

Canaan, Conn., Dec. 22.—Four burglars of a gang of five were captured by Martin Rood in Jackson and Eggleston's store here early this morning. Rood, who sleeps in the store, was awakened by the movements of the men, and by prompt use of his revolver, wounded two of the burglars and marched four of them, including one of those whom he had shot, into a room and locked the door. The other wounded man was helpless. The fifth member of the gang escaped. Rood fired his revolver until re-enforcements arrived, and his coveys were conducted to the lock-up. The wounded men are Percy St. Clair, shot in the back, and B. C. Davis, shot in the right thigh.

New York, Dec. 22.—Twenty persons were injured, three perhaps fatally, at a grade crossing on the Delaware, Lackawanna & Western railroad between Passaic and Delawana, N.J., tonight. They were in a stage which was struck by a train.

All the victims are employed in Wothens & Aldrich's mill at Delawana, about two miles from Passaic. They ride to and from their work in a big, covered stage. There were thirty-six persons crowded in to the stage tonight. The party relieved the monotony of the trip by singing, and it was not until the horses were on the track that the engine was seen by the driver. The driver struck his horses sharply with the whip and they leaped forward, then stopped abruptly as the gate closed on the other side of the track. The locomotive struck the stage almost in the middle, hurling it several feet ahead, then struck it again, throwing it from the track. With the second blow of the locomotive the occupants of the stage were scattered in all directions.

Victoria, Labuan, Dec. 23.—The Sikh police force attacking the stronghold of the insurgent Matsalloh has been forced to retire. Adjutant Jones and six Sikhs were killed.

Candia, Dec. 23.—Mussulmans yesterday attacked a caravan near Aramo, and killed 23 Christians.

Toulon, Dec. 23.—In view of the disquieting news from Crete, two French cruisers have been ready to sail for the island at a moment's notice.

London, Dec. 23.—Lady Millias, widow of Sir John Millias, the late president of the Royal Academy, is dead.

Little Rock, Ark., Dec. 23.—From passengers reaching here it is learned that a party of four hunters were found frozen to death by the roadside near Dawes creek, Newton county, Monday morning. It is believed from description of the dead hunters, that they were W. H. Hughes, A. H. Dolphin, John W. Bright, and Samuel Sevier, who outfitted here a couple of weeks ago. They claimed Chicago as their home, and it is said they passed through Marshall, in Searcey county, early last week, saying they were going into the Boston mountains for game. It is believed that the party lost their way in the jungle of Dawes creek bottom.

Tift City, Mo., Dec. 23.—Two little children of George Coakley, a farmer living near here, climbed into a pig sty to catch one of the pigs. They were set upon by hogs which killed and ate both children before they were found. The children had been left alone at home while their mother went on an errand to a neighbor's house.

Chicago, Dec. 23.—Capt. Porter, of the U. S. secret service, and Assistants Gallagher and White broke into a room in the building at 7 Curtis street last evening and arrested George Holden, alias "Relly," and Charles Daly, who, it is alleged, were making counterfeit fifty cent pieces.

The men were taken by surprise and offered little resistance. When the officers entered the room, Holden and

Daly, it is said, were both busily engaged in the work. Daly, it is alleged, was seated at a table and in front of him was a stack of the silver pieces, which he was finishing with a small file. A quantity of molten metal was in a pot on the stove, and the officers say Holden was running the fluid into a mold with a ladle. In one of the bureau drawers was found 150 of the alleged spurious coins.

The money, together with the mold and metal found in the room, were confiscated. The prisoners were taken before U. S. Commissioners Pickard and placed under \$2,000 bonds each. The men were unable to furnish bonds and were taken to jail.

Captain Porter said that the money found in the room was so well made that it could easily be passed on an unsuspecting public.

New York, Dec. 23.—The giantess of ocean liner, the Kaiser Wilhelm der Grosse, of the North German Lloyd line, arrived from Bremen, Southampton and Cherbourg a day late. She brought over 461 cabin and 393 steerage passengers. Her passengers told of a terrible experience.

From Cherbourg she met gale after gale from the southwest and northwest. The ocean piled high on her weather bow and bulwarks, retarding her progress.

On the third day out from Cherbourg, while a heavy sea was running and nearly all the passengers were seasick in the berths, the ship's machinery was suddenly stopped. It was just after the dinner hour. Passengers rushed from their staterooms to inquire the cause of the halt. All sorts of replies were forthcoming to the perturbed passengers.

Some of the officers said the machinery had broken down, others that the engines had gone to pieces, and still others that the rudder was disabled.

After the ponderous vessel was hove to, she began to drift. The tourists were nervous. For eight hours the steamer was adrift, till she was fifty miles out of her course. Then she started again.

When the passengers reached quarantine, it was said the cause of her eight hours' delay was the giving out of the packer of valves of the port engine. What had really happened, however, was this: One of Chief Engineer Baum's assistants became aware on the evening of Dec. 19 that the head of the main boiler was wobbling. Investigation showed that one of the steel bands had broken off. To prevent the boiler from vibrating and a possible explosion it was necessary to draw the fire from the furnace, stop the ship and allow the parts to cool. To do this required more time than the actual repairs, which were made by the staff of seventeen engineers, directed by Chief Baum.

Capt. Englehart laughed when the idea of danger in connection with the break was mentioned. He said there was no danger at all and that the big ship behaved splendidly.

Dortmund, Prussia, Dec. 23.—Sixteen persons were killed by an explosion of fire damp in the Kaiser Stuhl II pit here yesterday.

Dortmund, Prussia, Dec. 22.—An explosion of fire damp took place today at the Kaiser Stuhlzw pit, with terrible results. Eight corpses have been brought to the surface and seven men were living, but severely injured. There are five still missing.

New York, Dec. 24.—A drill engine and train of flat cars on the Central railroad of New Jersey, collided in Communipaw today. Two brakemen, Collins and Haycock, were killed. Fireman James Higgins was fatally injured and Engineer Martagh was so badly scalded that flesh came off with his clothing in great strips.

Corry, Pa., Dec. 24.—The snow is

drifting at a terrific rate. At Sherman, N. Y., and vicinity, reports say that it is over four feet, and still drifting. It takes two engines to pull three cars on the Western New York & Pittsburgh, which goes through that section. Trains on the Pennsylvania are also delayed.

Kingston, Ont., Dec. 24.—Fire broke out in the Doran wing of the general hospital about 10:30 this morning. "B" battery has been called out to assist the fire brigade.

Philadelphia, Dec. 24.—Four children named Malbelsa were suffocated by smoke this morning in an attic room at No. 17 Christian street. Their parents were away and the house caught fire from an over-heated stove. The children were rendered unconscious by smoke and all were dead when carried from the house. They were, John, aged 5 years; Constantine, aged 5; Mary, aged 3; Kaswara, aged 1.

The fire was quickly extinguished. The pecuniary loss is slight.

St. Louis, Dec. 24.—Charles Tite, aged 55, employed in doing some work in the railroad tunnel which runs under this city, was ground to pieces by a train yesterday afternoon. He had stepped down on the tracks, from his work, just before a train thundered by. There was no semblance to a human body in the mutilated parts picked up by a track walker.

New York, Dec. 27.—One of the most notable surgical operations performed recently and one which may furnish a precedent for the treatment of apoplectic cases in which the pressure of a clot of blood formed on the brain can be localized, took place at the New York Post Graduate hospital. This operation was that of trephining, the cutting of a hole in the skull of the patient through which the effused blood resulting from a stroke of apoplexy was allowed to escape and it was performed by one of the visiting staff of surgeons and a local physician who lectures and operates at Post Graduate and other hospitals before a body of clinical students, doctors from all parts of the country, who were in New York with a view to "brushing up" on the latest developments in the work in their profession.

The operation seems to have been thoroughly successful, as it was practically certain when it was decided on that without it the patient would have died in a few hours. The method of treatment heretofore used according to the statement of a physician seen at the hospital last night had been of a very conservative character. The principal thing done was to keep the patient quiet and to provide as far as possible for his comfort.

Portland, Or., Dec. 27.—The citizens of La Grande raised \$80,000 which they offered to any company as a subsidy for the construction of a beet-sugar factory. Today C. W. Nibley of Baker City, Or., David Eccles, ex-mayor of Ogden, Utah, and Bishop T. R. Cutler of Lehi, Utah, who have been negotiating with the La Grande committee, completed final arrangements and announce that they have accepted the proposition. They state that the factory will be completed in time to use the coming season's crop of beets.

Wilkesbarre, Pa., Dec. 27.—John Agnew and Thomas Kennedy met a horrible death today in the Alden shaft. They had been sent down the shaft to cut the ice which prevented the carriage from running. They cut away the ice until the car had descended sixty feet, when it stuck. The men could not signal the engineer and the rope continued to coil on top of the car until its weight forced the carriage beyond the ice formation. The car descended swiftly until the rope broke, when it fell 450 feet. The men were dashed to pieces.