at Gwyn station on the Woposkoop railroad, three miles north of this city, yesterday afternoon. The husband escaped with severe injuries.

Mrs. Mary C. Burke, 47 years old, Adam G. Burke, 16, Mary L. Burke, 12, Joanna Burke, 11, Joseph Victor Burke, 8 years, Carl W. Burke, the husband, is seriously burned about the back.

REPUSE FOR STOCKMEN. Secretary Wilson Opposed to Federal Commissioner Plan. Chicago, Dec. 1.—Livestock men need expect no assistance from Secretary Wilson in their plan to have congress create a federal livestock commissioner to rank as second assistant secretary of agriculture.

BABE PUT ON TRAY. Ceremonies Following Birth of Spanish Prince. Madrid, Dec. 1.—When the princess of the Asturias, sister of the king, who was married Feb. 14, 1901, to Prince Charles of Bourbon, gave birth to her son Saturday, the queen regent, the Infanta Isabella and all the ministers were present at the palace.

No Switchmen's Strike. Pittsburgh, Dec. 1.—Reports from the managers and officials of the different roads affected by the switchmen's strike assert this evening that they have the situation well in hand, and that new men have been put on the strikers' places are now working to good advantage.

Miss Passy's Bad Break. (Boston Journal.) "I have been interested in the woman suffrage movement," said Miss Passy, proudly, "from its infancy."

Case of Deep Cruelty. (Chicago Record-Herald.) A New York woman who got married to a widower two months ago has run away, deserting her helpless step-children. How could she be so cruel?

MONIE EASY IN BERLIN

Market Shows Better Tone and Increased Strength. COMMENT OF FINANCIERS CONDEMNNS SUBTREASURIES RAILROADS NOT TO BLAME

REVIEWS SAY IMPROVEMENT IS NOT JUSTIFIED. ARGUES BANKS SHOULD HOLD THE PUBLIC FUNDS. SMELTER TRUST'S PROFIT ON FREIGHT CHARGE.

Berlin, Dec. 1.—Increased confidence and further gains were noticeable on the bourse during the last week. It was the best week in many months, all departments scoring advances.

The German financial reviews explain the improvements on the bourse in various ways. They all agree, however, that the domestic and industrial situation does not warrant this improvement. Among the causes named as responsible for the weeks amelioration is the great abundance of money, the forthcoming flotation of numerous domestic, foreign and state loans.

The reports from the United States exercise an especially strong influence on the market. The Overseas Courier says these reports constituted the market's chief impulse, and points to the excessive optimism shown by German speculators, saying it is a fact that Germany has been overvalued since the recent improvement have been more than United States steel.

GLOOM IN ENGLAND. Conditions Are Bad and No Better Are Expected. London, Dec. 1.—During the past week the stock exchange has been anything but a cheerful resort. Money has been decidedly tight, forcing borrowers to have recourse to the bank.

Another Story of the Trials of the Young Physician. (New York Times.) Dr. William Wilberforce Baldwin, the American physician who was consulted by the late Queen Victoria and been consulted by the pope and a host of other folk only a little less famous, likes to tell how he was received by his first high honor, which he can arrange, and fresh from hard study in Germany, he had opened an office in Florence, Italy.

Thought Him an Infant. (Chicago Post.) "Good Lord! What an infant!" "Yes."

Getting a Regular Thing. (Chicago Post.) "Most remarkable," he commented as he looked over his paper, "that it began to move, and went over it again. Truly astonishing!" he added.

Good Bread is just as necessary as good air. Use BOWLE BREAD. Bismarck Alleys.

MANHOOD RESTORED. (Chicago Post.) "I feel like a new man," said a man who had been suffering from a long illness, "and I am sure that I can do anything now."

Not Quite Sure. (Cleveland Plain Dealer.) Messenger Boy—Is this Mr. Ernest Thompson, or Mr. Ernest Thompson-Teton, or Mr. Simpson-Teton, or Mr. Ernest Thompson-Teton?

THE OLD PONY EXPRESS. Bronchos Carried Lincoln's Inaugural Address 2,000 Miles in 7 Days.

THE MEN WERE TALKING OF THE CROSS-CONTINENT RECORD MADE BY THE AUSTRALIAN MAIL. THE OLD INDIAN FIGHTER TWISTED HIS MUSTACHE THOUGHTFULLY.

"There's something very fine about a race like that," he said. "I never get used to our fast trains. They are awfully things, but they take you right to them. But when you want exciting stories of Pacific mail you must get hold of someone who knew the pony express. There was a mail service for

"Don't know much about it? Well I suppose not. It didn't last very long, and down east here you forget everything except your family pedigrees. The Indian troubles never seemed real to New Yorkers. They couldn't believe in an Indian massacre later than the French and Indian war. They heard about the Indian fighting out west, but they didn't take it seriously. We did. Good Lord, it was serious enough."

"The old man lapsed into silence and sat staring into the past, with a deep frown between his brows. "But you know that pony express?" someone asked.

"Oh, yes; the pony express. You men aren't so young, but I dare say you were too young to know anything about those days, save what you read in the newspapers. I was in the midst of things. That makes a difference. I've picked up pony messengers where they fell with wounds all over them and their scalps missing."

"There was another long silence. No one liked to ask questions. The old fighter objects to being prodded. He will tell his story in his own way, if he tells it at all. If he doesn't care to talk, it is no use questioning him. It will stir him to reminiscence. So the other men waited, and finally the major went on:

"The overland stage carried the mail and express. Everybody knows a good deal about the Overland's history. It ran from St. Joe to Sacramento and covered the 2,000 miles in twenty-five days.

"I've made the trip and I got more for my money than I did when I came from San Francisco last winter on the fast mail. The stations were from five to ten miles apart, according to the ground, and we drove like Jehu day and night.

"The driver didn't even leave his seat at the stations. Horses were ready, the change was made like lightning and on we went. There were whippersnappers, heavily armed, who helped guard the coach and lashed the horses on top speed.

"I took steady nerves to enjoy that traveling. There was danger at every turn—hostile Indians, desperado road agents, bad roads, swollen streams, blizzards. I've seen all that was left of a stage and its load after the Indians had swarmed down on it. To this day the very sight of an Indian makes me see red. The road agents robbed the coach, and perhaps the driver and the passengers were killed in the mix-up, but they usually left the passengers unharmed.

"The stage drivers had enough to try their nerves, but the pony messengers had even a harder proposition. They had need of faster mail and express service. The Overland was too slow.

"So the pony express was organized for the carrying of valuable light express, money and special letters, and it followed the time record to eight days. In the case of the Overland's inaugural address was put through in seven days and seventeen hours. When it was a horseback rider, it means 2,000 miles in only a few days. The worst sort of country with obstacles of every kind to bar the way, it looks a good deal like a miracle, even from this distance.

"There were 200 stations on the route, and 100 riders in the service. 600 other men were employed at the stations. The horses used were bronchos, and every rider had to be a horseman, and the finest sort of broncho busting was the least of the strains upon his nerve.

"The broncho was led into the yard, blindfolded. A big Mexican saddle was thrown on his back, and pockets for the mail and express, was strapped on him. Only twenty-five pounds of matter was carried and the rates were high—\$15 for every letter and \$25 for every package.

"When the mail was in the pockets the rider sprang into the saddle, the bandage was jerked off the horse's eyes, and for a few minutes there was a lively bucking scene. Then the broncho was led to a dead run, and he kept that up until he reached the first station, where the rider sprang on a fresh horse and tore along.

"The runs were only about ten or twelve miles, but a horse always reached the station hot and exhausted. The riders knew what a horse could stand and ran each one to his limit, husbanding his strength to make him last the distance.

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