

NEWS SUMMARY

George Z. Work, long a leading wholesale tailor of Chicago, died suddenly Friday night of heart failure, while riding on an electric car.

Whitelaw Reid, the American ambassador, presented D. Ogden Mills of New York and San Francisco to King Edward Friday at Buckingham palace.

Eugene F. Bert, lawyer and president of the Pacific Coast Baseball league, who shot himself ten days ago, is improving. He will, it is now believed, recover.

Marion Williams, the widely-known "Middle of the Road" Populist, died at Austin, Texas, Sunday, in the insane asylum, where he had been confined for several years.

By a vote of five to one the striking woodworkers of Chicago have refused to abandon the fight against fourteen store and bar fixtures factories for an increase in wages.

H. Vanderhorst, secretary of the Brooklyn baseball club, died Friday from heart failure due to aneurism of the aorta. He was born fifty-four years ago in Baltimore.

Dr. Juan Pablo Rojas Paul, former president of Venezuela, died Monday. He was born in 1848. Dr. Rojas Paul was president of Venezuela from February 20, 1888, to February 20, 1890.

Fire destroyed the Arkansas Democrat company's three-story building and printing plant at Little Rock, causing a loss of \$180,000. Dan D. Taylor, a sterdyster, was burned to death.

Mrs. Harry Norton was arrested at Shawnee, Okla., Thursday for the murder of Mrs. Kate James, near Weatherford, Okla., on July 8, and within an hour committed suicide by taking poison.

The Norwegian Government has proposed to the Storting the holding of a referendum on the dissolution of the union with Sweden. The proposal was referred to a special committee.

Bigler Johnson was hanged Tuesday at Towanda, Pa. The crime for which he was hanged was the murder of his wife, Margaret Johnson, from whom he had separated, and her niece, Annie Benjamin.

Miss Nellie V. Walker of Chicago has been commissioned to execute a \$50,000 monument to the memory of the late W. S. Stratton of Colorado Springs, owner of the famous Independence mine.

Governor Beckham of Kentucky has honored a requisition of the governor of California for W. H. Buchanan, under arrest in Louisville and wanted in Redlands county, California, on a charge of forgery.

Joseph Myer, aged 60, a pawnbroker of Detroit, was killed Friday night by thieves, who caught him alone in his office. The thieves got away with about \$600 in money and perhaps \$4,000 worth of diamonds.

The bodies of the negroes have been recovered from the oil fire in the Humboldt. The loss is now estimated at \$275,000 in oil and tank damage. The fire is still burning, but is confined to an area of 100 acres in extent.

Sentence has been passed in the case of former Marquis Francis MacNutt, the wealthy American, who was papal chamberlain of the Cloak and Sword at Rome, until deprived of his title and office on the charge of disorderly conduct. MacNutt is condemned to three months' imprisonment "with provisory liberty."

A cable received announces the death in Seoul, Korea, Wednesday, of Arthur S. Dixey, private secretary to United States Minister Morgan. He was graduated from Harvard with the class of 1902, and was a native of Boston.

Thirteen Chinamen who were smuggled across the border of Texas were discovered in a Santa Fe box car with provisions for a journey to Los Angeles. They were placed under arrest by immigration officers and are being held for trial.

Samuel Harper, father of President Harper of the University of Chicago, died Tuesday, aged 87 years. He recently came to Chicago on a visit from his home in the east, and contracted a severe cold, which resulted in his death.

Sir Anthony McDonald, under secretary of the Lord of Ireland, has recovered from the severe operation performed on him, but owing to the state of his health, it is believed that he has decided to resign his position in the autumn.

Clem Bleker, a wife beater of Portland, was Thursday subjected to ten lashes under the recently enacted law providing for the thrashing of wife-beaters. Bleker tried his best to be brave, but the last few blows from the whip caused him to cry out in agony.

Engineer Thompson and Fireman Taylor were killed in a wreck of west-bound passenger train No. 19 on the Galveston, Harrisburg & San Antonio railway, fifteen miles east of Sanderston, Tex., caused by spreading of rails. The spikes, it is reported, had been pulled.

SIXTY LIVES LOST BY THE EXPLOSION OF BOILERS OF GUNBOAT BENNINGTON

They buried the gunboat Bennington's dead at San Diego Sunday—forty-seven of them—in a common grave in the little military burying ground on the promontory of Point Loma.

All about them lie those who died in the nation's service in more trying times. Gravestones, yellow with age, bear the names of men who died at Monterey, in the Mexican war; others who gave up their life in the conquest of California, who followed Commo-



Commander Young.

mander Lucien Young and Surgeon F. E. Peck were on shore. The two officers, as soon as they learned of the disaster, hurried to the water front, where Commander Young immediately took charge.

On board the Bennington were presented terrible scenes. The force of the explosion had torn a great hole in the starboard side of the ship, and the vessel was already commencing to list. A section of the upper deck was carried away from stem to stern.

Blood and wreckage were distributed over the entire ship, the after cabin and the vicinity of the ship adjoined and the exploded boiler resembling a charnel house. Over it all hung the great cloud of white smoke, which drifted slowly toward the Coronado shore.

Commander Lucien Young said: "As to the cause of the explosion I cannot say anything, because I do not know. What I do know is that the damage was caused by an exploding boiler or boilers. The crown sheet of boiler B collapsed and the boiler head blew out, breaking through the steel bulkhead separating it from boiler D, the other main port boiler immediately aft. Boiler D was forced back, the crown sheet collapsing and breaking down the steel bulkhead separating it from the fore room. Every one in the fore room at the time was killed. Three bodies are now pinned down by the collapsed crown sheet of boiler D and four more by the burst bulkhead. These bodies we are now trying to release. One of the bodies is wedged in such shape that it may be necessary to dismember it in order to take it out."

The men who were injured say that it has been the talk of the ship for at least six months that the boilers were defective. Many of them had

feared for a long time that just such an accident would happen. One of the men said that a year ago last February, while the ship was at Magdalena bay, the engineer of the cruiser New York was sent for to inspect the boilers, and he reported that they were in good condition. While the vessel was in San Francisco last year the talk of defective boilers again arose, but no steps were taken to remedy them.

Other Lost Warships. The destruction of the gunboat Bennington in San Diego harbor was an appalling disaster. But it does not justify the intimation that warships are more liable to accidents than other vessels. The very opposite is true, as the vessels of the American navy have been singularly free from such

disasters as are common among passenger and merchant vessels. The story of shipwreck and disaster to the American navy is a short one. The Fulton, our first steam war vessel, was destroyed by an explosion of the magazine and twenty-six lives were lost. The brig Somers was sunk by a squall Dec. 9, 1846, and forty-one lives were lost. The sloop of war Huron was wrecked on the coast of North Carolina Nov. 24, 1877, and 100 lives were lost.

On the evening of Jan. 24, 1870, the Onetida, steaming out of the harbor of Yokohama, Japan, homeward bound, after a three years' cruise, was run down by the British passenger steamer Bombay and sank in fifteen minutes. Twenty-two officers and ninety-five men were lost. March 15, 1889, the Trenton and Vandalla were wrecked and the Nipsic stranded in a storm at Apia, Samoan Islands, and fifty-one lives were lost. On Feb. 2, 1894, the Kearsarge was wrecked on Recondator reef, but no lives were lost.

Aside from the vessels lost in the arctic seas, this makes up our list of naval disasters down to the time of the destruction of the Maine in Havana harbor, which was an act of war. Other of our naval vessels had thrilling experiences in storms, but without great loss of life.

For example, while anchored off Frederiksted, on the island of St. Croix, Nov. 18, 1867, the Monongahela was lifted by an earthquake wave and carried over a number of warehouses and landed in one of the streets of the town. A receding wave carried her out of town and placed her on a coral reef, but without serious damage and with only five of the crew lost. The ship was afterward successfully launched from the reef.

The cruiser De Soto was torn from

moorings in the harbor of St. Thomas about the same time and thrown upon the piles of a new wharf. The receding sea carried her into deep water again with little injury.

In 1808 an earthquake wave broke the storeship Fredonia in pieces, drowning twenty-seven officers and men, and carried the steamer Waterec half a mile inland. The vessel was a total loss, but only one man was lost from the Waterec.

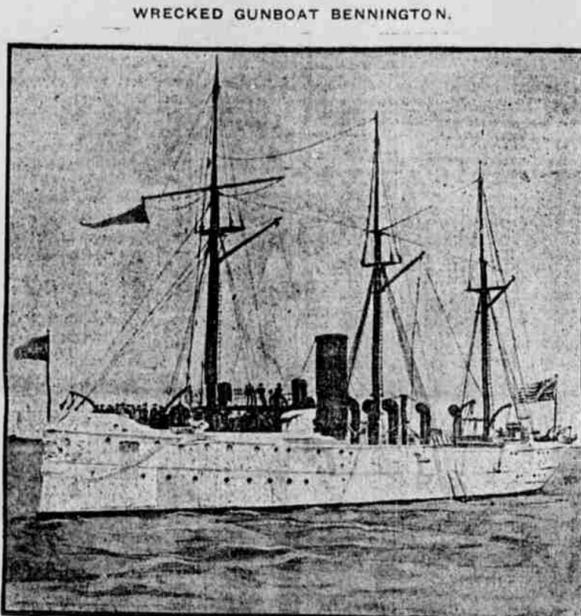
This record of disaster in the American navy is lost sight of when compared with the disaster record in the British navy. Six hundred lives were lost in the disaster to the Royal George 250 on the Amphion, 100 on the Nassau, 291 on the Sceptre, 673 on the Queen Charlotte, 126 on the Invincible 250 on the Ajax, thirty on the Minotaur, 300 on the Saldanha, 2,000 when the St. George and other warships were destroyed, 365 on the Sea Horse, 200 on the Avenger, 454 on the Bur tonhead, 472 on the Ironclad Captain, 300 on the Eurydice, 280 on the Atalanta, 167 on the torpedo cruiser Serpent, 358 on the battleship Victoria, sunk by the Camperdown, and 400 on the Lady Nugent.

His Work a Labor of Love. Gifford Pinchot, chief of the government forestry bureau, is a wealthy man, but keeps his position through love of the work connected therewith. He is practically the first American to make forestry a profession. His salary of \$3,500 is not much of an object to him and doubtless he would be just as enthusiastic if the government did not pay him anything. He has thrown himself heart and soul into the work, giving to it all his time and strength and working much harder and many hours longer than the ordinary government clerk who is solely dependent upon the government for his support.

Freak of Lightning. A curious freak of lightning is reported from the French town of Mont-rouge. While a number of persons were assembled in the office of the commissary of police a fearful thunderstorm burst over the place. There was a loud crash, followed by a vivid streak of lightning. This ran along the floor of the room, up the legs of a table and set fire to the wood and to some papers lying on top. None of the many persons in the room suffered any inconvenience.—London Globe.

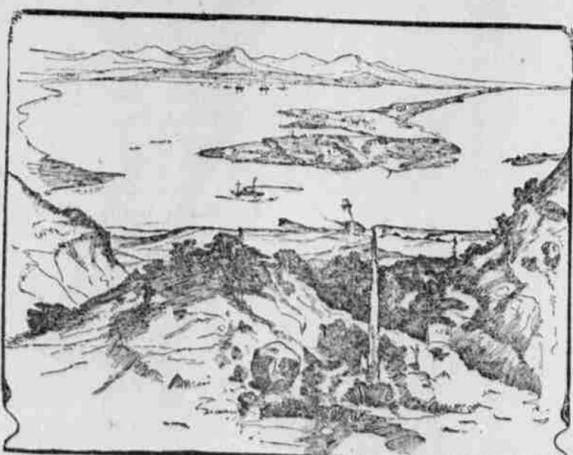
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Chicagoans Not Worried. "I chanced to be in Chicago," said a gentleman at a dinner to a company of fellow New Englanders, "two or three days after the great fire of 1871. As I walked among the smoking ruins, if I saw a man with a cheerful air, I knew that he was a resident of Chicago; if I saw a man with a long face I knew that he represented a Hartford insurance company. Really, the cheerful resignation with which the Chicago people endured the losses of New England did honor to human nature."



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