

The Islander.

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NEWS OF THE WEEK

From all Parts of the New and Old World.

BRIEF AND INTERESTING ITEMS

Comprehensive Review of the Important Happenings of the Current Week.

Thomas Thompson, ex-minister to Brazil, ex-representative, ex-secretary of state, and one of the most prominent Democrats in California, cut his throat while temporarily insane at San Jose.

The British Atlas Company, of Panama, has offered to purchase railroads from ocean to ocean and steamers owned by the government for \$1,500,000 silver. The government demands \$2,500,000.

Word has been received in Spokane from Washington that the committee on agriculture has reported favorably Senator Warren's amendments for the establishment of a division of irrigation in the agricultural department.

The monthly statement of the public debt just issued shows that at the close of business January 31, the debt, less cash in the treasury, amounted to \$1,011,701,338, an increase for the month of \$12,589,771. This increase is accounted for by the decrease in the amount of cash on hand.

The most violent storm known since 1851 swept the shores of Cape Ann Tuesday night and early Wednesday morning, causing heavy loss of life and about \$200,000 damage. More than a dozen vessels are ashore near Gloucester, at least four more are lost and many others are damaged. The water front of Gloucester harbor and along the cape is dotted with wrecks and wreckage, schooners, sloops and other vessels having been driven ashore by the fierce gale.

A Washington special says: Representative Ellis, of Oregon, is very anxious to have the land south of Hood River and Mount Hood excluded from the Cascade forest reserve, and opened up to settlement. He holds that this land, being very fertile and well located, should be given up to farm and school purposes, and opened to those wishing to avail themselves of its many advantages. Just now the interior department has the matter under consideration, but from what Mr. Ellis has heard from officials there, and from his colleagues in congress, he feels tolerably certain of succeeding in having this land thrown open to settlement.

Chief of Police Jansen, of Milwaukee, has decided to put a stop to all boxing contests in that city in the future.

Mrs. Julia Dorr, the well-known authoress and poet, is reported to be critically ill at her home in Rutland, Vt.

Mrs. Hearst, widow of Senator Hearst, is visiting the City of Mexico, and has been received with public honors.

Bishop, the man who assassinated the Brazilian minister of war last November, has committed suicide in prison.

There is much excitement in Bolivia and the press is urging the government to prepare for an impending war with Peru.

Over half a million pounds of naphtha were burned and several persons lost their lives during a conflagration at Baku, Russia.

Rear Admiral McNair, who has been succeeded in command of the Asiatic squadron by Commodore Dewey, has arrived in San Francisco.

Three men were killed and four injured in a head-on collision between two freight trains on the Louisville & Nashville, near Upton, Ky.

A ledge of free milling quartz ten feet wide and assaying as high as \$600 a ton was struck in the Roanoke mine near Mokelumne hill, Cal., at a depth of 400 feet.

The Central Labor Union, of New York, has passed a resolution opposing the bill pending in the New York legislature for the opening of the theaters in that city on Sunday.

George S. Yantio and A. M. Hyde, of Sheboygan, have started on a journey to the Holy Land, where they go to carry assistance to a colony of Dunkards, who went to Palestine in November, 1895.

George C. Howard, superintendent of schools of West Bridgewater, Mass., moderator at the last town meeting and ex-state representative, is a self-confessed forger to the extent of \$600, and is under arrest.

Ross W. Latashaw, of Kansas City, ex-justice of the peace, was acquitted by a jury in the criminal court of the charge of attempting to bribe a juror in the recent trial of Dr. Goddard for the murder of Fred J. Jackson.

Mrs. Lucille Blackburn Lane, daughter of ex-Senator Blackburn, of Kentucky, who accidentally shot herself with a revolver two weeks ago, is again in a serious condition, after a period of improvement, and her relatives and physicians are apprehensive lest the wound, with new complications which have set in, may result fatally.

While the steamship Coptic, which arrived in San Francisco recently, was lying in Shanghai, she narrowly escaped being sent to the bottom by the falling of a large weight of bullion from her deck to her hold. Six tons of flour sacks, piled in the hold, was all that prevented the precious metal from going through the vessel's bottom. As it was, the falling mass penetrated five of the tiers. Third Mate Athens and Storekeeper Murphy were injured in the accident, and the mate was left at Shanghai for surgical treatment.

DESIRE FOR HAWAII.

Senator White Says Is Based on Sentimentality and Sugar.

Washington, Feb. 4.—Senator White continued his speech in opposition to the Hawaiian annexation treaty in the executive session of the senate, amid many interruptions, and much crossfire. In the main his speech was a continuation of the argument on constitutional lines, which was begun yesterday, but he also took up questions of practical purposes in today's speech, and undertook to show that, for reasons of commerce and defense, the acquisition of the islands would be unwise.

Previous to White's speech the senate spent about three-quarters of an hour in executive session, trying to decide whether Pettigrew's resolution, concerning the acquisition of territory where it would require a navy to defend it, should be debated in open session. When the vote was taken the majority was found to be against the proposition for open sessions.

Senator White continued his citation of authorities to show that the policy of this country in the past had been against annexation of the Hawaiian islands.

The whole scheme for the annexation of Hawaii, he said, is based upon sentimentality and sugar, and, continuing this line of presentation, he said that the sugar people, who were netting \$8,000,000 to \$9,000,000 a year under the reciprocity treaty, were back of the annexation project, with hope of making the benefits now derived from reciprocity perpetual. If it were not, he said, for the condition of affairs, the treaty would never have been heard of, and hence he charged that "the patriotism of senators was being imposed upon to consummate a most disgraceful proposition."

In the House.

Washington, Feb. 4.—At the opening of the house today Crow asked a unanimous consent for consideration of a resolution directing the secretary of war to issue medals to 530 Pennsylvania soldiers who belonged to the command which passed through the mob at Baltimore, April 13, 1861, and who received the thanks of congress July 23, 1861. Hall, chairman of the committee on military affairs, objected. Several other requests for unanimous consent met a similar fate. The army appropriation bill was sent to conference, Hull, Marsh and Cox being appointed conferees. The house then went into committee of the whole and resumed consideration of the District of Columbia appropriation bill. The bill was passed shortly after 3 o'clock.

MET FATE OF RUIZ.

Another Spanish Emigrant Executed by Insurgents.

Havana, Feb. 4.—Spanish military operations continue almost paralyzed, the season most favorable for movement of the insurgents thus being lost. Friday the insurgents entered the town of Artemisa, province of Pinar del Rio, and plundered several stores. The governor of Pinar del Rio sent Jose Mendonze Diaz as an emissary to the insurgent leader Perico Diaz, with proposals of peace and surrender. The insurgents hanged him near a railway opening, with the governor's letter on his body. Monday night they renewed the attack on Artemisa, but were repulsed, leaving 20 killed.

Private advices from Gibara confirm the report that General Luque's losses at Megia were more serious than was officially given out. He lost, not 20, but 140 killed and wounded.

La Discussion prints the following: "The scenes witnessed at the residence of Dr. Castro Jesus del Monte, previous to the distribution of food to the reconcentrados, are too pathetic to be described. As soon as the doors were opened a mass of beggars, living skeletons of all races, all ages and both sexes, invaded the places where food was to be distributed with outstretched hands, almost fleshless, and imploring and almost frightful spectral faces, at the sight of food. Many were not strong enough to endure the food, and fell in the streets as they passed away; a few others, more fortunate, seemed to gain some vitality."

THE DRYDOCK QUESTION.

House Committee Is Getting Expert Information.

Washington, Feb. 4.—As a preliminary to determining upon the reconstruction of the large dock at the Brooklyn navy-yard, which is practically out of service, as a result of defects discovered, members of the house committee on naval affairs have asked Secretary Long to secure testimony from civil experts as to the character of the ground underlying the structure, with a view of learning whether the existence of quicksand or an unstable foundation makes it advisable to carry out the plan of rebuilding.

There appears to be little disposition on the part of members of the committee to carry out the proposed enlargement of the dock at League island navy yard, Philadelphia, although the indications are that the provision will be made for carrying on the work of improving the bay by so as to afford a suitable fresh-water anchorage for battle-ships when out of service.

Fatal Glove Contest.

West Bend, Wis., Feb. 4.—During a glove contest between Carl Lindback and Willie Glantz, high school boys, Lindback fell dead in the fourth round. The young man had been unfriendly, and decided to settle their differences with gloves. Shortly after the beginning of the fourth round Lindback received a stinging blow, which felled him to the floor face downward. His friends ran to his assistance, and were horrified to find him dead.

WE WILL RETALIATE

Germany Prohibits Importation of American Fruits.

ON A VERY FLIMSY PRETEXT

But President McKinley Has Ample Authority in the Matter—Congressmen's Views.

Berlin, Feb. 4.—The Prussian minister of finance, Dr. Miguel, issued a decree yesterday which goes into effect immediately prohibiting the importation of every kind of American fresh fruits. The United States embassy was not previously warned and the United States ambassador, White, sent a formal letter to the foreign office today inquiring upon what authority this inimical step was taken.

The United States consul at Hamburg, Dr. Hugh Pitcairn, telegraphs that 16,000 barrels of American apples have been forbidden to be unloaded, and two trains full of American fruit have also been forbidden to cross the frontier at Emmerich.

On receipt of this news White sent a second and stronger remonstrance to the foreign office, calling attention to the evident violation of the treaty. At the foreign office it was learned that the Prussian government prohibits the entry of American fruits on sanitary grounds, claiming that California and other vermin threaten German trees and fruits.

As Viewed in Washington.

Washington, Feb. 4.—Senator Perkins, of California, when shown the above dispatch, said the prevention of the importation of American fruits on sanitary grounds was a mere pretext and that it was merely to keep out fruits which competed with German products, and the order was no doubt issued as a retaliation against the United States because of the differential tariff on sugar from bounty-paying countries. Senator Perkins said he had no doubt that the United States could meet this order by retaliation and that if Germany did not want to be a market for our fruits and meats, measures could be taken which would also limit the markets in the United States to German products.

"If this country," said Senator McEnery, of Louisiana, "would only prohibit the importation of Germany's cutlery and woollens, there would soon be an end of any discrimination against American products, and according to my way of thinking that is what should be done."

Senator Lodge, of the committee on foreign relations, declined to say more than that Germany's action was in clear violation of the treaty.

Senator Burrows, of the committee on finance, thought the matter should be investigated thoroughly, as he had no doubt it would be, by the executive branch of the government. The state department has not been informed by Ambassador White of the decree, and the official statement of the matter is awaited with anxiety at the department, which desires to know just how far the German government is willing to yield to the wishes of the agrarian party, which insists upon the exclusion of all American farm products which enter into competition with the German farmer. For two years, the state department has been engaged, almost fruitlessly, to secure from the German government the reversal of a decree like the present one, but applied to our meat products. The attitude of the Germans in this matter is not encouraging, and the announcement of this additional decree against another great American export staple has tried the patience of the department sorely and there is no telling how far we may go toward retaliation, if the conditions justify it.

COURTS FOR ALASKA.

Senator Carter's Amendment Provides for Three Judges.

Washington, Feb. 4.—Senator Carter, a member of the subcommittee for Alaska, has prepared and introduced a bill to amend the act providing a civil government for Alaska. It leaves the duties of the governor substantially as existing law, and lodges extensive powers with the courts. The bill establishes one judicial district for Alaska, to consist of three divisions, over each of which a judge shall preside. Each shall have a full complement of officers, and as many deputy marshals as are necessary to the execution of court orders and the maintenance of public order. The bill provides that one judge shall be located at Circle City, one at St. Michaels, and one at Sitka. The intention of the bill is to vest extensive powers in the court, so as to enable it by orders issued from time to time and by appointments to respond to the necessities of settlement or mining camp for a proper and vigorous administration of the law.

Lynn, Mass., Feb. 8.—The schooner Charles Briggs, bound to Philadelphia, struck on a reef at Nahant today during the storm, and is fast going to pieces. The crew of five men were lost. The body of an unknown man was washed ashore.

Death From Hydrophobia.

Los Angeles, Feb. 4.—The 6-year-old daughter of A. Olivera, of Santa Monica, was bitten by a vicious dog over three weeks ago, and died yesterday having shown every symptom of hydrophobia, which appeared on Monday night in the nature of extreme dryness of the throat and an intense longing for water, the child going into spasms at the sight of it. The attending physician pronounced it a case of genuine hydrophobia.

SWEEP OF THE STORM.

A Fearful Blizzard Raging in the Atlantic States.

New York, Feb. 3.—The storm which began Sunday night swept over New York state with great fury, and today was central in the New England states. Northern New York is snowbound, and the extent of damage in New England cannot be approximated. Reports from Boston, with which place communication was established tonight under great difficulties, after that city had been shut off from New York for many hours, indicate some loss of life, and an immense amount of damage to property. Business has been at a standstill in many of the smaller towns; wires all over the country are down; roads are blocked, and railway traffic greatly impeded. The "up-the-state" residents have suffered with cold, which ranged as low as 20 degrees and more below zero. At Albany, Troy, Saratoga and many other places in the state, as much as two and three feet of snow has fallen, and reports tonight are that the blizzard is still blowing, the worst storm since the memorable one of 1888.

Residents of this city have had to battle their way to business against a gale of wind that at times swept along at 40 miles an hour and carried sheets of snow with it.

Much delay was caused to the railroad mail service, so that the northern part of the state has been practically cut off, and trains on the New York Central were from four to five hours late. From 10,000 to 20,000 men have been at work with thousands of teams on the streets clearing away the snow, yet there has been no appreciable decrease in the amount piled up in every direction.

Portions of Long island suffered almost as much from the storm as the towns far up the state. The east end of the island has been blockaded by the drifting snow. The Long Island railroad was completely closed today. Snow plows, driven by five of the most powerful engines of the road, are now battling with the drifts on the eastern section of the road, which may be clear by tomorrow.

SERIOUS HOTEL FIRE.

New York Hotel Burned, With Probably Fatal Results.

Gloversville, Feb. 3.—The Alvord house, a five-story brick building, was destroyed by fire between 7 and 8 o'clock this morning. Six persons perished in the flames, and a dozen others were more or less injured in making their escape. The dead are: E. C. Kimball, of Indianapolis, his wife and daughter; Benjamin F. Strickland; Henry C. Day; Charles C. Rupert.

Mr. Kimball was an agent for a glove factory of this city, and Mr. Strickland and Mr. Day were business men. Rupert was a bellboy in the hotel.

The firemen searched all day in the ruins for the remains of the victims, but their effort was unrewarded. Electric lights have been strung over the ruins, and a large force will continue the search all night. The two traveling men reported missing were accounted for late tonight, leaving six victims. Dr. Davis, of Westfield, N. Y., jumped from the third story. He struck the wires opposite the second story and was thrown to the ground, and was not seriously hurt. J. H. Barry, of Troy, jumped from the third story, and was only slightly injured. Elwood Delong, a fireman, was seriously frozen, and Andrew Watson, of Toronto, Ont., jumped from the fourth floor to a shed and was slightly hurt.

The fire started on the ground floor, about 7 o'clock and shot up through the broad stairs and hallways, which acted as funnels to the stories above with lightning-like speed. Almost immediately after the flames were discovered the alarm was sounded through the house, and the big hotel was soon the scene of the wildest confusion. There was a wild scramble on the part of the guests to escape with their personal property, but many were forced to flee without saving anything. A few of the guests made their escape by the stairs, but the smoke soon cut off this retreat.

The next resort of the imprisoned people was the windows. As their terror-stricken faces appeared, the little crowd below watched breathlessly, hoping against hope that some would be saved. The guests who were thus entrapped did not long hesitate to take the risk of jumping, though some were rescued from their perilous positions by the firemen. Others leaped from the windows, several being more or less injured.

Head Struck a Post.

Rosalie, Wash., Feb. 3.—The 4-year-old son of Judge Schurra was killed this morning while coasting. At a sharp turn his sled left the road and pitched down the hill. His progress was stopped at a fence, a post of which the boy struck with his head. His skull was fractured and the barbed wire penetrated his scalp. He lived about 20 minutes.

Wages Increased Ten Per Cent.

Ashtand, Wis., Feb. 3.—The Carnegie-Oliver Mining Company, operating four of the largest iron mines on the Gogebic range, and employing 1,500 men, today announced an increase of 10 per cent in the wages of all their employes.

The Lake States.

Chicago, Feb. 8.—Reports from various towns in Michigan, Wisconsin and Indiana tell of severe blizzards. The wind is blowing a gale and huge snow drifts are being piled on the highways. All trains are more or less delayed. A report from Marquette, Mich., states the storm on the lake is fearful.

In the number of murders Italy leads Europe. In the number of suicides Russia is ahead.

TRIUMPH OF RUSSIA

China Giving Her All That She Demands.

AND ENGLAND DOES NOT OBJECT

Severe Defeat of British Troops by Indian Tribesmen—Eighteen Men and Five Officers Killed.

London, Feb. 1.—A dispatch to the Daily Mail from Shanghai says a secret dispatch has been issued by the tsungli-yamen to certain high officials, informing them that Russia warned China that if Kiao Chou were granted to Germany, Russia would demand either Tallen Wan or Port Arthur.

According to the same dispatch, it is asserted at Shanghai on good authority that China consents to have Russians at the head of her customs and railways.

At the present moment, says the Daily Mail correspondent, there are 10,000 Russian troops in Tallen Wan and Port Arthur. Russian agents have been sent to Tien Tsin (the port of Peking) and to Japan to purchase coal and food, 6,000 bags of which have been bought at Tien Tsin.

The Daily Mail says it learns from a source "hitherto accurate," that China is inclined to make the best possible bargain with Russia, whose diplomacy appears to have triumphed at Peking, England having resolved not to force a conflict by further opposing Russia's claims at Port Arthur and the Liao Tung peninsula. Japan, says the same authority, has been thrown into a state of consternation by the British back-down, and has shown a more friendly attitude toward Russia. This statement, however, the Daily Mail admits, is "incredible and probably a bluff with a view of forcing England to take decided steps." The Daily Mail conveys its readers not to be alarmed.

The Odessa correspondent of the Times says a volunteer fleet will convey in the quickest possible time over 10,000 Russians to the far East. The first cruiser, with 2,000 men, will leave within a few days.

British Troops Suffer Heavy Loss.

Calcutta, Feb. 1.—General Westmacott telegraphs from Camp Mammami that the fourth brigade became entangled in a gorge near Shin Kumar Kotilla yesterday and suffered serious losses. Lieutenant-Colonel Houghton, Lieutenants Sving, Dowdall, Hughes, Walker, together with 15 men of the Yorkshire light infantry, and three Sikhs were killed. Major Earle, Lieutenant Hall, 31 men of the Yorkshires and two Sikhs were wounded, Major Earle severely, and 12 Yorkshires are missing.

It appears that a combined movement was planned to cut off the retreat of a number of Afridis, who had been driving their cattle to graze upon the Kajural plain, west of Bara fort. Two columns marched from Ali Musjid, and Janur to block the way north; a third column from Bara marched toward the north, while a fourth, consisting of the York and a regiment and a regiment of Sikhs, advanced from Mammami, with a view of getting to the rear of the Afridis and preventing their escape.

The first three columns performed their allotted duties without loss, meeting with very few of the enemy. The fourth, under Colonel T. J. Seppings, left Mammami early Saturday morning. The leading troops reached Shin-Kumar-Kotilla at 10:30.

Finding no opposition, Colonel Houghton, with the Sikhs, proceeded about a mile to search the caves. On the arrival of the main body at Kotilla a company of Sikhs had been withdrawn from the high ridge from the west, the key to the position, which the enemy forthwith took possession of. To retake it involved heavy losses. Lieutenant Dowdall was killed while charging at the pass. The enemy's losses were severe, as they charged within 30 yards to the troops.

About midday the troops began to return to the camp, the enemy making the rear guard, and left, and causing many casualties. The rear column cleared the pass about 5 o'clock, with the assistance of General Westmacott, who came up with two guns and 400 rifles, on receiving Colonel Seppings' message that the force had become entangled. The retreat was conducted admirably, the officers speaking in the highest terms of the gallantry of the troops. Colonel Houghton's body has been recovered, and searching bodies have started for the others.

The column has been reinforced by 825 men from Bara. General Sir Power Palmer, who succeeded Sir William Lockhart in the command, is preparing to make reprisals.

Engineer's Agreement Signed.

London, Jan. 31.—At a meeting of committees representing the federated employers and allied trades unions today the result of a ballot accepting the employers' terms was communicated. A formal agreement embodying the terms of settlement was duly signed and arrangements completed for a simultaneous resumption of work in the federated shops.

A SKATING ACCIDENT.

Two Boys Drowned in Cour d'Alene Lake.

Spokane, Feb. 1.—A special to the Spokesman-Review from Cour d'Alene, Idaho, says: Oscar and Ammi Joyns, aged 10 and 13 years, sons of Musician Joyns, of the Sixteenth Infantry band, were stationed at Fort Sherman when they drowned a week ago today while skating on the lake. Two other boys went through the ice with them, but were rescued.

CAUSED BY BRUTALITY.

Sailor Taken Off the Stetson a Raving Maniac.

Portland, Or., Feb. 2.—If the story of John Burke, who came around the Horn on the American ship Geo. Stetson in the capacity of sailor, can be believed, the officers of this ship are guilty of the most barbaric cruelties that have been reported at this port in many a day. The Stetson arrived at Astoria with a cargo of coal Thursday, being 74 days out from Baltimore, where she took on cargo. Captain Murphy is in command, and George Harvey is first officer.

The victim of the brutality of the officers, and especially that of First Mate Harvey, is a seaman named Amos Stone, son of a wealthy jewelry merchant of Boston. Stone is said to have been taken off the Stetson at Astoria, a raving maniac, having arrived at this condition as a result of the treatment he received on the voyage.

"Stone was singled out as the special object of Harvey's brutality soon after we left Baltimore," said Burke in narrating his story. "Harvey, for some reason, knocked him insensible with an iron pot maul, and as the rest of us feared we would be treated likewise we were at the point of turning back four hours after we left port. As soon as we saw what had happened, we scampered up the masts to turn to. The mate, however, informed the captain, who bullied us into remaining with the ship.

Stone, as a result of the injury he received, was laid up for some days, during which time he was given but little to eat. As soon as he had recovered sufficiently to venture out and report for duty, Harvey kicked him off the forecabin. From that time on Stone was unable to leave his cabin. He was starved and beaten almost daily and by the time we reached Astoria he was skin and bones and a raving maniac. As we were rounding the Horn, where the seas were very bad, Harvey would open the door of Stone's cabin so as to let the water in to soak his clothes and bedding. I have also seen Harvey open the door to Stone's cabin and with a heavy leather strap beat him until his belt studs stood out on his legs and back. Stone, who was already losing his reason, would not wince under this scourging and stood like a statue, without saying a word in remonstrance. An effort was made to obliterate the marks on Stone's body without success, and he will carry the marks with him to the grave. During much of the time that Stone was cooped up in his cabin he had nothing but refuse to eat and the place was the most foul smelling I was ever in. He was abused like a dog even during the time he was in irons. It made me sick to look at him, even as accustomed as I am to see displays of brutality on the high seas."

Burke's story is corroborated in every detail by Ernest Weyl, Ira Dierks and Charles Russell, three others of the crew.

DYING BY HUNDREDS.

A Harrowing Tale Comes From the Newfoundland Coast.

New York, Feb. 2.—The Red Cross line steamship Fortia arrived today four days overdue from St. John's, N. F., and Halifax, after a desperate encounter with a pack of ice off the Newfoundland coast, and with a harrowing tale of blizzards and destitution in the coast section of that country. Hundreds of men, women, and children died or dying from exposure and starvation with abundance close by and hundreds more threatened with a like fate are the conditions reported by the Fortia.

The Fortia was penned in by huge Arctic flocks in plain sight of St. John's unable to move. She managed to escape by the merest accident.

Many other craft, several of them relief vessels sent by the Canadian government to succor destitute fishermen, had to abandon their errands of mercy and return to St. John's, where they were still in the ice when the Fortia struggled into clear water. Among the detained fleet at St. John's were a dozen or more sailing vessels loaded with codfish for England and Brazil.

The city of St. John's was in a terrible condition on account of the blizzard, the streets being rendered impassable. Railroads had suspended work and the poor were suffering through hunger and cold. The price of food advanced until beyond the reach of the poor.

Several miles off shore the Fortia passed the steamer Grandland, fast in the ice, and in a perilous condition.

TO GO TO SAMOA.

Warship Will Be Sent There to Protect Our Interests.

New York, Feb. 2.—The American flag will soon be displayed in Samoan waters by a man-of-war says a Herald correspondent. The vessel will be the Mohican, which has been converted into a training-ship. Since the arrival in Washington of ex-Congressman General Churchill, the president and assistant secretary of state have been convinced that American interests demand that an American man-of-war shall visit Samoa.

There is no intention on the part of the administration to abandon the interests of this government in Samoa, and Mr. Churchill does not recommend it, although he says the only reason why this government should continue its hold on the islands is because it is morally bound to do so by the course pursued in the past.

Mr. Churchill states that if the United States was to withdraw from the islands they would be divided by Germany and Great Britain.

WRECKED ON A BAR

Grain Ship City of Duluth Lost Off St. Joseph, Mich.

PASSENGERS AND CREW RESCUED

The Vessel a Total Loss—She Carried a Heavy Cargo of Corn and Flour—High Sea Was Running.

St. Joseph, Mich., Jan. 31.—The big grain steamer City of Duluth arrived off this port, from South Chicago, last night, and attempted to enter the harbor. There was a tremendous wind from the northwest and a very heavy sea running. The Duluth kept on her course into the harbor, and at the mouth of the river struck a bar and was thrown heavily against the north pier, breaking in two. The mammoth steel arches on either side of the boat gave way immediately, and the bow of the boat dropped two or three feet. A large hold was stove in the port side as she swung around, and she went to the bottom in an hour, leaving only her cabin and part of her bulwarks above water.

The two big tugs, Morford and Protection, which had accompanied the big boat on her trip across the lake, made desperate attempts to reach her and get her crew and passengers off, but were unsuccessful. The life-saving crew were summoned and reached the scene of the disaster in quick time considering that it had disbanded for the winter. At midnight they had shot a mortar line to the boat and the rescue began. The first one to be taken ashore was August Kerwin, of this city. He dipped into the water several times during the perilous trip, and was badly frozen when he was pulled out to the pier.

The passengers were taken ashore in this manner, one at a time. There were 17 passengers and 33 of the crew. Captain McLean was the last to leave, being taken off at 5 o'clock this morning. There were several ladies on board. The members of the life-saving crew took turns going out in the sea after them. Mrs. William Tryon is suffering from the effects of the trip. She was in delicate condition, and was badly frozen and seized with nervous prostration. There is no hope for her to live.

The City of Duluth had a heavy cargo of corn and flour, and a deckload of merchandise for local merchants. There is no hope of saving anything of the wreck, as there is a very high sea rolling. No boat can reach her, and she is rapidly going to pieces. The engineer says that when the boat struck the engine jumped a foot and was immediately torn to pieces. The water rushed in and put out the fires, and the firemen barely escaped up the ladders.

The floor of the deck gave a mighty heave upward, and the passengers were thrown into the wildest confusion. The City of Duluth was an old but staunch steamer. She was under charter of the Graham & Norton Transportation Company, carrying principally through freight from Chicago to this port, in connection with the Big Four. She was owned by the Lake Michigan & Superior Company. Her capacity was about 1,000 tons, and her value about \$80,000. She was laden with package freight and grain. The steamer had \$10,000 insurance on her cargo. On several previous trips she struck on the bar while entering this harbor.

SNOW LOCOMOTIVE SCHEME.

Mr. Glover Explains in Chicago the Plans of His Company.

Chicago, Jan. 31.—George T. Glover, an inventor, has solved the problem of getting supplies into the Klondike region this winter by means of his snow traction locomotive. Seven of these locomotives are now building in Chicago and New York, and 32 freight and passenger cars will be built at Fortland, Or., for this work. These will be at Dyea by February 15 for Dawson City over the Dalton trail.

The locomotives that are now being constructed for this Klondike trip," said Mr. Glover, "will weigh about eight tons each, half the weight of the logging locomotives. Their capacity will be about 100 tons' burden respectively. I find that an eight-ton machine will do the work and run easier. These locomotives are practically ready now for shipment to Portland, where they will be assembled and then shipped, together with 32 cars to Dyea. Here they will be put up and placed in readiness for the expedition which leaves that point February 15 for Dawson City, in charge of Captain Brainard, of the United States Army.

"Chillik pass will be the greatest obstruction encountered on the first trip. There is no part of the pass, however, that presents a grade greater than 30 per cent. These locomotives can climb such a grade readily. Each machine will have a steam winch attached and by means of this the train can easily pull itself up at a remarkable speed. I calculate on getting over the pass in less than 48 hours with the first train. The way once open subsequent travel will be easier.

"The cost of building and equipping these trains will be less than \$35,000. Each locomotive will cost about \$4,