

Of the 10,000,000 tons of coal France is obliged to import annually, 7,000,000 comes from England.

In twenty years the consumption of beer in Germany has doubled. It is now 125 litres a year per head of the whole population.

It is said that the Krupps are negotiating with Spanish capitalists for the organization of a company in Spain to build ironclads and manufacture ordnance.

The king of Greece, who has just completed his 55th year, is unique among the sovereigns of Europe, for he has actually reigned longer than his father, the aged king of Denmark.

The famous expert, Teyssonieres, who examined in 1894 the bordereau attributed to Dreyfus, has been condemned to pay 800 francs damages for attributing the authorship of an insulting song to a lady who did not write it.

Attempts will soon be made by California vegetable growers to put fresh asparagus on the market in London and in other places in Great Britain. It is expected that the California product will compete with French asparagus, which is sent to England in large quantities.

A colored colony enterprise is reported from Cape May, N. J. An option has been secured on 1,800 acres of land near that place, where it is proposed to erect a sawmill and work up what timber there is on the land into houses and factory buildings. A shoe factory and other industries are projected, together with farming.

There are few people who have not been occasionally puzzled to write "el" or "le" in the words that so represent the sound of the long e. A very simple rule, however, removes all difficulty. If the diphthong immediately follows the letter c it is always "el," as in ceiling, conceive, etc.; but when it follows any other letter it is always "le," as in friend, niece, friend, etc.

A Chinese banknote, issued during the Ming dynasty, about A. D. 1390, has been placed in the British Museum among the specimens of early printing from China. The surface of the note is black with age, though the characters upon the face of it are quite discernible. This is supposed to be the earliest specimen extant of a banknote issued from any country.

According to a report from Athens, the new Cretan coins will soon be put into circulation. They bear the head of Prince George and include gold pieces of 20 and 10 francs, silver pieces of 5, 2, 1 and half francs, small change in nickel of 20, 10 and 5 centimes. Hitherto on the island Greek, Italian and French silver money has chiefly been in circulation, Turkish money having disappeared.

The tallest living man is said to be Lewis Wilkins, who is now arousing great interest in the scientific circles of Europe. Wilkins was born on a farm near St. Paul, Minn., in 1874. When he was but 10 years old he measured six feet in height and now has grown to the tremendous height of 107 1/4 inches—just three-quarters of an inch less than nine feet—and weighs 364 pounds.

The Wichita (Kan.) Eagle says of Mrs. Nation, the saloon-wrecker, that: "In the 60's Mrs. Nation's husband was running an anti-slavery paper in St. Joseph, Mo. One day a lot of pro-slavery men kidnaped him and burned the office for the purpose of putting a stop to the paper. Mrs. Nation managed to get a few cases of type out of the building and succeeded in getting out the next edition of the paper herself."

The excavating for the drainage system which is being installed in the City of Mexico, a number of articles were found which belonged to a period previous to the invasion of Cortez. Some of the articles found were golden ornaments with which the Aztec gods were decorated. On the extension of the Mexican Central railway workmen dug out \$50,000 in gold and silver coins, the government and the workmen sharing equally under the old law of treasure trove.

The Princess of the Asturias, eldest sister of King Alfonso, and whose impending marriage is giving rise to so much political disturbance in Spain, is very small and dark, and takes far more after her father than her mother, alike in appearance and tastes. Contrary to what has been published, she shares none of the queen regent's likeness for outdoor exercise and open-air pastimes, but, like a true Spanish woman, prefers an indoor life, and is prone to indolence rather than to activity.

Replying to critics who had called them "unpatriotic" because they ordered railway rolling-stock from the United States instead of Great Britain, certain South African builders say that the American manufacturers agreed to deliver the goods in four and a half months, whereas the British would not promise to do it within a year and a half. The proverb about the nimble squire is of English origin. It looks as if there should be another about the value of the flitting minute.

THE NEWS RESUME

EVENTS OF THE PAST WEEK IN A CONDENSED FORM.

Washington. More than 1,000 sailors and marines, the biggest contingent the navy has had in Washington since the Civil War, will march in the inaugural parade.

H. J. Hagerman, second secretary of the United States embassy at St. Petersburg, has sent in his resignation on account of personal affairs. He has filled his post satisfactorily nearly three years.

Black walnut canes were given to the cabinet members by the president. The canes were sent the president from Illinois, and were cut from a walnut tree on the farm formerly the property of Abraham Lincoln in Harrison township, Macon county, Ill.

People Talked About. Sir Francis Cook, who in 1885 married Miss Tennessee Claflin of New York, died in London recently.

Mr. Croker has been entirely relieved of his old stomach trouble and expects to return in good shape for the fall campaign.

The estate of the late Lord Armstrong, inventor of the Armstrong gun, was sworn to in London, the gross value being \$1,390,946.

Capt. Nehemiah M. Dwyer, who commanded the cruiser Baltimore during the battle of Manila bay, May 1, 1898, has been retired on account of age.

Foreign Notes. There is now very little doubt of a fatal termination of Empress Frederick's illness in a very short time.

King Edward has bestowed on the czarwitsch, Grand Duke Michael, the grand cross of the Order of the Bath.

There has been a heavy fall of snow in Madrid, the first in eight years. The streets are covered with snow, and traffic is difficult.

The common council of London has virtually adopted a proposal to spend £1,500,000 on a scheme for the better housing of the poor of London, a matter in which King Edward is greatly interested.

Lord Roberts, it is asserted, has been offered the lord wardenship of the Cinque ports, which the marquis of Salisbury desires to relinquish. The post was formerly held by the duke of Wellington.

In consequence of the bubonic plague scare at Cape Town all work on the docks is crippled. Panic is increasing among the natives who are forcibly prevented from returning to their homes.

Mr. Balfour announces that arrangements would be made for the king in future to open parliament in Westminster hall, where there is sufficient space to accommodate members of the house of commons as well as the peers.

Criminal. Isham and Henry Fed, negroes, were shot to death by a mob near Macon, Miss. They were charged with burning the barn of L. T. Cole.

Fred King, colored, was lynched at Dyersburg, Tenn., for an assault upon Eliza Arnold, daughter of a prominent physician.

Peter Berryman (colored) was taken from the city jail at Mena, Ark., and hanged by a mob. He was charged with assaulting and fatally injuring a twelve-year-old white girl.

At Rapid City, Ont., Will Randolph, a former resident of the Soo, and Newberry H. Sullivan, a desperado, met in the street and began firing. Sullivan was killed and Randolph received injuries which may result fatally.

A trunk which was supposed to be empty was shipped from Petersburg, Ont., to Kingston by William Patterson, a medical student at Queen's university. Suspicion became aroused and the trunk was opened. It was found to contain a human body. Patterson was arrested at Belleville.

Casualties. John and William Harris, brothers, were killed by a cave-in in the East mine of the Pittsburg and Lake Angelina Iron company at Ishpeming, Mich. The men were single and came from Kansas.

Twenty-nine persons were injured yesterday in the derailment of a trolley car en route from Dayton, Ky., to Cincinnati. It is feared several of the injured will die. The car went down an embankment fifty feet high.

An explosion of dynamite at Patterson Creek, Md., caused the death of two unknown Italians and John Border. They were blown to atoms. Gilmore Anderson had both legs blown off and will die. Three others were seriously injured.

Edward Grimm, local manager at Canton, Ohio, of the Cleveland Provision company, is dead, his wife and two children and his wife's sister are in a precarious condition, from suffocation by natural gas, which filled their home from a leak in the cellar.

Domestic. The attempt of Capt. Carter to secure his release or bail, pending an appeal, has failed.

Both houses of the New York legislature passed the New York city single-headed police bill over the mayor's veto by a party vote. It now goes to the governor for his signature.

The executors of the will of Collis P. Huntington have paid to the State of New York \$667,000, that being the sum estimated as due as an inheritance tax on the property left by Mr. Huntington.

The Thirty-seventh infantry, U. S. V., was mustered out of service at the Presidio, San Francisco, recently. The major portion of the regiment returned to this country on the transport Sheridan Feb. 7. Those who remained behind with a view to re-enlisting will be mustered out at Manila.

THE MARKETS.

Latest Quotations From Grain and Live Stock Centers.

St. Paul, Feb. 22.—Wheat—No. 1 Northern, 73 1/4-73 3/4c; No. 2 Northern, 69 3/4-70c; Corn—No. 3 yellow, 35 1/2-35 3/4c; No. 3, 35 3/4-36c; Oats—No. 3 white, 27 1/2-28c; No. 3, 27 1/2-27 3/4c.

Minneapolis, Feb. 22.—Wheat—No. 1 hard, 76c; No. 1 Northern, 74c; No. 2 Northern, 67 3/4-68 1/4c; Corn—No. 3 yellow, 37c; No. 3, 36 1/2-37c; No. 4, 36 1/2-37c; Oats—No. 3 white, 26 3/4-27 1/4c; No. 3, 25 3/4-26 1/4c; Barley—Feed grades, 47 1/2-48c; malting grades, 46 3/4-47c; Rye—No. 2, 47c.

Duluth, Feb. 22.—Wheat—No. 1 hard, cash, 75 1/4c; No. 1 Northern, 73 1/4c; No. 2 Northern, 67 3/4-68 1/4c; No. 3 spring, 67 3/4-68 1/4c; No. 1 hard, 76 1/4c; No. 1 Northern, 74 1/4c; No. 1 Northern, 73 3/4-74c; July, No. 1 Northern, 73 3/4-74c; Oats, 25 3/4-26 1/4c; Barley, 35 3/4-36c; flax, to arrive and cash, \$1.59; May, \$1.63; September, \$1.17; corn, 37 3/4c.

Chicago, Feb. 22.—Cash Wheat—No. 2 red, 74 1/2-75c; No. 3 red, 72 3/4-73c; No. 2 hard winter, 70 1/2-71c; No. 3 hard winter, 70 1/2-71c; No. 1 Northern spring, 73 1/2-74c; No. 2 Northern spring, 72 1/2-73c; No. 3 spring, 68 3/4-69c; Corn—No. 2, 39 1/4-39 3/4c; No. 3, 39 1/4-39 3/4c; Oats—No. 2, 25 1/2-26c; No. 3, 25 1/4-25 3/4c.

Milwaukee, Wis., Feb. 22.—Flour is steady. Wheat steady; No. 1 Northern, 76 3/4-77c; No. 2 Northern, 71 3/4-72c; Rye firm; No. 1, 57 3/4-58 1/4c; Barley easy; No. 2, 57 3/4-58c; sample, 51 3/4-52c; Oats—No. 2 white, 27 1/4-27 3/4c.

St. Louis, Mo., Feb. 22.—Cattle—Beef, \$4.74-4.75; cows, bulls and mixed, \$2.50-2.55; stockers and feeders, \$3.25-3.50; calves and yearlings, \$3.25-4.10; Hogs, \$5.20-5.30; bulk, \$5.25.

Chicago, Feb. 22.—Cattle—Good to prime steers, \$4.90-5; poor to medium, \$3.45-3.50; stockers and feeders, \$2.70-3.40; cows and heifers, \$2.50-3.25; Texas steers, \$4-5.40; Hogs—Mixed and butchers, \$5.20-5.47 1/2; good to choice heavy, \$5.25-5.47 1/2; rough heavy, \$5.20-5.30; light, \$5.20-5.42 1/2; bulk of sales, \$5.32 1/2-5.42 1/2. Sheep, \$2.50-3.00; lambs, \$4.30-5.25.

South St. Paul, Feb. 22.—Cattle—Good to choice butcher steers, \$4.50-5; fair to good, \$3.75-4.25; common to fair, \$3.25-3.60; good to choice butcher cows and heifers, \$3.40-3.90; fair to good, \$2.60-3.25; thin cows and canners, \$1.60-2.40; good to choice corn-fed bulls, \$3.00-3.75; bologna bulls, \$2.75-3.00; choice veals, \$4.50-5.75; fair to good, \$3.50-4.50; good to choice feeders, \$3.25-3.75; good to choice stock steers, \$3.25-3.60; fair to good, \$2.75-3.25; common, \$2.25-2.90; good to choice stock heifers, \$2.85-3.15; fair to good, \$2.50-2.75; good to choice calves, \$2.25-2.50; fair to good, \$1.80-2.25; good to choice heifer calves, \$2.25-3; fair to good, \$2.00-2.50; stock and feeding bulls, \$2.75-3.75; fair to good, \$2.30-3.00; common, \$2.00-2.25; Hogs—Good to choice light, \$5.15-5.25; mixed and butchers, \$5.15-5.30; good to prime heavy, \$5.20-5.30; common to fair, \$5.10-5.15; rough packers, \$4.75-5.05; pigs and skips, \$3.75-4.50. Sheep—Good to choice butcher lambs, \$4.50-5; fair to good, \$4.25-4.40; good to choice fat wethers, \$3.60-4.25; fair to good, \$3.25-3.80; fat ewes, \$3.25-3.75; good to choice stock and feeding lambs, \$4.40-4.75; fair to good, \$3.25-3.75; feeding wethers, \$2.25-2.75; stock and feeding ewes, \$2.75-3.10; thin sheep, \$2.25-2.5; buck lambs, \$2.75-3; killing bucks, \$2.62-2.75.

MILWAUKEE DEGRADED. Serious irregularities have been discovered. Milwaukee, Feb. 22.—The Sentinel says: Evidence has been brought to light which shows that the city of Milwaukee has been systematically defrauded for years. How much the city treasury has suffered is not known, exactly, but an investigation which has been conducted for the past two days by City Treasurer Billow shows that the city has been defrauded out of a sum which is estimated anywhere from \$20,000 to \$100,000, and it may even be greater. The manner in which those implicated have operated was either to raise the amounts of city certificates given to contractors for work done, or to issue fraudulent certificates, sometimes in the name of living contractors, sometimes in the names of men who have been dead for years. The names of the members of the board of public works and the city controller were forged to these certificates.

NORTHROP IS CHOSEN. University President for St. Louis. Washington, Feb. 22.—Prof. Cyrus Northrop, president of the University of Minnesota, is slated for membership on the national commission to govern the world's fair to be held in St. Louis to commemorate the Louisiana purchase. The recommendation for Prof. Northrop's appointment was filed with the president by Representative Tawney. Senator Nelson was present when Mr. Tawney conferred with the president and added his assurances that the appointment of Prof. Northrop would be endorsed by the Minnesota delegation and give general satisfaction in the state. The national commission created by the Tawney world's fair bill is to consist of nine members, each of whom is to receive a salary of \$5,000 a year. The commission will be in existence about four years.

Fire Break Burner. Deadwood, S. D., Feb. 22.—Cattlemen are greatly interested in an invention made by a Butte county man. It is a fire break burner, something which has long been needed on the range. It is very similar to a horse rake, each tooth made in such a manner that a small flame of fire burns at the end, supplied by kerosene oil gas. The implement is eight feet wide and will burn grass of any height. The machine is followed by men who extinguish the fire when it spreads beyond the limits desired.

Gives Up His Liquor Permit. Lisbon, N. D., Feb. 22.—Charles E. Engle, a prominent and well known druggist at Enderlin, this county, who has been a pharmacist for many years, has relinquished his right to sell intoxicating liquors for medical purposes and returned his blank affidavit book to the county judge.

APPALLING LOSS OF LIFE

STEAMER RIO DE JANEIRO STRIKES A ROCK AND SINKS ALMOST INSTANTLY.

DEATH LIST REACHES 122

Consul Wildman of Hongkong is Among the Lost—While Off the Golden Gate During a Heavy Fog the Steamer Suddenly Strikes a Hidden Rock—Officers and Crew Make Heroic Efforts to Save Passengers, but the Steamer Sinks Before Much Can Be Accomplished—Captain Goes Down With His Ship.

San Francisco, Feb. 23.—The Pacific Mail steamer Rio de Janeiro ran on a hidden rock while entering the Golden Gate early yesterday morning in a dense fog. She sank a few minutes after striking. One hundred and twenty-two persons were drowned of the two hundred and one on board. At 2 o'clock yesterday afternoon ten bodies had been recovered, two white women, one white man and seven Chinese. The most prominent passenger of the steamer was Rounsville Wildman, United States consul at Hongkong, who was accompanied by his wife and two children. It is thought all were drowned. The ship was in command of Pilot Frederick Jordan when she struck. He was rescued. Capt. William Ward

Went Down With His Vessel. As nearly as can be learned there were 234 people on board the Rio de Janeiro. She was three days overdue from Hongkong, via Honolulu, when she arrived off The Heads Thursday night, and the dense fog prevailing at the time induced Pilot Jordan to bring her to anchor until he could see his way clear through the gateway. She laid to until 4:30 o'clock, when the atmosphere cleared and she was started under a slow bell toward Point Bonita. All went well until 5:40 o'clock, when she struck. Most of the passengers were below at the time, and it is believed that many of them were drowned in their berths. The first news of the disaster reached here at 7:30 yesterday morning and soon afterward a boat load of rescued passengers and petty officers arrived at the Mail dock.

Rushed to the Rescue. Tugs were immediately dispatched to render any service that might be needed, but no living persons were afloat when they reached the wreck. A number of drowning persons were rescued by Italian fishermen, and the bodies of two white women, three Chinese and a Japanese were brought in by the tugs. The search for more of the victims continued all day.

From all accounts it appears that the officers were cool and gave the necessary orders with the least possible excitement. Capt. Ward, who was on deck when the vessel struck, at once gave orders to the crew on watch to hurry the passengers onto the forward deck. At the same time the quartermaster on duty sounded the signal for fire drill, and within five minutes all the men were at their stations. There was no way of telling the extent of the damage to the vessel as she remained of an even keel for fifteen minutes.

After Striking the Rock. But Capt. Ward, with the instinct of long experience, knew the gravest danger threatened the 200 souls in his charge, and, pacing the deck, he gave orders to lower away the life boats and life rafts. There was not much confusion until fifteen minutes after striking, when the bow of the vessel suddenly plunged under water. Then there was a wild rush for the boats. Two boats had already been lowered and others were getting away as rapidly as the trained discipline of the crew could prepare them. A thick fog enveloped everything, and as yet no sign had come from the lifesaving stations. Darkness was all about, and with this added terror, the people on the Rio had to cope. One boat got clear of the vessel without damage and then stood by to help in picking up those who had no time to get into the boats and

Were in the Water. Another boat, containing Third Officer Holland and J. E. Carpenter, got away but was drifted around close up under the bow of the steamer. As the forward end of the vessel plunged downward the crew caught the small boat and cut it in two. The two men in the boat were uninjured and swam away from the sinking steamer just in time to avoid being caught in the swirl of water caused by the settling of the big ship. Carpenter was picked up by the other boat. The fate of Holland is not known, but he is supposed to have perished. A number of Italian fishermen who were just starting out saw the sinking of the Rio and at once hastened to render every assistance in their power. While all this was going on Capt. Ward was directing the passengers and trying to keep them from panic. He succeeded only partially, as many of

The Terrified People rushed to the railing and jumped overboard. Some of these were picked up, others were drowned. The Chinese crew, to the number of over a hundred, was terrorized. Some of them huddled in little groups, chattering in fear. Others crouched close to the deck, moaning pitifully. Many jumped into the sea. Capt. Ward remained on deck until the vessel had settled to such an extent that the water was engulfing him. Then he went up on the bridge and from there continued to issue directions, although by this time the confusion was so great that few paid any attention to his commands.

That the steamer sank almost immediately after striking is the report of a majority of those rescued. Some of the passengers say that she instantly listed forward and that in five minutes she went down, while others say she stayed afloat for half an hour after she struck. The confusion occasioned by such an incident is intense, and it is not surprising to find that there is a Lack of Unanimity. A Lack of Unanimity as to the length of time the vessel remained above water. The wreck lies about three-fourths of a mile south of Fort Point and about a thousand yards off the rocky shore. The smokestack and a portion of the upper works of the ill fated steamer are visible. There are several conflicting stories concerning the fate of Capt. Ward. The steward of the Rio says that he stood beside the captain when the vessel went down. Two other survivors say they also saw the captain to the last, but Frederick Lindstrom, the quartermaster officer of the Rio, emphatically declared that Capt. Ward emulated Admiral Trion, of Her Majesty's Ship Victoria, in going down to his cabin, where he met his doom behind a locked door. C. Frederick W. Jordan, the pilot of Rio, was rescued by an Italian fishing boat. The cargo of the Rio de Janeiro was valued at over \$500,000. There was besides \$600,000 in treasure in the specie tank. The steamer itself was valued at from \$650,000 to \$700,000.

BIG COMBINE FIXED

J. F. MORGAN'S GIGANTIC PROJECT IS COMPLETED

New Combination Will Be Called the United States Consolidated Steel Company and Will Have a Total Capitalization of \$1,100,000,000—Stocks of the Companies Merged Will Be Taken in at High Figures—All Parties Interested Greatly Pleased Over the Success of the Deal.

New York, Feb. 26.—The Herald says: J. P. Morgan has just completed the project by which another and the greatest consolidation of capital is added to the notable list of the last ten years. The steel combination plan was consummated at a conference in his office late Saturday afternoon, and Sunday the subject was the comment of conversation in the corridors of the up-town hotels. An official announcement is expected to-day from the office of J. P. Morgan & Co. to the effect that the Carnegie company, the Federal steel company, the National Tube company, the American Steel and Wire company, the American Tin Plate company, the National Steel company, the American Sheet Steel company and the American Steel Rolling company are to be combined in one concern, which is to issue its stock in return for theirs, the valuation having been determined upon the assets and the earning power of the respective corporations thus merged. This new combination, it is understood, will be called the United States Consolidated Steel company. It will have a total capitalization of \$1,100,000,000. Of this \$300,000,000 will be 5 per cent. general mortgage bonds, \$400,000,000 will be 7 per cent. stock, and \$400,000,000 will be common stock.

The charter of the company, which has been prepared under the special guidance of William Nelson Cromwell, who promoted the National Tube company, will be filed, it is said, at Trenton, N. J., to-day.

Stocks of the companies to be merged will be taken in at high figures, and yesterday afternoon the Waldorf-Astoria became a sort of miniature and subdued stock exchange, where John W. Gates and his friends bid well above market price for the securities of the corporations which the United States Consolidated company is expected to acquire. Legal details of the project have been in the hands of a law committee consisting of William Nelson Cromwell, a director in the National Tube company; Francis Lindner, of the Federal Steel company; Judge Ernest B. Gannett, president of the American Steel and Wire company, and Victor Moravetz.

These five men represent Mr. Morgan's interests in the matter. They and Mr. Morgan, H. C. Frick and President Charles M. Schwab, of the Carnegie company; Chairman John W. Gates, of the American Steel and Wire company; Judge William H. Moore of Chicago, who has promoted a large number of steel companies, and President E. C. Converse, of the National Tube company, met Saturday in Mr. Morgan's private office and after a prolonged conference, agreed to final details. All of the persons directly interested in the Morgan-Carnegie steel deal seemed greatly pleased last night over the successful termination of their labors.

DEWEET A FUGITIVE. Boer General Fleeing With a Handful of Followers. London, Feb. 26.—Gen. Dewet is now practically a fugitive. He met a reverse at the hands of Col. Owen, after which the Boer general escaped across the Orange river with a handful of his followers and is fleeing from the British. It is reported from a Boer source at Zeeuwsdorp that Gen. Dewet has been captured. Gen. Kloppers, in a dispatch dated Middleburg, Feb. 24, reports to the war office as follows: "Gen. French, who was at Piet Retief Feb. 22, reports that the result of his column sweeping the country to the east is that the Boers are retreating and scattering in disorganized parties, totalling some 5,000 men, in front of him. Amsterdam and Piet Retief have been occupied. Troops are protecting the Swart frontier. Gen. French will push on, but he is much hampered by continuous heavy rains.

"A summary of the losses inflicted on the enemy Feb. 15 shows that 282 Boers were killed or wounded in action; 66 are prisoners of war; 133 surrendered. One fifteen-pounder, 462 rifles, 160,000 rounds of ammunition, 3,500 horses, 75 mules, 3,000 trek oxen, 18,700 cattle, 155,000 sheep and 1,000 carts were captured. The British casualties were 5 officers and 41 men killed, 4 officers and 108 men wounded. I regret to say that Maj. Howard, a very gallant officer of the Canadian scouts, was killed on Feb. 17.

"Col. Plumer reports that on Feb. 23 Col. Owen captured Dewet's fifteen-pounder, a pom-pom, some carts full of ammunition and fifty prisoners. We sustained no casualties. The enemy is in full retreat and dispersing. They are being pursued vigorously. Dewet's attempt to invade Cape Colony has evidently completely failed."

Must Shift For Themselves. The Daily Telegraph publishes the following from De Aar, dated Feb. 24: "Mr. Steyn addressed the Boers yesterday and told them they must all shift for themselves, returning to Orange River colony as best they could. He and Gen. Dewet took 300 of the best horses with which to escape.

Fatally Injured. St. Joseph, Mo., Feb. 26.—Dr. T. E. Patter received injuries in a runaway that will cause his death. The cab was dashed against a telegraph pole. The physician's skull was crushed. He was a very prominent physician.

Extra Session of Senate. Washington, Feb. 26.—The president Saturday issued a proclamation calling a special session of the senate for executive purposes immediately upon the dissolution of the present congress, March 4.

Destroyed by Fire. Chicago, Feb. 23.—Clara F. Bass' six-story building at Dearborn street and Harrison avenue burned. Loss, \$60,000. The principal tenants were the Pitman Printing company and the C. M. Robertson Printing company.

Run Down on a Bridge. Youngstown, Ohio, Feb. 23.—Five men were killed on the Pennsylvania railroad bridge at Sharon, Pa. They were on their way to work and were overtaken on the bridge by a fast freight. escape for them was impossible.

Marquis Marries an Actress. London, Feb. 23.—The marquis of Headfort is reported to have married Miss Rosa Root, a member of the "Florida" company at the Lyric theater. He was a lieutenant in the First Life Guards and sits in the house of lords as Baron Kenlis.

An Expensive Affair. London, Feb. 23.—In the house of commons, replying to a question on the cost of the war, Sir Michael Hicks-Beach, chancellor of the exchequer, said thus far \$21,500,000 of bonds had been issued, and the weekly issue was from \$1,000,000 to \$1,250,000.

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Run Down on a Bridge. Youngstown, Ohio, Feb. 23.—Five men were killed on the Pennsylvania railroad bridge at Sharon, Pa. They were on their way to work and were overtaken on the bridge by a fast freight. escape for them was impossible.

Marquis Marries an Actress. London, Feb. 23.—The marquis of Headfort is reported to have married Miss Rosa Root, a member of the "Florida" company at the Lyric theater. He was a lieutenant in the First Life Guards and sits in the house of lords as Baron Kenlis.

An Expensive Affair. London, Feb. 23.—In the house of commons, replying to a question on the cost of the war, Sir Michael Hicks-Beach, chancellor of the exchequer, said thus far \$21,500,000 of bonds had been issued, and the weekly issue was from \$1,000,000 to \$1,250,000.

APPALLING LOSS OF LIFE

STEAMER RIO DE JANEIRO STRIKES A ROCK AND SINKS ALMOST INSTANTLY.

DEATH LIST REACHES 122

Consul Wildman of Hongkong is Among the Lost—While Off the Golden Gate During a Heavy Fog the Steamer Suddenly Strikes a Hidden Rock—Officers and Crew Make Heroic Efforts to Save Passengers, but the Steamer Sinks Before Much Can Be Accomplished—Captain Goes Down With His Ship.

San Francisco, Feb. 23.—The Pacific Mail steamer Rio de Janeiro ran on a hidden rock while entering the Golden Gate early yesterday morning in a dense fog. She sank a few minutes after striking. One hundred and twenty-two persons were drowned of the two hundred and one on board. At 2 o'clock yesterday afternoon ten bodies had been recovered, two white women, one white man and seven Chinese. The most prominent passenger of the steamer was Rounsville Wildman, United States consul at Hongkong, who was accompanied by his wife and two children. It is thought all were drowned. The ship was in command of Pilot Frederick Jordan when she struck. He was rescued. Capt. William Ward

Went Down With His Vessel. As nearly as can be learned there were 234 people on board the Rio de Janeiro. She was three days overdue from Hongkong, via Honolulu, when she arrived off The Heads Thursday night, and the dense fog prevailing at the time induced Pilot Jordan to bring her to anchor until he could see his