

tion of the remains showed that one of the victims alone had any warning of her fate. This was Mrs. Kate Klattke, the wife of the murderer. She, it appeared, struggled with her husband before the fatal shot was fired. Her hands were scratched and her clothing torn. She evidently had been overpowered and thrown on the bed beside the dead body of her little 7-year-old daughter Emma.

FREMONT, Neb., Feb. 6.—At the second annual convention of the Nebraska Beet Sugar association, Governor Holcomb was introduced and received with great applause. The governor advocated more factories.

"They should," the governor said, "be erected in localities convenient to the farmers. Instead of two we should have twenty factories. There is today a plan by which beets can be made into a good quality of crude or raw sugar at small factories, which it is estimated can be erected at a cost of \$20,000 to \$30,000. If this plan meets with the success claimed for it by its promoters, we can, with the aid of other communities, revolutionize the sugar industry and raise enough to supply the entire country."

PHILADELPHIA, Feb. 6.—The Baldwin Locomotive Works of this city have shipped to the Westinghouse Electric Works, in Allegheny, the first electric locomotive ever built for a steam railroad. The Baldwin works made everything about this unique engine but the electric mechanism, which will be supplied by the Westinghouse company. The locomotive is the size of an ordinary box car about thirty feet long and mounted upon two four wheel trucks. Completed it will weigh sixty tons. It is geared for 800 horse power, which will pull a loaded freight train forty miles an hour. By a single change of the gearing this engine can be run up to 1600 horse power and can pull a train eighty miles an hour. This locomotive is intended for freight. The passenger ones will attain a far higher speed.

CINCINNATI, Feb. 6.—Scott Jackson, accused of the murder of Pearl Bryan, of Green Castle, has confessed, implicating Alonzo M. Walling. Walling has also confessed to personal knowledge of the murder of the girl last Friday night. Walling tries to lay the whole blame on Jackson.

The satchel which the murdered woman brought here on January 28, was shown to Jackson to permit him to examine the blood stains in it. He would not quite admit that the head had been in the satchel, but said it looked as if it had been there.

Before his confession, Jackson said: "I am afflicted with fainting spells, and after they pass away I get delirious and don't know what I am doing. When I was a boy living in Indianapolis I have risen in delirium after a spell, dressed myself, wandering around for hours without knowing what I have done."

SOUTH BEND, Ind., Feb. 6.—Will Wood, a son of Rev. D. A. Wood, of Green Castle, Ind., was arrested here on account of a telegram alleging that he might be an accomplice in the murder of the young woman at Fort Thomas, Ky., whose headless body was found there last Saturday morning. It is alleged Wood put the unfortunate girl on the train at Green Castle

and was the last person at that place seen with her. Wood and the officers left for Cincinnati today.

Scott Jackson made his confession by small statements, because he saw the clouds of evidence gathering around him. He has not divulged the details of the crime. When he admits the girl was murdered, he does it as if a third person had committed the crime.

Jackson's room mate, Alonzo Walling, has confessed knowledge of the crime, but only as a go-between for Jackson. There is no doubt that Jackson was the principal. William Wood, arrested at South Bend, Ind., is deeply implicated. A bundle of letters from Wood to Jackson bear this part of Jackson's confession out. Nearly all Wood's letters are about girls and some too grossly indecent to be read aloud. Pearl Bryan would have become a mother in four months, Jackson says Wood is responsible for her condition. She arrived here in Cincinnati at the Hannibal and Dayton depot on Tuesday night, January 28, at 7 o'clock. John Bell took her to the Indiana House and by her or else notified Jackson. She told Bell if Jackson did not come, Walling would. Jackson says in his confession that she came here for a criminal purpose. He implies that Walling procured it. He admits she was killed in an attempt to perform an operation. Neither Walling nor Jackson is specific in their statements as to where and how the crime was performed. Both agree it was committed on Friday night. Walling is more frank. Jackson speaks stolidly, but looks as if he would burst with remorse.

CHICAGO, Feb. 6.—The Lake Michigan Car Ferry Transportation company, which is the lake end of the Wisconsin and Michigan railroad, will, at the opening of navigation, April 1, establish a Chicago connection to their line. It has leased the docks and warehouses of the Northern Michigan line, at the head of Light House slip and will receive Chicago freight there for transportation over their routes. The scheme is decidedly novel, and is a radical departure from all previous plans in transportation lines. The car ferry company commenced operations last summer. It had two barges constructed, each carrying twenty-eight cars and purchased the powerful tug K. C. Perrett to tow the barges. Its route was between Peashtigo and south Chicago. The scheme was made light of at first, but succeeded so well that it is branching out. The company is now having built two additional ferry barges and a big lake tug.

CINCINNATI, Feb. 6.—Wm. Wood was brought here tonight from South Bend, Ind., under arrest as an accomplice of Scott Jackson and Alonzo Walling.

Wood is not yet of age. He has florid complexion, cleanly shaved and light hair, and was finely dressed. His conversation showed him to be more advanced in the ways of the world than usual at the age of 20. He was accompanied by his father, Rev. D. M. Wood, presiding elder of the Methodist church in the district where he resides, Rev. A. A. Gee, pastor of the Methodist church of South Bend; A. N. Grant, an attorney of Indianapolis,

who is the counsel of Wood, and A. R. Colburn, a lumber merchant of Michigan City, who came to go on the bond of young Wood.

PRETORIA, Feb. 6.—The trial of the members of the reform committee began here today. They are charged with inciting to rebellion and with high treason. The first evidence furnished was that of the mining commissioner. He testified that the men held the town with the avowed intention of opposing the government of Transvaal, and asserted that the members of the reform committee had said within his hearing, "The country will soon be ours from Cape Town to the Zambesi." Police evidence was given alleging that the rebels were armed and drilled and that earthworks were formed outside the city.

John Hays Hammond, charged with the leadership of the late uprising in Johannesburg, was liberated on bail today.

LONDON, Feb. 7.—The Chronicle this morning announces that it learns on good authority that a partial settlement of the Venezuelan difficulty has been effected, or, the Chronicle adds, "if not actually effected, it is on the very point of settlement. We believe that the settlement refers to the Uruao outrage."

The Chronicle then gives a long letter from a well informed foreign correspondent, stating that since the boundary question has assumed an acute phase Secretary Olney has carefully examined all the facts relating to the Guyana incident (the seizure by the Venezuelan authorities of British policemen on territory claimed as Venezuelan), and has arrived at the conclusion that it is a matter entirely separate from boundary questions.

MORRISTOWN, N. J., Feb. 6.—The dam at Pocahontas lake broke tonight and all the lower part of the city was inundated. So far as known no lives have been lost, although twenty-five persons are missing. Their disappearance is creating intense excitement.

NEW BRITAIN, Conn., Feb. 6.—A bridge on the New England road over the Pequabuck river near Bristol, collapsed about 9 o'clock tonight, carrying with it twenty workmen, of whom thirteen are believed to have perished. At midnight two bodies had been recovered, and eleven men were missing. Among the dead is John O'Brien, foreman, of East Hartford. The names of the missing are unknown.

The fierce storm which swept over the state played havoc with New England railroad bridges, and the swollen waters of the Pequabuck threatened to carry the bridge away. At 5 o'clock a special wrecking train with forty men left East Hartford and was put to work on the new bridge which the company is building over the river, and which is almost completed. It was intended to put the new bridge in shape at once so trains could cross the river. The old bridge was declared unsafe about 4 o'clock, and since then no train has crossed the river.

Twenty workmen were put on each bridge. About 9 o'clock one of the foremen, John Barry, called the twenty men on the old structure toward the center to assist in tearing up the ties, which were wanted for the