

entific explorations of the Solomon islands. During the middle of last August a landing was made at a place called Titiri, on the north coast of Guadalcanar. From there a party consisting of Baron Foulton Von Norbeck, Lieut. Budik, Midshipman De Beaufort, twenty sailors, the Baron's two servants and two native guides, started out for the purpose of exploring a mountain to the interior of the island called the Lion's Head. After two days' marching one midshipman and seven sailors returned, the men not being able to stand the heavy walking in the bush. The baron's party succeeded and reached a camping place at the foot of the Lion's Head. The baron and his servants with the native guides were in the lead going up the hill, several natives being apparently near or mixed with the party. When up near the top they heard two shots fired in the neighborhood of the camp they had left, and at the same time they saw a bushman chief standing on top of a rise a little above making some sign. As he appeared two shots were fired lower down the mountain from the direction of the camp. The shots seemed to be a signal for the chief to attack the baron's party. Bushmen from a score of places at once rushed out and the baron was struck on the neck with a tomahawk, while a crowd of bushmen attacked the rest of the party with clubs. The native who had cut down the baron was shot by a sailor. Lieut. Budik also put his revolver to good use. One sailor had to protect himself with a tomahawk he had wrested from a native. The other sailors were well armed and the bushmen finally had to retire to the woods, many of them wounded.

The slight when the party returned to the camp was a bloody one. Midshipman De Beaufort had been cut to death, and three sailors and one native guide. Six sailors and one guide had been wounded. One of the guides, John Paramatta, fought bravely, though his hand had been seriously wounded.

The rifles finally told on the natives and they withdrew. The news was then sent to Captain Mauller of the Albatross, and a relief party headed by First Lieutenant Bubal, and consisting of the doctor and thirty sailors, was sent and a safe return made to the ship.

CINCINNATI, Oct. 23.—The Commercial Tribune's special from Nobleville, Ind., says:

All the workmen of the American Carbon works struck yesterday. Under the former rule they were required to make 92 per cent of perfect carbon. A new rule required 97 percent of perfect carbons and was regarded as a practical reduction of wages.

ATLANTA, Ga., Oct. 23.—Charles F. Crisp, ex-speaker of the house of representatives, died here this afternoon.

The end came at a quarter to two o'clock. Crisp has been an inmate of the sanitarium of Dr. Holmes, this city, several weeks. His condition had been reported very low, but no fatal conclusion of his illness had been expected so soon.

ST. LOUIS, Oct. 23.—The Republic this morning says:

A stupendous deal, involving a radical change in the proprietorship and

system of operation of one of the most extensive street railway properties in the world has been practically completed. An American syndicate has, it is said, secured control of the famous underground railways of London, England. The syndicate was formed in London, Canada, and Ross McKeoz is at the head of it. Capitalists from New York, Philadelphia and other cities are also interested and one of the heaviest investors is stated to be a well known St. Louis man, whose name for the present is withheld.

The precise amount of money called for in order to capture the British prize has not been ascertained, but it is away up in the millions, as the underground roads of London have an enormous capitalization and constitute a magnificent property.

Owing to the necessity of acquiring real estate, compensating other owners and to the expense of diverting drainage, making tunnels, etc., the underground roads averaged in many portions a cost of \$5,000,000 a mile. In order to properly appreciate the magnitude of this deal and the extent to which it is illustrative of American enterprise, progressiveness and daring, the present status of the underground railway system of the English metropolis must be well understood. Unlike this country, Great Britain has for years been at a standstill as regards means of rapid transit in cities. There are not a dozen electric railways in the country and not a single cable road, and the highest achievement in street cars is, as a rule, the horse tramway. London sticks to this, to its vast system of out of date omnibuses, its cabs and four-wheelers, and its underground railways.

CONSTANTINOPLE, Oct. 23.—The troubles issued yesterday in connection with the recent purchase of arms have resulted in a condition of affairs which is regarded as very grave. The ministers are opposed to the poll tax imposed upon the muslimans, but the palace officials insisted that the measure was necessary for the defense of the musliman religion on the grounds that Christians are preparing to attack the muslimans and the European press is preaching a crusade against Islam.

The British committee appointed to investigate the cause of the recent disorders here computes that 15,000 Armenians in Constantinople and suburbs have been rendered destitute as a result of the late massacre.

CHICAGO, Oct. 24.—A Tribune special from Jacksonville, Fla., says: On the hurricane deck of the filibustering steamer Dauntless, is a great stain that was made by the life blood of one of the vessel's crew, killed by a shot from the Spanish gun boat Contra Mastra during the filibuster's last voyage. On the morning of October 18th the steamer was leaving a point on the northern coast of the Province of Pinar Del Rio, after having landed her third cargo of supplies for the insurgents. When ten miles off the shore the Contra Mastra bore down upon them and the Dauntless was forced to her best speed.

Shot after shot was fired by the Spaniard. The little vessel was gaining, when a cry from the pilot house and the crash of wood indicated that one shot had struck. Captain Lom

rushed forward and found that Henry Wilkerson, a member of the crew, had been struck and cut in two. Driving ahead at full speed the Dauntless finally got out of range and escaped the Spaniard.

MOZAMBIQUE, Oct. 24.—Major Albuquerque, governor general, with 300 Portuguese and 100 native troops recently went to Manacaland. While in Maginla he was attacked by two thousand Massarallos. The Portuguese made a gallant defense and kept the natives at bay twenty hours, but were finally forced to retreat, owing to lack of water. Two Portuguese were killed and twenty-three wounded, including the governor general. The enemy's loss was heavy.

MADRAS, Oct. 24.—A serious riot occurred at Negapatam, sixteen miles from Carrical, forty-eight miles by railroad from Tanjore. Several thousand workmen, who were locked out, attempted to loot a freight depot. The police fired on them, killing two and wounding many.

WASHINGTON, Oct. 27.—It is stated by officials that the United States will give the co-operation and support of both Russia and Japan in the approaching issue over establishing adequate protection for the fur seals of the North Pacific ocean. The question is about to be brought forward as two commissions, one American and one British, have returned after an investigation of the conditions in Bering sea. Aside from the information they have secured, Assistant Secretary of the Treasury Hamlin has recently made a report after personal inspection of the Seal islands, stating that if modifications of the Paris award regulations were not agreed to, "the fur seal within one or two seasons will be commercially extinct."

The Japanese government stands ready to join the United States in any plan of seal protection and is desirous also of including sea otters which are being exterminated from the Japanese islands. The co-operation of Japan is said to be of much importance to the United States, as the seal poachers and pirates have fitted out mainly at Japanese ports. A large trade with them has been built up at Yokohama and Nagasaki. Notwithstanding this Japan feels it to her interest to suppress the pirating.

Many of the Canadian poachers go to Japanese ports and either ship under the Japanese flag or take out sealing permits from the British consuls there. The Japanese government wants the prohibitions made far-reaching, so that no doubt will exist as to the permanent preservation of the seals and otters.

The Russian government also, it can be said authoritatively, will welcome an extension of the protection to the seals. It is pointed out that while Russia owned Alaska and the seal islands, now attached to the United States, there was complete protection to the seals and that the destruction began under American management. The policy of Russia continues to be to protect the seals on the Russian islands of the North Pacific and there will be full co-operation with the United States toward any concerted action to that end.

SAN FRANCISCO, Oct. 27.—Two prominent mining engineers from London are now on their way to this