

GENERAL NEWS.

PARIS, March 10.—Christine Nilsson has been married to Count Miranda. It is reported she will retire from the lyric stage.

LONDON, March 10.—Williamson, the military correspondent of the Manchester Guardian, has been arrested at Cracow, Austria Galicia, as a Russian spy. He was released after twelve hours' imprisonment.

PARIS, March 10.—An explosion of melinite, a new explosive, occurred to-day in the arsenal at Belfast. Many men were killed and injured.

CAPE TOWN, March 10.—The Stanley expedition for the relief of Emin Bey, which left Zanzibar about two weeks ago, arrived here last evening and will proceed to-day to the Congo River, which Mr. Stanley expects to reach by the 18th inst. The men composing the expedition are all in fine condition.

WASHINGTON, March 10.—The time for the reception of proposals for furnishing steel for guns and armor has been extended by the Secretary of the Navy from March 15th to March 22nd.

CHICAGO, March 10.—A gentleman who claimed to have seen the original contract for the sale of the Baltimore and Ohio Railroad, is authority for the following statement: The plan for the consolidation of the various railroad interests grew out of the efforts of Jay Gould to induce Robert Garrett to pool the business of the Baltimore and Ohio telegraph company with that of the Western Union. Garrett absolutely refused to become a party to such an arrangement and declared he would always keep his business under his control.

NEW YORK, March 10.—The will of Mr. Beecher was read this afternoon in the presence of the family. It is probable that it will not be filed for probate as one of its main provisions authorizes the members of the family to settle among themselves the division of what there is left. The chief feature of it is that Mrs. Beecher is first provided for. The contents of it will not be known unless the will is probated, as it is the wish of the family that no publication of its contents should be made.

To-night the Beecher residence was brilliantly lighted, and everything around the house was made as bright as possible.

MRS. BEECHER

had been in her late husband's room a great portion of the afternoon looking over his papers. It seems a delight to her to be near where her husband spent much of his time. The members of the family were dressed in bright clothing as though going to church on Sunday and everything around was made as bright and cheerful as possible in accordance with the often expressed wish of Mr. Beecher in case of his death.

Hundreds of people called during the day and left cards, including Henry George and

REV. DR. MCGLYNN.

The church to-night until 11 o'clock, was more crowded than during the afternoon. The line of people waiting to view the remains extended from the church to Fulton Street, nearly three blocks, and one block down Fulton.

The Tribune, estimates that Mr. Beecher's earnings during his life time were \$1,000,000, of which \$500,000 was as pastor, \$300,000 as lecturer and \$200,000 as an author. One of his leading parishioners estimates his estate at \$100,000, his farm at Peekskill was worth \$50,000; an insurance of \$25,000 on his life, and his house in Brooklyn.

CHICAGO, March 10.—Oscar Neebe, the anarchist, to-day selected Paul Grottkau and George Schilling to deliver orations at his wife's funeral service in Miller's Hall, Sunday. Grottkau was Spies' successor as editor of the Arbeiter Zeitung and was a prominent figure in the riots at Milwaukee last spring. Schilling is the noted local socialist agitator and ward politician. Nothing of a religious character will enter into the ceremonies. It has been decided that the procession will only accompany the corpse to the city limits. Chief of Police Eberhold says no special arrangements have been made regarding the proposed demonstration. He understands that "it is not to be a

RED FLAG

affair." The Central Labor Union members say they will use the regulation banner of the various societies composing the organization. Should they do so there will be no absence of red flags, for the societies and their 12,000 members are almost without exception radically socialist and their hunting is of the most vivid crimson. Each society is providing itself with a band of music for the occasion. Sheriff Mason to-day decided that Neebe should unmanacled be allowed to accompany his wife's corpse to the cemetery guarded by a single deputy.

NEW BRUNSWICK, N. J., March 10.—The Deumead family have for years furnished gossip for the people of New Brunswick. They were eccentric and wealthy, and lived in squalor, in a wretched hovel under ground. For the past two months rumors relative to the condition of Mrs. Deumead have been flying about. It being utterly impossible to secure an entrance to the hovel, owing to the fierce conduct of Samuel Deumead, no one solved the mystery till to-day. A warrant for the arrest of Deumead was issued this afternoon upon the complaint of Mrs. Brundage, of Picataway, and Chief of

Police Fowitt accompanied by officers, reporters and relatives of Deumead's, proceeded to the hovel. On reaching the door they were confronted by John Deumead, one of the brothers, who attempted to prevent their entrance, but he was easily overpowered. As the door opened a

FRIGHTFUL STENCH

assailed the nostrils of the party. John Deumead, seeing that resistance was useless, procured a light and led the way into a rear room, where, upon the bed, lay the dead bodies of Cornelia and Robert Deumead, horribly decomposed. When asked why the fact of his relatives' death had not been made known, John Deumead said: "We afraid they would be taken away from us." Officers were placed on guard at the hovel, and John and Samuel Deumead were taken into custody. John says they both died five weeks ago, and that he wanted to have them buried and put out of the way, but Samuel would not listen to it. When Samuel was taken into the washroom to be given a bath he fought like a tiger. The coroner's jury will meet on Monday.

BRUSSELS, March 10.—De Lesseps was the guest of Emperor William at supper yesterday evening, and sat at the table reserved for the Emperor and Empress, both of whom conversed freely with him during the repast, and bestowed upon him marked attentions. Crown Prince Frederick William, during the supper, reminded De Lesseps that he (the Prince) assisted in the ceremony of opening the Suez Canal in 1869. Empress Augusta again received De Lesseps to-day.

PHOENIX, Arizona, March 10.—The Morning Gazette publishes an account of Indian depredations in Superstition Mountains. The victim was a rancher named Reaves, whose mutilated body was discovered by scouts, who were pursuing the renegades. The scouts overtook the renegades in camp, when a fight ensued. All the renegades' horses and equipments were captured. One scout was wounded. The news was brought here by a stage driver, who says the Indians were nine in number, and made for the Tonto county. The troops are in pursuit. These Indians are without doubt the San Carlos Apaches, and will probably be killed and driven back to the reservation by the military.

VIENNA, March 11.—It is asserted that the Russian government has invited the powers to join in a protest to the Bulgarian regents, against the cruelties practiced on the insurgent prisoners.

NEW BRUNSWICK, N. J., March 11.—The result of the post mortem examination on the bodies of Robert and Cordelia Deumead showed that the woman's lungs were in a normal condition and that her death was not caused by pneumonia. Her stomach showed that the woman was starved to death. Mrs. Deumead had been dead for at least two months. Robert Deumead's body was gaunt and shriveled, and the lungs and heart were decomposed; the stomach and intestines were empty. His death was also caused by starvation. The stomach of both Robert and Mrs. Deumead will be examined for traces of poison.

BERLIN, March 11.—The septennate bill was read the third time in the Reichstag to-day and was passed without debate by a vote of 227 to 31. Eighty-four members abstained from voting. The announcement of the passage of the bill was received with applause. All the conservatives and national liberals and a few centrists voted with the majority. The minority was composed of new German liberals, socialists and Alsations.

LONDON, March 9.—The Telegraph asserts that the admiralty has trustworthy information that the Russian government received and now has drawings and papers connected with British naval designs, which were sold by draughtsman Terry, who has just been discharged from employment in the navy yard at Chatham.

SAN FRANCISCO, March 11.—The dispatch from Chicago containing the statement of Mr. Webster, of Armour & Co. that the firm had decided not to contract for cotton seed oil mills at various points throughout the South, and that the firm had arranged with the cotton seed oil mills to furnish them with oil, was shown by an Associated Press representative to Phil. D. Armour to-night who is here on a pleasure trip. He stated in answer to the question that messages had passed between him and Mr. Webster regarding the matter, and ended by saying: "Mr. Webster can be credited as authority on matters concerning our interests."

Referring to the wheat market at Chicago Mr. Armour said the firm was not taking any active part in wheat transactions, but was carrying some wheat simply in the capacity of bankers. With a smile he added: "I did deal in wheat in my younger days, but I have since reformed and have ceased to

BE A SINNER."

Mr. Porter, of a Chicago firm of commission merchants, speaking of the natural prosperity of California, expressed surprise at the extent to which tourists and immigrants were coming into California. He referred to the effect this was having in Florida, saying: "California people have no idea how much they are profiting, to the injury of Florida. I have had good opportunities of knowing this from actual observation. I know that the greater part of the travel which in the past has gone to Florida in the winter, has this year come to California."

This is confirmed by actual conditions throughout the State. Every hotel is filled to the utmost capacity not only in this city, but in Los Angeles, San Diego, and many other places in the State.

NICK, March 11.—A fresh shock of earthquake was felt here at 2:50 o'clock this afternoon and created a panic among the people. The vibration traveled from northeast to southwest.

LOUDBOX, March 11.—At Montone yesterday, the shock was the most violent since that of February. The walls of many houses were again cracked and the mirrors were smashed. Visitors are again hurrying away from Montone and the residents are camping out in the open air.

At Monte Carlo the shock caused a panic in the gambling rooms. The tables shook violently and the players fled in dismay.

CLEVELAND, March 11.—The strike of the switchmen on the New York, Pennsylvania & Ohio Railroad is becoming serious. This morning the freight brakemen and conductors refused to take the trains made up by the green hands and all the men along the line are said to be on the eve of quitting work until the trouble with the switchmen is adjusted. For several days past occasional freight trains have been made up and sent out, but to-day nothing can be done and the prospects are that the road will soon be blockaded.

LONDON, March 11.—Lord George Hamilton, first lord of the admiralty, stated in the House of Commons this afternoon that no charge or allegation had been made by any admiralty official against the American legation in London or directed against any American newspaper, in connection with the recent scandal.

WASHINGTON, March 11.—Secretary Whitney to-day furnished a statement touching the method employed by the navy department to procure plans for naval vessels and machinery. Concerning the reported discharge of draughtsman Terry at the Chatham dock-yard, England, he says:

"THERE IS NO TRUTH

In any statement which connects the navy department with anything clandestine in the way of obtaining plans abroad or the secrets of foreign governments. It is the business of every government to know what implements of war are possessed by others, together with their characteristics, and the information can be easily obtained if the necessary trouble is taken, without the necessity of resorting to any questionable methods."

Relative to the purchase by the department of designs made by chief constructor White of the English admiralty, Secretary Whitney says that White was not the chief constructor of the admiralty when he made and the department purchased the designs, but was in the employ of Sir William Armstrong & Company. The secretary quotes from Secretary Chandler's annual report of the high commendation of the firm. He then

PROCEEDS AS FOLLOWS:

"After the construction of the Esmeralda, they built the Nanioa-Kan for the Japanese Government, which was an improved Esmeralda, and on her trial she was reported to have made nearly nineteen knots, the highest speed then reached by any unarmed cruiser. I decided to purchase the working drawings of this ship and her machinery for the purpose of placing them before our naval architects to see by what method they attained so much greater speed over there than we were able to reach here. While the matter was being negotiated, the Armstrongs through their naval architect, Mr. White, made a still later design, which is called 'No. 27,' which they offered in competition to the Spanish government to which they guaranteed either 19 or 19½ knots speed (I forget for the moment which), the vessel being somewhat larger than the Nanioa-Kan. This design was not rejected by the Spanish government, although in competition it did not win. The Thompsons having agreed to guarantee

TWENTY KNOTS

speed upon a boat of larger displacement, were given the contract and are now building the boat for the Spanish government. The boat which the Thompsons proposed to the Spanish government was out of question for us, because it was too large in tonnage and too expensive to come within the limits fixed by the statutes, and I should not have bought the plans of that boat even at the same price they were offered to us at. The price (\$50,000) at which they were offered I rejected and preferred the design of Armstrong and Mr. White. I finally closed the contract for the plans of two boats, the Nanioa-Kan and what is known as No. 27, for \$35,000, less than it would have cost to make them with our own men, I think. It was for the purpose of laying before our people the very latest improvement in the way of a fast cruiser of a concern supposed to be the best constructors in the world among private ship builders of this class of boats.

THE MACHINERY

of the Nanioa-Kan was the design of the Hawthornes, and that of No. 27 the design of Messrs. Humphreys and Tennant, recognized as concerns ranking with the highest in England in the way of marine machinery. After these plans had been received here, I was frequently applied to by our ship builders to let them have copies. It

was the first time that detailed working drawings had been had of an entire ship and it then occurred to me that it would be an excellent plan to reproduce the machinery of these two vessels to two of the five ships that we were about to build, and this cause was earnestly urged upon me by the ship-builders who examined the plans. Letters had been written to me to that effect by Roach's expert, Mr. Faron, by Harlan & Hollingsworth, Cramp & Sons, and the Union Iron Works of San Francisco. This was the course finally adopted by me. Many of the arrangements of the ships have been changed, conforming them to our types. But the machinery will be duplicated in two of those that are now

UNDER CONTRACT.

The effect has been, in my judgment, to call the attention of our people to the fact that we have not kept up to the proper standard in the way of producing power for the machinery. In the case of the Boston and Atlanta, the guarantee of the contractor is that with 604 tons of machinery he will produce 3,500 horse power. The guarantee of the contractor who is producing the Nanioa-Kan's machinery is that with 710 tons he will produce 7,000 horse power, and in the case of Cruiser No. 2, also foreign machinery, the guarantee is that with 900 tons 9,000 horse power shall be produced. It will be seen that the effectiveness of the machinery in producing horse power, is nearly twice that required by the contract upon the Boston and Atlanta. In these latter cases, one ton of machinery is guaranteed to produce a little over five horse power, and in the case of Cruisers No. 2 and No. 3, each ton is guaranteed to produce nearly ten horse power. All this it will be seen is stimulating to our own people, and in the end they will probably succeed in doing as well, or better than these results show."

THE SECRETARY

characterized as ridiculous the idea that the department's advertisements, soliciting the submission of designs, can be regarded as an attempt to bribe foreign naval officers, and on this point he says:

"The advertisement simply copied a statute passed in 1882, which provided that before any of the vessels hereby authorized shall be contracted for or commenced, the Secretary of the Navy shall by proper public advertisement and notice write all the engineers and mechanics of established reputation, and all reputable manufacturers of vessels, steam engines, boilers and ordnance, having or controlling regular establishments, and being engaged in business; all officers of the navy, and especially all naval contractors, steam engineers and ordnance officers of the navy to submit designs."

THIS ADVERTISEMENT

was written in the form in which it has always been put out and which the law indicated. It was published in England and France in order to bring it to the attention of the persons referred to by the law as engineers and mechanics of established reputation, and all reputable manufacturers of vessels, steam engines, boilers and so on, and had no reference whatever to any naval officers abroad. It would have been, of course, absurd to publish such a thing if that had been the intention. The advertisement was a copy of one which had been inserted before and which was in accordance with the statute."

WASHINGTON, March 11.—The committee of the southern passenger agents' convention, which adjourned here recently, has decided upon the general national drill rate for all travelers. Under the inter-state commerce law, it is understood they cannot make discriminations in favor of persons, so the committee has decided to give cheap soldiers' rates to citizen travelers also. Three-quarters of one cent per mile is the rate fixed, for parties of not less than twenty-five in one party. This rate, which applies to citizens and soldiers, is the lowest ever given for similar purposes, being about one-half that given to the New Orleans Exposition.

NEW YORK, March 11.—The presidents of the

TRUNK LINES

met this afternoon at Commissioner Fink's office. President Roberts, of the Pennsylvania Company, presided. The passenger agents' committee report was adopted with slight amendments.

The report of the freight agents' committee was opposed. It was decided that second-class tickets to points west as far as Chicago should be retained, on all other routes second-class tickets will be abolished. It was felt that there are many people who lived in cities on the east coast who could not afford to pay first-class rates and were willing to accept inferior accommodations in consideration of reduced fare, and that it would be an injustice were the cheap rate abolished. Emigrant fares will remain the same as at present for tickets sold in Europe, but

NO DISTINCTION

will be made on tickets sold on this side. Cheap fares only apply to west-bound tickets.

The committee's recommendation in regard to excursion tickets already purchased were approved.

The agents' commission will be abolished. The Tribune has the following ad-

ditional points in regard to the matters agreed on by the railroad meeting at Commissioner Fink's office in relation to passenger traffic under the inter-state law: Mileage tickets are abolished. Ministers are to be allowed reduced fares. Excursion tickets are defined to mean round trip tickets, sold at a reduced rate to a person who, under conditions, desires to make a journey within a given time to a given point and return, and the

INTENTION OF THE LAW

is taken to be that all questions of restriction, limitation, place and fares are to be left to the discretion of the railway companies respectively.

Free baggage is allowed of 150 pounds on each full first or second-class ticket; 75 pounds on each half ticket and 100 and 50 pounds respectively on each full or half emigrant ticket. Baggage in excess of these allowances up to an absolute limit of 250 pounds (except ship immigrants) is to be charged not less than 12 per cent of the lowest unlimited first-class fare. No commercial luggage, musical instruments, organs, pianos, donkeys, horses or theatrical scenery will be transported as free baggage and all excess baggage orders and permits are to be withdrawn from sale. When

POINT TARIFFS

for through fares are established or where two or more connecting roads are concerned as parties to a joint tariff, neither can make any change except after formal notice to the other parties.

Different fares for through and competitive business are to be established by consultation and agreement. Under the section referred to the long and short haul, we understand that the law deals with fares in the aggregate and that the proportion on a through fare need not of necessity control local fares. In the case of greater charges for a short distance by reason of the competition of water lines or otherwise, your committee believe that they

HAVE NO RIGHT

to permit such fares to continue or to be made without the authorization of the national commission.

Traffic in connection with the Pacific Coast routes, eastwardly, may be taken at 28 per cent of the through rate as the proportion of Chicago to the seaboard, as heretofore, with a minimum of 20 cents from Chicago to New York, provided that the transcontinental roads do not charge more from any point east of the Pacific Coast to any intermediate points west of the Atlantic seaboard.

LONDON, March 11.—The Prince of Wales presided to-day at the annual meeting of the Royal Thames Yacht Club. The secretary of the club announced that the money for 1,000 guineas, the principal prize, had already been subscribed in full by ninety members of the club, and that plenty of funds were coming in to make up the several prizes which the club desired to offer for additional races during the jubilee season. The fourteenth of June has been fixed as the date for starting the 1000 guinea race, and the course lead out is from the Nore northward up the east coast of England, around Scotland and Ireland to Dover. The complaint made by an American newspaper that the course includes narrow channels, is unfounded, the only one on the course being the

ENGLISH CHANNEL,

which surely is wide enough for all the competitors of the race. The commanders of the yachts in the race will be permitted to choose any course they please, so long as they keep the mainland on their port side. The full text of the conditions of the great race will be issued within a fortnight. The conditions will include a time allowance according to tonnage on a sliding scale. The Prince of Wales approved the plan of the race and expressed delight at being permitted to co-operate in the jubilee programme of the club. He promised to act as the starter of the race and to enter his own schooner as a competitor. The meeting was a very enthusiastic one, and was attended by all the leading yachtsmen of Great Britain.

DENVER, March 11.—An Aspen special to the Republican says: A fire broke out in Ryan's block shortly after 11 o'clock last night and the building with its contents were completely destroyed. The losses amount to \$25,000. Among the losers are H. Wilcox, grocer, \$10,000; A. Lessur, furniture, \$3,000; Mrs. Ryan, building and furniture, \$5,800; G. J. Downing, building and meat shop, \$5,000. The insurance amounts to \$8,000. Of this amount \$4,000 was carried by Wilcox. There were several very narrow escapes. All the inmates were driven out in their night clothes and two more or less burned.

LOS ANGELES, March 13.—General Miles, yesterday received a telegram announcing the death of Second Lieut. Seward Mott, tenth cavalry, at San Carlos reservation, Arizona. Lieut. Mott had been assisting Capt. Pierce, agent at the reservation, in the division of lands. The other day a young Apache chief, whose father was in the guard house, quarreled with Mott over the division of the land and stabbed him several times. He died yesterday. The murderer escaped and is now with three renegades who went out to escape punishment for drunkenness, and are now being pursued by scouts. Mott graduated from West Point last year and got his commission in July; he was a native of New York.