

the captain who arrived in New Castle while he was there verified the report that the island was missing.

LOS ANGELES, Cal., Dec. 24.—What Esculapius sought after thousands of years ago and what his disciples have constantly tried for since then, Dr. Thomas Powell asserts he has discovered. He declares that he has at last ascertained the laws of life and if his claims prove correct the human race will install him as one of its greatest benefactors.

According to the theory of Dr. Powell, he has discovered a way to immune the system against predilection to disease. But it is not his claims so much that have provoked the interest of science as his practical demonstrations.

For the past three days he has inoculated himself with the germs of consumption, diphtheria and typhoid fever, yet he is perfectly healthy and has suffered, he says, not the slightest trouble from the experiments.

Science has decided that the system in a perfectly healthy constitution is impervious to the attacks of bacilli, but beyond this point little if anything has been known. Dr. Powell goes deeper and says he believes he has discovered the secret of gaining and continuing the enjoyment of perfect health.

He says he believes that his discovery will have the effect to make those diseases which have been considered incurable curable and those curable cases easier to cure than now.

Dr. Powell intends lecturing the early part of next month on his discovery.

BOSTON, Dec. 24.—In spite of the official announcement of the Motor-men and Conductors' union on the West End street railway that the proposed strike over the alleged non-recognition of the union would be deferred until December 30, many employees left the cars this morning and at 10 o'clock the service was seriously crippled. Indications are that the lines will be pretty well tied up by noon.

Malden, Everett and Charleston and the district of Medford had little or no street car accommodation this morning. Thousands of people were obliged to get to the business in the city the best way they could.

Meetings were held between midnight and 5 o'clock at the headquarters of the union and hundreds of employees demanded that the strike go in effect at once as originally decided by the council. There was an exciting scene when it was announced that the strike would be postponed. The leaders of many divisions threatened to leave work without the sanction of the council and several divisions had been tied up at least temporarily.

The first action against the company occurred at Charleston and Everett when Malden motormen and conductors refused to take the cars out before daylight. No cars were run from the Malden and Medford line stables and the citizens who were obliged to go into the city, either walked or got into the overcrowded passenger trains.

A report received from Everett this forenoon says 200 West End railway employees are idle in that city.

CONSTANTINOPLE, Dec. 24.—Fresh arrests have been made of members of

the young Turkish party, bringing the total number of prisoners to 400. The persons arrested were tortured to compel them to divulge the names of their associates.

OMAHA, Neb., Dec. 25.—H. W. Campbell, a prominent soil culturist of Sioux City, has been in Omaha for several days on business connected with his profession, and has just signed an important contract with the Burlington. Mr. Campbell has been experimenting the last three years on a process for turning the arid belt of lands in Nebraska, Colorado, Kansas and the Dakotas into crop-producing districts. The experiments have been of such a successful nature that he has also induced the Northern Pacific, the "Bee" line and the Chicago, Milwaukee & S. Paul roads to enter into the scheme. Starting in the spring the roads have agreed to each establish five experimental stations in places which may be designated by themselves, and men acquainted with Mr. Campbell's peculiar methods will be placed in charge of them.

WORTHVILLE, Ky., Dec. 25.—A fatal shooting occurred at Eagle station this afternoon. Frank Harris had invited Henry Medley to dinner. After dinner Harris went out and on returning is said to have seen Mrs. Harris and Medley in a compromising condition. Both men drew revolvers and opened fire. Medley was shot five times and Harris twice. Medley is dead and Harris will die.

CHICAGO, Dec. 25.—George E. Demark, seven years old, was killed by a trolley car at Throop and Eighteenth streets this afternoon. Fred Bernier, motorman, was threatened with lynching for killing the boy and was with great difficulty rescued from a mob of Bonemians, who, incensed at the terrible accident, surrounded the car and dragged Bernier from the platform, determined to hang him.

After the boy had been killed, Motorman Bernier took refuge in the car, which stood still within a few feet of where the boy was killed, and in an instant it was besieged by angry men. He attempted to keep them out by latching the doors on the inside, but they broke the door in, knocked him down and kicked and beat him for a few moments in a shocking manner. He managed, however, to get away from them and ran to the door of a drug store, where he was handed a pistol and was admitted inside by the proprietor before any further harm befell him.

The crowd surged around the door and yelled "Break it in! Kill him, kill him."

There were many versions given of the accident. Well-informed people living in the neighborhood said they had been expecting something of the kind for a long time, and were only surprised that it had not happened sooner.

NEW YORK, Dec. 26.—Gen. Weyler was dug in effigy in two New Jersey towns last night, citizens of Cape May and New Brunswick, celebrating Christmas by demonstrating in favor of Cuban liberty.

HALIFAX, N. S., Dec. 26.—About 5 o'clock on Thursday evening the coal mines at Spring Hills were discovered to be on fire. The fire originated in a pipeway on the east slope at the 800

foot level. It soon ate into a 1,300 foot level and developed into a raging furnace.

When Government Inspector Gilpin arrived, fire was issuing from every opening of the mine. Two capolas were burned and the bank head had to be tore away. Miners tried to stop up every air way. Gilpin had to call the men from this work as it was attended with great risk.

The flames shot 100 feet into the air, the reflection being visible at Amherst. The extent of the fire is not known, but most disastrous consequences are feared.

The loss on the east slope is believed to be complete. At 4 p. m. Friday the west slope was reached all right, but the men will have hard work to save it.

Five years ago 180 lives were lost by an explosion in these mines.

It is likely that the most serious damage will be confined to the east slope in which the fire started. It seems to be burning its way out. The loss will be enormous. The fire will cause great destitution among miners, as even if the fire does not spread through the entire mine it is considered doubtful if work can be resumed during the winter.

OWENSBORO, Ky., Dec. 26.—Alfred Holt, colored, alias Alexander, the murderer of Police Officer A. White, was taken from jail by a mob of thirty-five, this morning and hanged to a tree.

MEMPHIS, Dec. 27.—A special to the Commercial Appeal from Birmingham, Ala., says: Flende in human form wrecked the Birmingham mineral passenger train No. 40 at Cahaba river bridge, twenty-seven miles from here, at 7:50 o'clock this morning, and twenty lives were lost. That number of bodies have been recovered from the wreck and further search may swell the list of dead.

The wreck is regarded as almost certainly accomplished by the removal of a rail on the middle span of the trestle. This derailed the train, which caused it to fall down the two spans and precipitated it into the river 110 feet below. The wreck was the worst that has ever occurred in the state, and the survivors are so few and are so badly hurt that they are unable to give any detailed description of how it happened. It is not known and may never be ascertained just how many passengers were on the train. Most of them were miners and residents of mining towns in this district, who had regular trip tickets and were returning to their homes along the line of the Birmingham Mineral road.

Conductor Connell, who probably knew better than anybody else as to how many passengers were aboard, is dead. It is thought, however, there were not exceeding 25 or 30. But one passenger purchased a ticket at Birmingham.

The ill-fated train was a local passenger which left here at 6:30 a. m., and was scheduled to make a circuit of the Birmingham Mineral, which is a branch line of the Louisville & Nashville road, reaching the mining towns in the district. The train, consisting of an engine, a baggage car and two coaches, left here at 6:30 a. m. and went to Tocco, on the main line of