

from the university at Frieberg, Germany. He was an expert in mineralogy.

Kingsley was a son of the late Wm. Kingsley, engineer of the Brooklyn bridge, and was also graduated from Frieberg.

Thomas Field was a naturalist and taxidermist.

The party started from Denver in the early part of May.

Washington, Jan. 13.—The United States Consul General Lee has reported to the state department from Havana, under date of yesterday, the facts connected with the rioting there yesterday. While the state department officials do not divulge the text of the dispatch, it is said that it corroborates generally the newspaper reports on the subject.

According to General Lee's report, the disturbance had been quelled for the time being, but he was apprehensive of another outbreak at any moment. Nothing has been heard from the consul general today so it is assumed at the state department that the situation remains unchanged in Havana.

General Lee did not ask to have a warship sent to Havana, and in the opinion of the state department officials that is a sufficient reason for the assumption that there is no occasion for sending one. The officials are evidently not apprehensive of any trouble in the immediate future that will require the forcible intervention of our government. The disquieting feature of the situation is the horrible condition of the poor in Cuba.

According to General Lee's advices, no less than 200,000 people on the islands are in the last stages of destitution and are wholly dependent upon charity. To feed these people on a ten cent ration per day would cost \$20,000 daily, which sum is double the amount so far received in contributions by the state department. In the opinion of General Lee, 20 per cent of these poor people are surely doomed to death from starvation and disease. In such a state of affairs, the existence of any form of organized government is threatened and the autonomy plans of Spain command little attention.

The naval authorities maintain their serenity notwithstanding any rumors of radical action, such as the dispatch of warships to Havana and like stories.

Secretary Long was asked whether any of the American ships had been ordered to be ready to sail for Havana. He replied that while he could not discuss the matter he would say that he had not made any change in the orders of the battleship Maine, now lying at Key West. Inquiry developed the fact that the Maine's last orders were to go out for target practice, and upon falling in with the North Atlantic squadron to attach herself.

Although there is no expectation at the navy department of any trouble just now, still in case it should occur, the navy is more strongly represented in Florida and West Indian waters than it has been in the past ten years. At Key West, there is the second-class battleship Maine, and the cruiser Marblehead, at Jacksonville, the dynamite cruiser Vesuvius, at St. Kitts, the Annapolis, and at Guadaloupe, the Wilmington. The Detroit is on the way from Cape Haytien to Key West, where she is due. The Marblehead is at Port Tampa, Fla. She has been ordered to remain at Key West instead of sailing for Havana, according to original orders.

Havana, Jan. 13.—United States Consul General Lee absolutely denies that he has asked the authorities at Washington to send two war vessels to Havana.

Washington, Jan. 13.—Senator Cannon of Utah presented the following resolution to the Senate and it was adopted:

"Resolved, That the President is re-

quested, if in his opinion it is not incompatible with the public interest, to transmit to the Senate at his earliest convenience a statement showing what measures are in force by this government in the island of Cuba, and in waters contiguous thereto, to protect the lives, liberty and property of American citizens now dwelling in Cuba."

New York, Jan. 14.—An unknown man threw himself or accidentally fell from a parapet on the Washington bridge over the Harlem river at 181st street today, a distance of 147 feet. This is 12 feet further than the distance gone by the Brooklyn bridge jumper. The man will live, as he is only suffering from a wound over the right eye.

New York, Jan. 14.—Several hundred laundrymen are on a strike in this city. Jacob Rittnerman, proprietor of a Walker street laundry, hired twenty Chinamen to work in his shop. The strikers sent a committee to protest to Tom Lee, the "mayor of Chinatown", and also sent a number of girl strikers to ask the "unfair" Chinamen to stop work but all in vain. The strikers having obtained a permit from the chief of police, had a parade. More than one thousand men, women and girls marched in the parade. There was a band of ten pieces. Among the banners carried by the strikers was a red shirt, six feet long and four feet wide, bearing the words "We are fighting for bread."

As the Chinamen left Rittnerman's shop last night about fifty men, friends of the discharged ironers, lay in wait for them in door-ways near by. The Chinamen were taken unawares and they received severe punishment, being clubbed and knocked about promiscuously. Most of them were cut about the head and had their eyes blackened. The police finally rescued the Chinamen and arrested two of their assailants.

Baltimore, Md., Jan. 14.—Two unfinished houses on 22nd street, near the York road, collapsed this afternoon, and eight workmen were injured. Two are expected to die.

Oakland, Cal., Jan. 14.—The man supposed to be Joseph H. Reaside, a trainee employed at the Oakland track, was killed by a Berkeley local train at Shell Mound Park last night.

The remains are hopelessly mangled and are past identification, but from papers found on the body, the dead man is supposed to be Reaside. He was once a wealthy cattle breeder of Waukegan, Ills.

Earlboro, I. T., Jan. 14.—Excitement is still intense here over the recent burning at the stake of two Seminole Indians and the subsequent fear of an Indian uprising. Here public sentiment has favored the lynchings. At Wewoka, the capital of the Seminole nation, the sympathy is all the other way, for it is believed that the lynchings tortured and killed at least one innocent man.

U. S. Commissioner Walter Jones is holding court at Wewoka and the deputies of the court are busy issuing subpoenas and warrants in an endeavor to bring the lynchings to justice. An eye witness of the hanging and burning of the Indians has volunteered his testimony. As no attempt was made by the lynchings to hide their identity it is probable that the leaders will be arrested by the U. S. authorities. They can only be tried on the charge of kidnapping and taking the murderers by force from the Seminole nation. The killing of the Indians comes under Oklahoma jurisdiction.

Denver, Jan. 15.—A traffic arrangement has just been entered into with the Denver & Rio Grande, the Rio Grande Western, the Oregon Short Line, the Oregon Navigation & Railroad company and the Great Northern,

which will open up a channel heretofore closed between this part of the country and that touched by the Great Northern.

This deal will remain effective as long as the Ogden gateway remains open. If, as is reported, the Union Pacific is in a position to close the gateway and does close it, then the arrangement will be made ineffective. This arrangement will affect eastbound traffic to a greater degree than that routed westward, although business both ways will be benefited.

Heretofore the close alliance between the Northern Pacific and the Burlington at Billings, Montana, and the lack of an arrangement between the roads forming the "Ogden route" has tended to throw most of the eastbound traffic from Oregon and Washington to the Northern Pacific. By the new arrangement, however, a large percentage of this business will go through Ogden over the various lines connecting with the Rio Grande system, and thus the traffic will, of necessity, come through Colorado.

To S. W. Eccles, general traffic manager of the Oregon Short Line, must be given the credit of the consummation of this arrangement. Immediately upon receipt of the dispatch this afternoon a "News" representative waited upon and interviewed Mr. Eccles upon the subject. In answer to a query as to the correctness of the telegram he replied: "Yes, it is correct and states the facts as they are. I made this arrangement when I was in St. Paul in November last. There was no special conference on the question but the officers of the road mentioned in the dispatches were there and I laid the advantages of the proposition before them, and it was soon agreed to. The time that has elapsed between then and now was simply to permit the working out of necessary details."

"The arrangement," continued Mr. Eccles, "opens up an entirely new route of traffic from Missouri river, Colorado and Utah points to the Puget Sound country by way of the line named, which will connect with the Great Northern at Spokane. The advantages to Utah will be very great in that it opens a new field for the exportation of many local products. These include products from the farm, orchard, mines and mills. The Salt Lake trade will be especially benefited as the output of that article is sure to be increased to a very great extent. Just how much the general trade will be augmented cannot be estimated now, but it will be very material."

New York, Jan. 15.—The Financial Chronicle says: Regarding the reported control of the Oregon Short Line and the Oregon Railroad and Navigation companies by the Union Pacific company through purchase of a majority of the stock of the Oregon Short Line, we are authoritatively informed that there has been no change in the situation regarding the Oregon Short Line stocks. Since the Union Pacific reorganization acquired, some weeks ago, the block of stock amounting to \$3,460,000 from the trustees of the collateral trust mortgage of 1891 securing Union Pacific gold notes sixes. While this block of stock gives the Union Pacific a preponderating holding of the Oregon Short Line's stock, of which the total is \$4,778,600, it does not, we are informed, give that company a majority interest, nor is there any intention to disturb the Oregon Railroad & Navigation company, voting trust which runs until 1906. The importance of preserving the independence of the Oregon & Navigation as a terminal in the interest of three companies, Union Pacific, Great Northern and Northern Pacific, is thought to warrant the belief that no one of these companies will attempt an independent control.