

WAS LIKE A LAKE.

Pacific Avenue in Santa Cruz Flooded.

SAN LORENZO RIVER ROSE.

Great Damage Done Over a Large Section.

RAILROAD BRIDGES WASHED OUT

Houses and Stores Were Flooded and Quantities of Goods Ruined.

SANTA CRUZ, Jan. 4.—The sudden rise of the San Lorenzo River to-day was unexpected. A month or more ago it had risen, but what it was then was nothing like it was this afternoon.

At high tide the water had crossed the lower part of Pacific avenue, the principal business street, and from the Donner stables down past four or five blocks the street looked like a small lake. It was covered with over a foot of water, and people without rubber boots were unable to reach their homes for several hours.

The Hageman Hotel had water running over the sidewalk and the basement was flooded. In front of the Young Men's Christian Association Hall pedestrians had to wade through more than a foot of water. In the Sylvar building business had to be suspended, for the water covered the floor. From some cottages near the river household goods were moved.

In Chinatown the water rose so rapidly that the residents were cut off from Front street by a raging torrent. From barns horses were taken to places of safety, and from cellars goods were removed. Low lots fronting on Pacific avenue had enough water to float a boat.

On Bukhead street, the river surrounded the Salvation Army barracks, and came up Water street to within 100 feet of the Plaza. The front-street extension was under water. In the power-house of the Electric Light and Power Company, the water was a foot deep, necessitating the stoppage of the plant, and the consequent cessation of operations on the electric road and the incandescent light system.

This afternoon three lengths of the railroad bridge, near the mouth of the river, was washed out. This will necessitate transfer of passengers to this city on the broad-gauge road. The narrow-gauge train from San Francisco arrived on time this evening.

On the Boulder Creek branch of the narrow-gauge road four bridges have been washed out. In Sequel the water covered the main street causing several families to move. At 6 o'clock this evening the water began to recede rapidly. The damage beyond the washing out of bridges and fences will not be large. This was the worst storm of the season. This evening rain is falling lightly.

AROUND MONTEREY

The Storm Was Terrific but Not Much Damage Was Done.

MONTEREY, Jan. 4.—Monterey is now witnessing something like Portland did last year in the way of a flood, but on a much smaller scale. A terrific windstorm set in last night about 8:30 o'clock and soon increased into a small hurricane. Rain was not long in coming and at 12:30 the heaviest rain of the season was coming down in torrents, and there were no signs of its abating up to 6:30 p. m. to-day.

The eastern portion of this city, between the depot and the Del Monte bathhouse, is widely inundated and the water is still rising. The streets have stopped, being blocked by the storm and the flooded section.

Up to-night not much damage has resulted from the storm, save that down to the street railroad. However, some damage can be looked for if the storm continues. Alvarado street, the main business street of the city, was a mass of running water and mud, but the stores and dwellings in the upper portion of town are safe from all damage from flood on account of the drainage.

Out at Pacific Grove the storm played some little havoc with signboards, awnings, etc. Some trees were uprooted, blocking portions of the streets. No serious damage to buildings has yet been reported.

The rain has probably done considerable damage to the country roads, as no communication has been received from Carmel. The latest report was as follows: Rain has been falling in torrents incessantly since last night. The Carmel River is greatly swollen and it is feared that the water will again flow over the ends of the bridge as it did several years ago. The farmers are satisfied with the state of affairs and say that the storm is the best thing for the country if it doesn't last too long. Every indication as yet is that of a good year. Plowing will commence directly after the rain abates. Last year the gauge up to this time showed about eight inches, while the fall for this season is nearly four and eight one-hundredths and for the season a total of nearly seventeen inches. To-night the sky is overcast though the wind has somewhat fallen. More rain can be looked for.

BURIED IN SNOW.

Experience of Trains in the Shasta Country.

ASHLAND, Or., Jan. 4.—The demoralization of traffic on the Shasta division of the Southern Pacific, continued by the heavy storms of the past two or three days, seems to be partly over this evening and trains are moving again, although considerably behind time. The northbound overland which left San Francisco for Portland Wednesday evening, reached Ashland this afternoon nearly twenty-four hours behind time, after being blocked in the snow for twenty hours seven miles north of Siskiyou, in the vicinity of Black Butte Summit.

Passengers arriving on this train tell of fearful storms that raged in the Mount Shasta section. Gentlemen talking with the Associated Press representative said that at a point where the train was stuck the wind blew sixty miles an hour and the snow drifted until some of the cars were completely buried. The railroad people exerted every energy to clear the tracks, and twelve engines were unable to move the train a particle. It was not until the company sent a re-enforcement of 125 men to the scene to shovel the snow away by hand that it was possible to budge the train. Two drawbars were pulled out, but big log chains were brought into use until Hornbrook was reached, when two hours' additional time was lost in making repairs. There was plenty of fuel aboard to heat the cars, but the railroad company had to forward food

supplies from Sisson and Dunsuir to the beleaguered passengers.

For a long distance along the line in Northern California passengers in the train arriving to-day report that the snow was almost on a level with the car windows as the train moved along. The train departed from the south this afternoon is reported eight hours late at this time. No trouble has been experienced on the road over the Siskiyou Mountains yet, though heavy storms have prevailed there, too. No snow at all has fallen at Ashland to date. Trains on the north end were delayed by a landslide in Cow Creek Canyon, near West Fork, to-day, for four hours.

DUNSMUIR, Jan. 4.—The blockade is broken, but probably for only a few hours, as the snow is still falling fast. The day has been rainy.

The train that was snowed under at Black Butte Summit yesterday was pulled out last night, one car at a time, and hauled ahead to a siding. The cars were completely covered, and but for the plows that followed and the rotary ahead they would have had to dig prospect holes to find them.

Superintendent Cooley says it is the deepest snow and fell the fastest ever known on the road. To-day's train from the south got here five hours late, but is still here.

All the engines have been in use on the plows and snow trains. An effort will be made to-night to move the train. But for the rotary plow the road would be blocked solid for weeks to come, as the old engines could not move this snow. The southbound train is marked two hours late, but it is hardly possible for it to get through to-night.

WEDNESDAY, Jan. 4.—A severe storm set in Wednesday morning and lasted until Friday morning. The fall of snow amounted to twenty-four inches. Snow and rain alternated, which rendered the snowfalls on this division ineffective.

Yesterday's northbound Oregon express 15 was blocked at the summit, six miles from this place, from 12 o'clock yesterday until 9 o'clock this morning, when it was shoveled out of a big cut by 112 snowshovellers, sent up by extra train from this place.

The southbound Oregon express, due here last night, came through Sisson at 2 o'clock this afternoon, but will have to remain over at Mett on account of a big snowslide near crossing 18. To-day's northbound train is delayed at Dunsuir, but may get through to-morrow.

The company's two snowplows are kept busy between here and Dunsuir.

COLUSA, Jan. 4.—No mails to-day, as the northbound train is delayed below the county line on account of a washout. The southbound is in the same condition just above Maxwell. Several hundred feet of track is washed out between Colusa Junction and Williams. No high water yet. The big rise at Bluffs will not be felt here until Saturday. The storm is over, and the only danger to telegraph lines is water from the hills, which is abundant.

RED BLUFF, Jan. 4.—The storm has subsided at this place. All trains are detained by high water and storms. The Sacramento River reached twenty-three feet and is now falling.

OROVILLE, Jan. 4.—The rainfall from yesterday at 12 m. to 8 A. M. to-day was 3.24 inches, being one of the heaviest storms ever known here.

PORTLAND, Or., Jan. 4.—The storm of the past two days has prostrated telegraph wires and delayed all through trains except those on the Northern Pacific, which continue to arrive practically on time. No trains have arrived over the Oregon Railway and Navigation since Wednesday, the trouble being caused by snow blockades between this city and The Dalles.

Southern Pacific local trains are running, but the California express is held south of Ashland. The weather here is warm tonight and snow is melting.

FELL IN TORRENTS.

Fences and Barns Washed Out by the Rain.

LODI, Jan. 4.—The storm of last night and to-day has wrought much damage in this vicinity. Lines of telegraph and telephone are down in every direction, and fences and barns have suffered to a vast extent.

At Clements a man named Curtis was blown from the roof of a barn, where he was trying to keep the rain out, and broke his left arm, leg and several ribs. He lies in a precarious condition. In the public square several valuable trees were wrecked. The roof of the Lodi mill was blown away, and the heavy cover of the big tank of the water works was whirled off and dropped on the line of the narrow-gauge railway, making it necessary for trains to come in on the side track. It is said to be the hardest storm known here in ten years.

SACRAMENTO, Jan. 4.—On the Central Pacific the snow came down as far as Elmer Gap, and was slushy and hard to handle. All the plows are running, but trains to-morrow will be late. Cache Creek burst its levee at Yolo and inundated the town. There are washouts between Blacks and Dunnigan and Maxwell and Colusa Junction. They will be repaired to-morrow afternoon.

Considerable damage to the country is flooded. Some minor breaks on the Oregon line are nearly repaired and trains will be running to-night. There is a washout at Putah Creek, west of Davisville, and washouts at Elmira and Goodyear, and trains will have to run via Stockton till they are repaired.

The river here is only 20 feet 4 inches, having fallen several inches.

The wind and rain ceased here at 3 o'clock to-day. In twenty-four hours the rainfall was 2 1/2 inches, making upward of thirteen inches for the season thus far, against 1/2 last season to date. The wind last night and this morning blew at the rate of forty miles an hour. The only damage to a few topheavy trees. It is now clear calm.

STOCKTON, Jan. 4.—A heavy rain, accompanied by a strong gale, prevails here. The rain began last night and continued at intervals throughout the day. No very heavy damage was done by the wind, as has been reported. The various water-courses are rising and it is rain continues high water may be expected. The rainfall at Linden up to noon to-day increased an inch and a half.

WOODLAND, Jan. 4.—The storm to-day has been terrific, nearly four inches of rain has fallen in twenty-four hours. Cache Creek is running over both banks, and is now about a mile and a half wider. The railroad was washed away above Dunnigan. Buckeye and Bird creeks are bankful. The railroad bridge over Bird Creek is threatened and the track is washed away at several points.

This storm destroys the last vestige of hope for the tule farmers.

The wagon bridge north of Dunnigan is in danger. At Capay the storm has done considerable damage. The creek is overflowing its banks. The old irrigating ditch on the south side of the town is also a source of trouble. It has been neglected by the owners, and as a consequence has broken in many places, flooding the surrounding districts. The end of the county

bridge leading into Hungry Hollow washed out at noon, leaving a gap of about forty feet. Water is running over the grade for a distance of a quarter of a mile.

YUBA CITY, Cal., Jan. 4.—A big storm, with high winds, has been raging here. Over 2 1/2 inches of rain fell during the last twenty-four hours, making for the season to date 17.48 inches. This is more than the entire rainfall last season. The rivers are coming up rapidly and high water is expected. The Feather River here registers fourteen feet. The wind has subsided somewhat and the weather is clearing.

AUBURN, Cal., Jan. 4.—Rainfall to date, 23.22 inches; last season, 11.97 inches. Rainfall here so far this season only exceeds 1893-94, when 25.15 inches fell.

FRESNO, Jan. 4.—The heaviest rainstorm of the season began at 5:15 this morning, and at 12:40 1.18 inches had fallen. The great rains are off.

TRACY, Jan. 4.—After forty-eight hours of strong southeast wind rain commenced falling at 8 o'clock this morning. A heavy shower fell all day with a strong wind.

TRACKS WASHED OUT.

Considerable Damage Is Done Near San Rafael.

SAN RAFAEL, Jan. 4.—The storm has done considerable damage in this section of the country. Three and eighty-seven one-hundredths inches fell between 5 o'clock last night and 9 o'clock this morning. Accompanied by a heavy southeast wind, the rain fell in torrents the greater part of the night.

Railroad travel by the North Pacific Coast Railroad, narrow gauge, has been wholly stopped by reason of a washout near Ross station, where several feet of track is entirely washed away. Only one mail has come into town to-day. Up on all telegraph wires and down and the express companies have not received any baggage.

The lower part of town is covered with water, and muddy streams flow along the streets, in many places making it impossible for pedestrians to go abroad. At 2 p. m. the wind shifted, and it now blows from the north and west, so that it is hoped the storm is over.

UKIAH, Jan. 4.—The heaviest storm of the season is still on. Up to 5 o'clock this afternoon 6.28 inches have fallen, making a total for the season of 26.89.

SWOLLEN CREEKS.

Country Around San Jose in Danger of a Flood.

SAN JOSE, Jan. 4.—Rain began falling in this city about 10 o'clock last night and has continued almost without cessation until 3 o'clock this afternoon. The total for the storm is 1.80 inches, 12.34 inches for the season. To date last year the fall was 3.51 inches. The creeks are all full and a flood is probable if the storm continues through the night. At 3 o'clock it is raining steadily, with every prospect of a continuance.

GILROY, Jan. 4.—The worst storm of the season commenced this morning, preceded by a heavy gale last night. Torrents of rain have fallen since 4 A. M., and the storm increases in violence. Probably three inches of rain has fallen, swelling the creeks to overflowing. Many have overrun their banks and a portion of the lower end of town, near the depot, is covered with water. As the soil had been previously saturated this rain does considerable damage in low lands.

LOS GATOS, Jan. 4.—The fall of rain here since 12 o'clock last night has been unprecedented. Five and a half inches have fallen in fifteen hours. The Los Gatos Creek is at high-water mark.

REDWOOD CITY, Jan. 4.—The heavy rains have demoralized the roads here. Redwood Slough is overflowing and the water is up to the bridge, which ordinarily is eight feet above the water. A steamboat out on Solby Bay, San Francisco commenced running between San Francisco and Redwood City to-day. It carries both freight and passengers.

OVER SEVEN INCHES FALL.

Streets of Martinez Run Water Like Rivers.

MARTINEZ, Jan. 4.—Never within the memory of the oldest inhabitant has this locality been visited by such a rain and wind storm as came last night. Early in the afternoon the wind commenced blowing in threatening gusts from the southwest and black clouds gathered overhead. At sundown the showering commenced, gradually increasing until it became a downpour of water.

At 7 o'clock this morning the rain-gauge registered 2.85 inches and still the rain poured down. Alhambra Creek, which in summer is dry, became a raging river and the banks overflowing the water rushed into town and through the principal streets on the west side, making miniature rivers of the streets, filling cellars and yards, playing havoc with fences and flooding the lumber-yards and railroad track. This kept up until about 8 o'clock this afternoon, when the storm slowly passed away and the waters gradually subsided.

The amount of damage is hard to estimate, but it is safe to say it will reach several thousand dollars. The heaviest losses in town will be Blum & Bros. and Blum & Co. The cellar of the store of the former firm filled with water in the night, and as a large quantity of goods was stored there the loss will be heavy. The lumber and coal yard of Blum & Co. was a small lake and lumber of all kinds was floated, large quantities of which lodged against the railroad bridge, and it was feared at one time the bridge would go. But it still stands and trains can cross without danger. The loss to grainmen and orchardists will be large, the grain being washed out and many trees blown down and uprooted. This evening it looks as if rain might continue.

NAPA, Jan. 4.—Late last night a heavy rain commenced and it continued until morning. Two inches fell in ten hours, at Calistoga 4 1/2 inches fell. This was sufficient to cause a flood.

By 9 A. M. the river left its banks and rose until the afternoon, when it was higher than at any time since 1881. Residents of the lower part of town were taken from their homes in boats and Mayor Shurtleff has arranged for their care in the higher sections of the town.

A Noted Entomologist Gone.—Dr. George Marx of the Agricultural Department, the well-known entomologist and world's authority on spiders, is dead.

Prevent the Grip

By building up your system, and purifying and vitalizing your blood with Hood's Sarsaparilla. The victims of the grip are almost always those who are run down and debilitated by impure or impoverished blood, and whose systems are unable to resist the attacks of disease. Begin now and save long illness and great expense.

Hood's Pills cure constipation by restoring peristaltic action of the alimentary canal.

OFFICIAL REPORT.

How the Big Storm Was Noted by the Weather Bureau.

W. H. Hammon of the Weather Bureau

has issued the following official report of the storm as shown by its effects on the rivers:

The Sacramento River.—During the past 36 hours there has been a rainfall amounting on an average to 3 inches throughout the entire territory tributary to the Sacramento River, and below the snow line. This is causing a rapid rise in the upper portion of the river and its tributaries.

At Red Bluff the stage was 5.8 feet at noon yesterday. At 3 P. M. to-day it had risen to 18.5; and by noon was overflowing its banks at 21.4 feet. At 4 P. M. it had stood at 22.4 feet, as all the water was not passing the gauge, as a new channel had been cut about a mile above the gauge and emptying it into the river below the gauge. The stage will approximate 25 feet.

The danger line is 21 feet, and the highest known stage was 28.5 feet February 3 and 4, 1890.

At Colusa the gauges reading at 10 A. M. was 17 feet. At 4 P. M. it was 18 feet and rising. The levees will hold the stage of 25 feet, which will not carry the water new at Red Bluff. An overflow of the upper Sacramento to the tule basins is imminent. It will probably occur on the left bank.

The stages on the Feather River are not high. At 4 P. M. yesterday the river at Oroville stood 4.4 feet; at 8 A. M. to-day the reading was 10.2 feet, at which point it has remained practically stationary, but rising slowly.

At Marysville the gauge reading last evening was 7.76 feet and at 4 P. M. to-day was 13.2 feet and rising rapidly. No reports have been received from the American River owing to wire trouble, but the rainfall from tributary territory is reported as excessive, amounting at some points to more than four inches, which will cause rapid rise in that river.

The river at Sacramento was reported yesterday as 19.8 feet and falling. At noon to-day it stood 20 feet and rising. With the heavy rainfalls, which are rapidly filling the overflow basin and the stages at the points above, it is probable that the river at Sacramento will approximate 25 feet within the next three days.

San Joaquin River.—There has been a heavy rainfall, amounting to about 1.50 inches on an average, throughout the San Joaquin Valley and tributary territory during the past twelve hours; the rain still continues, and no estimate can yet be made as to its effect upon the river.

PEACE IN MISSOURI.

Interesting Annual Message of the Governor.

JEFFERSON CITY, Jan. 4.—The Governor transmitted his annual paper to the Legislature to-day. Governor Stone, in his message to the Legislature, asks, among other things, for an increased appropriation for the support of the National Guard.

The maintenance of a fairly well-equipped militia is not only in conformity to our theories of government, but it is a positive necessity. The presence of an adequate and efficient force of this kind removes all excuses for the employment of the regular army in purely domestic affairs. It was never intended by the fathers that the Federal military should be used, without invitation, to do, or aid in doing, those things which are incumbent upon the police or civil authorities of the States. The theory of our Government contemplates that our chief reliance for a military force shall be upon the militia, which is a national as well as a State organization. It is always to be greatly hoped that there will be no need to employ the military, but when the necessity does arise it is our duty to support it to the full.

He reviewed the general affairs of the State, showing them to be in good condition, notwithstanding the fact that from a business point of view the past two years have been characterized by the most trying circumstances, among which he mentioned the financial panic of 1893, the Coxey movement, and the coal and railroad strikes. Of the latter strike Governor Stone says:

During the railroad war, while both the militia and the regular army were gathering over many of our neighboring States; while battles were being fought, property destroyed and men slain; while passion was high, excitement intense and tumult universal, no instance of disorder occurred in this State of sufficient magnitude to attract attention. Many thousands of men abandoned their posts, and for a few days several railroads were more or less embarrassed because of these local conditions; but it is a well-known fact that the railroads of Missouri were far more affected by what occurred in other States. The peace of this great State was scarcely broken. Throughout this entire conflict no instance of disorder occurred which could not be easily controlled by the local constabulary. There was never a time when there was any real need for outside assistance.

He recommends, among other things, the establishment of a board of pardons and inspection; the establishment of agencies and means for properly advertising the resources of Missouri with a view to inducing immigration; the cession to the United States of certain lands to be used by the General Government in connection with the improvement of Osage River, and a movement to secure, in connection with other State assemblies, uniformity of legislation.

BAKING powder keeps much better when the cans are not quite filled. Yet the powder should always be full weight, as it is invariably the case with Dr. Price's.

Dry-Goods House Failure.

NEW YORK, Jan. 4.—Trusdell, Spreer & Co., retail dry-goods store, made an assignment to-day to William J. Underwood. Liabilities, \$1,000,000; assets, \$118,000.

Provisions for Battleships.

WASHINGTON, Jan. 4.—It is practically settled that the naval appropriation bill as reported to the House will contain provisions for two and a half battleships, at a cost of about \$4,000,000 each.

Children Sufocated.

NEW YORK, Jan. 4.—Two young children, Michael and Mary Berberick, were suffocated to-day in a fire in a tenement house. The mother left the children sleeping while she went upon an errand.

Shipment of Gold.

NEW YORK, Jan. 4.—The engagements of gold for shipment to-morrow amount to \$2,350,000. Of the gold to be shipped to-morrow \$2,300,000 has been withdrawn from the sub-treasury.

A Danish Inventor's New Project for Arctic Exploration.

Another polar expedition is being organized. Its leader is Mr. Anderson, a Danish gentleman, who claims to have invented a new means of locomotion, which will enable him and his companions to surmount every difficulty of northern latitudes.

TO THE POLE ON WHEELS.

"Well, Mr. Anderson," I began, "tell me something about your expedition and your marching."

"You know that former expeditions have proved unsuccessful in consequence of the leakage of the ships and the storage. When the explorers left the ships they were lumbered with provisions for themselves and the dogs."

Opera-Singers' Salaries.

The famous soprano, Patti, is one of the curious phms paid opera-singers is one reported this season that Tamagno, Jean de Reszke and Mme. Melba will receive the Italian Opera House, New York, for the season of 1894-5, \$1200 a night. With these enormous sums to the principals, the management could not afford to pay extraordinary remuneration to the lesser singers. Mme. Tamagno's season was somewhat dimmed by the brilliant art of Melba and the magnetic personality of Patti, who will have no less than \$1000 paid to her during the entire year of 1894-5. Sibly Sanderson and Zelle de Lussan will have \$1000 each. Mme. Nordica is said to have been offered \$20,000 for the season, or at the rate of \$400 a night.—New York Commercial Advertiser.

How can you disprove with them?

"I shall come to the food question presently. We shall take little baggage, and we shall have our machine."

"No; I haven't yet taken out my patients. I don't wish to steal your idea. England is cold enough for me."

"Well, here is a rough sketch of the machine. There are nine big aluminum globes, each six feet in diameter. There are four globes on either side of the body of the machine and one in front. The lateral globes are connected by axles. My companions and I sit in the body of the machine, we turn pedals and cranks, the globes revolve and we roll onward at a rate of twenty miles an hour. To get over the ground, or rather the ice, we insert spikes in the big aluminum globes. These spikes grip the ice with each turn of the cranks and pedals and we go forward merrily. It is not better than dogs,

GETS TANGLED UP

Appelman's Testimony Is Conflicting

ON CROSS - EXAMINATION.

In One Instance He Contradicted Witnesses.

CREATES A SENSATION IN COURT

Rumored in Washington That There Will Be Trouble if Defendant Is Convicted.

WOODLAND, Jan. 4.—Mr. Cook resumed the cross-examination of Appelman this morning, and it was not concluded until the hour of adjournment this evening. Mr. Cook adopted a line of questioning intended to test the memory of the witnesses, but General Hart objected.

Mr. Cook said the witness was very circumstantial in relating all the incidents of July 11, so much so that he had a suspicion that the story had been rehearsed. He proposed to test his memory. The court held that the line of questioning was proper cross-examination. Mr. Cook then led the witness through all the intricate mazes of his movements on the 11th of July, in the course of which there were some discrepancies between his statement and his direct testimony, and a flat contradiction of one of the witnesses of the defense in relation to the meeting of the defendant and some children near Mrs. Matheny's house.

Mr. Cook tried to get some information from the witness by which it could be ascertained what the name of the engineer was met in front of the Tremont House. Appelman had conversed with the engineer, but did not know his name and could not tell anything about his runs.

"I slapped him on the shoulder," continued the witness, "and asked him if he had been called. The engineer answered 'No; and they will not call me, as they know I will not sear.' Just then we heard the train pulling out, and the engineer said, 'There goes the scab Clark.'"

All the efforts of Mr. Cook to get some information by which the engineer could be identified were futile. He then tried another tack.

"Do you know where this man Bunton is, who you say went with you to the swimming-pond?" asked Mr. Cook.

"I do not," replied Appelman. "But I have heard that the man 'Judge' Spaulding left for Portland supplied with good clothes and plenty of money and passes furnished by J. A. Fillmore."

Mr. Cook tangled the witness considerably when he began to question him about reading the news of the wreck in the papers. He said that at noon on the 12th of July he bought a San Francisco paper of that date and read the account. The San Francisco paper of the 12th did not reach Sacramento until the 13th, and could not have reached Yuba County, where the witness was, before the 14th. Witness bought and read papers every day, but he could not remember any particular article he read except Sherburn's testimony. All the San Francisco papers containing the testimony were presented to him, but he failed to recognize in any of them the article he had read.

The witness was tripped again when Mr. Cook asked him if he had seen R. Buckingham in Washington on the forenoon of July 11, and if he had a gun on his shoulder, and told Mr. Buckingham he was going to shoot jackrabbits.

"No, that was on July 10," replied the witness.

This morning he testified he was in Stockton on the 10th and did not return until after 1 o'clock.

Appelman created a sensation by pointing to a letter lying on the table in front of Mr. Cook and exclaiming, "I know where you stole that letter." Mr. Cook held it up to show that it was addressed to himself, and the court sharply reprimanded the witness.

Detective Gibson and Officer Lee told the Associated Press representative to-day that it is current rumor in Washington that if Appelman is convicted there will be two or three shooting scrapes.

"I think the defense has been injured in attempting to impeach Cropper," said District Attorney-elect Hopkins. "Many of the people of Washington have refused to talk about this case. Now they are used and have come over in large numbers determined to tell the truth."

Bad blood exists between John Appelman and Detective Ahern. Each claims that the other has been trying to pick a quarrel ever since the trial began. They came near having a collision on the train a few days ago. They met last night and General Hart averted a difficulty by taking Appelman away.

NEVER a faint adulteration is found in Dr. Price's Baking Powder. The very essence of purity.

Dry-Goods House Failure.

NEW YORK, Jan. 4.—Trusdell, Spreer & Co., retail dry-goods store, made an assignment to-day to William J. Underwood. Liabilities, \$1,000,000; assets, \$118,000.

TO THE POLE ON WHEELS.

A Danish Inventor's New Project for Arctic Exploration.

Another polar expedition is being organized. Its leader is Mr. Anderson, a Danish gentleman, who claims to have invented a new means of locomotion, which will enable him and his companions to surmount every difficulty of northern latitudes.

"Well, Mr. Anderson," I began, "tell me something about your expedition and your marching."

"You know that former expeditions have proved unsuccessful in consequence of the leakage of the ships and the storage. When the explorers left the ships they were lumbered with provisions for themselves and the dogs."

Opera-Singers