

AT HOME AND ABROAD.

SAN DIEGO, Cal., Dec. 23.—A terrific storm occurred in the Gulf of Campeche on the 11th and 12th of this month, and among other casualties reported is the wreck of the bark *Jamaica*, with twelve passengers and most of the crew lost. The *Jamaica* was bound from Campeche to Vera Cruz and had a cargo and some treasure aboard. She encountered a norther on the night of the 11th, but got through until the afternoon of the next day, all the time working westward toward Vera Cruz.

So long as the ship remained in good condition she was self-sufficing before the wind toward Vera Cruz and at one time that port was sighted, but one accident after another occurred to the rigging finally making it impossible to live in the enormous seas, with almost all the sails blown away.

CONSTANTINOPLE, Dec. 23.—[Delayed in transmission.]—All ambassadors have now received instructions to concert proposals with a view of improving the situation in the Ottoman empire. The proposals before being submitted to the sultan will be referred to their respective governments. All powers, including Russia, as repeatedly announced the past few months, have agreed in principle to the expediency of employing coercion, should the sultan be recalcitrant. But the form of coercion will not be determined until the emergency arises.

LONDON, Dec. 23.—As frequently announced from various capitals since the visit of the czar to the queen in September, the powers finally have become convinced that the sultan's promises amount to nothing, and are determined to begin a policy of coercion. All information points to the accuracy of the news received today from Constantinople and cabled to the Associated Press. The Marquis of Salisbury on Monday summoned the ambassadors to the foreign office and communicated to them the views of the British government on the desolate proposals of Russia for joint intervention, in order that each ambassador might communicate them to his government.

NEW YORK, Dec. 23.—A special to the Herald from Kingston, Jamaica, says:

Matters are tranquil in Hayti at present, but it is stated that a revolution is bound to come later. The report that the French government has refused recognition to General Manigat as Haytian minister to the republic is confirmed here. If he should return to Hayti from Paris Manigat may make trouble.

KANSAS CITY, Mo., Dec. 23.—Blue Cut, made historic through the operations there of the James and Younger bands, when they were pioneers in the train-robbery industry, was the scene tonight of its fourth hold-up by road agents.

At 9:20 o'clock tonight the St. Louis & Chicago express, which left Kansas City at 8:45 was flagged at Blue Cut and came to a standstill. Masked men immediately covered the engineer and firemen and compelled them to get down from their cab. At the same time another member of the

band uncoupled the express car from the rest of the train. The robbers quickly climbed aboard the locomotive and the express car, and before the surprised trainmen had time to collect their wits, the bandits were speeding down the steep grade beyond the Blue Cut with the engine and express car, and the express messenger, A. J. Frier of St. Louis, was a prisoner in the express car.

Kansas City officials of the United States Express company state that the train carried very little cash, but that the car was filled with an enormous amount of miscellaneous express of considerable value, Christmas boxes making up the larger amount of the treasure.

When the robbery became known at Independence a posse of county officers set out for the scene of the hold-up and at midnight County Marshal Keshlar was arranging to send out a force of officers from Kansas City.

At 1 o'clock this (Thursday) morning a telephonic message was received from Glendale stating that Engineer Meade and his fireman had arrived there. Immediately after the robbery they set out toward Glendale in search of their locomotive. They found the engine about one mile east of Glendale, dead, with the express car.

The first definite information from the passenger train was received from Independence at 1:30 o'clock, after the arrival there of Marshal Keshlar's relief train, sent out from Kansas City. Beyond Independence this train picked up the passenger and baggage coaches that had been left by the robbers at Blue Cut and pulled them back to Independence.

Conductor Nichols in an interview at Independence stated that when the train was brought to a standstill at the Cut he stepped out upon the rear platform only to have a pistol thrust under his nose.

"Just keep your mouth shut—I don't want to hurt anybody!" was what the road agent said to him. He had nothing to say.

A moment later the bandit said: "Look here, young fellow, have you got any of the company's money?"

The conductor dug up \$4 and displayed them in front of the robber. The robber took \$2, with the remark: "Well, I'll give it with you."

None of the passengers were molested, but the greatest confusion prevailed aboard the train when it became known that they were in the hands of robbers. There was a wild scramble to hide valuables.

CHICAGO, Dec. 24.—At the office of the Chicago and Alton railway, the following official statement in regard to the Blue Cut robbery, was given out today:

The train was flagged by red and white lanterns just west of the Missouri Pacific bridge, east of Independence. The robbers took charge of the engine and made the engine men get off and a conductor and brakeman go back and get a train wrench and cut off the express car. The trainmen made considerable noise and did much loud talking and pounding on the couplings while doing the work in

order to give the expressman a chance to hide away his stuff.

When the train was cut off the robbers made the trainmen get off while they took the engine and express car away. They next stopped in a cut about half way between Top Hill and Glendale and rapped on the express car door. The expressman opened it and realized for the first time that he was being held up. All his valuables he says were exposed. He claimed not to have had time to put them in the safe before leaving Kansas City. It was therefore not necessary for the robbers to open the safe, although they were amply provided with dynamite for that purpose. The amount secured totals up \$2,500 in cash and may reach \$3,000. After robbing the car they cut the bell cord, pulled the tank pin and cut off the air and ordered the expressman to set the hand brake on the express car. They all got on the engine and ran to the second iron bridge east of Glendale, where it was left without water, steam, fire or air. The train crew was, Engineer Wetton, Fireman Post, Conductor Nichols, Brakeman Jones and Expressman Frier.

The following description of the robbers is given by the trainmen. Four men, all masked, three dark and one light make; one man small and slender, somewhat feminine in voice; had been drinking; two medium size; one man six feet tall, weight 200 pounds. The trainmen were mixed describing the clothes worn.

WASHINGTON, Dec. 23.—After several weeks' consideration of the status of Senor Rodriguez, the first minister of the Greater Republic of Central America, President Cleveland today received him and accepted his credentials in a short speech which, while formal in tone, was thoroughly earnest in its evidence of good will toward the new American Union. The President emphasized the purpose of our government to hold the individual states of the new Union to responsibility for past claims, and he indicated an expectation that Guatemala and Costa Rica, which have so far refrained from joining the others in the new Republic, would soon give in their adherence.

SAN FRANCISCO, Dec. 24.—A few weeks ago a vessel putting in at Lisbon after a trip around Cape Horn reported the destruction by volcanic action of Juan Fernandez Island, famous as the fabled home of Robinson Crusoe.

The master claimed to have seen the catastrophe from the deck of his vessel. The report was not given credence at the time by scientific men and many details were printed in papers and magazines. But Captain Powles of the British ship *James Kerr*, now in port, asserts that the story is generally believed by seafaring men all over the world. The *James Kerr* has recently arrived from New Castle, N. S. W., where she was laid up for months on account of the coal mine strike. Captain Powles met a very large number of master mariners there and says the destruction of the island was a matter of common gossip among them. The captain himself has not passed within sight of the island since 1859 when he secured an excellent photograph of it from the deck of his ship. He said that some of