

AT HOME AND ABROAD.

Kiel, Dec. 9.—The German cruiser Geir sailed for the West Indies today.

The Geir is a third class cruiser of 1,776 tons' displacement. Her armor plate deck is three inches in thickness. She carries eight 14-inch quick-firing guns and seven smaller rapid-firing guns. The cruiser is calculated to steam 16.2 knots per hour.

New York, Dec. 9.—Facts have come to light that suggest the possibility of the mysterious fire which destroyed the great immigrant buildings on Ellis Island a few months ago being started by thieves who had carefully planned a ten million dollar robbery, says the Journal and Advertiser today.

Ten of the trunk lines leading to the west, including the New York Central, the Pennsylvania, the Erie, the Delaware, Lackawanna and Western and the New York Ontario and Western, unite in maintaining a railroad office on the island and at all times there are quantities of tickets there. General Ticket Agent Robinson, of the Ontario and Western, said last night that on the night of the fire a conservative estimate would place the value of the tickets in the Ellis Island office at \$10,000,000.

The tickets with much cash were locked in drawers in wooden cases and desks and the entire parcel was supposed to have been totally destroyed. The different roads posted notices that if tickets of a certain form and series should be presented they should be taken up and full fare demanded. A few days ago a ticket issued by the Ontario and Western, reading from Chicago to Kansas City was received from a passenger and afterward found to be one of the tickets supposed to have been burned. The part of the ticket calling for passage from New York to Chicago has not yet been presented. Now the railroad officials are asking how many other tickets out of the \$10,000,000 worth are in existence. It is deemed not impossible that the entire number was stolen and held until conductors should forget the warning.

Former Commissioner Senner, who was in charge of Ellis Island at the time of the fire, deems the hypothesis by no means improbable.

"The origin of the fire was never learned," he said. "It began in a tower of the main building at some distance from the offices occupied by the railroad people. Every one of the government guards were busy getting out the immigrants safely and of course left the railroad office alone. It is not impossible that thieves deliberately started the fire in the expectation, justified by events, that the ticket office would be quickly deserted."

General Ticket Agent Robinson, of the Ontario and Western, said he could scarcely believe that any such wholesale robbery had taken place. "I have communicated with other roads and they have had no such tickets presented as yet. I think it more likely that the report of sales for the day preceding the fire was not correct. Of course, though, it is somewhat odd that that ticket, if it was honestly disposed of, should not have turned up sooner. A close investigation will be made."

Chicago, Dec. 9.—The Record says: Steel freight cars with a capacity of 100,000 pounds and even more will displace the old style of wooden car carrying from 40,000 to 60,000 pounds. These cars are said to lessen materially the dead weight hauled and in many other ways are more economical than the wooden cars.

Within the last few days the Pittsburgh Bessemer and Lake Erie road has contracted for 600 all steel cars of 100,000 pounds capacity; the Pittsburgh & Lake Erie has ordered 50; while another trunk line is said to be figuring on the construction of cars to carry 110,000 pounds.

All these cars are specially intended for the coal and ore trade. It is thought that before long the railways will turn their attention to building larger cars for grain and other commodities.

Among the advantages claimed for the steel cars are lightness of construction, thus allowing more cars to be hauled.

New York, Dec. 9.—During the fog shortly after 7 o'clock this morning two trains on the Second avenue elevated railroad collided at 102nd street. The engine of the rear train ran into the train ahead.

The following are injured: William H. Masterson, severe scalp wound; Fireman Joseph O'Brien, bruised neck; Timothy Sullivan, bruises on the hands.

All the passengers of both trains were thrown from their seats. The engineer of the rear train was arrested.

Another collision occurred on the Sixth avenue line at 132nd street where one up-bound train ran into another. The engineer of the rear train, William Donald, and a passenger were painfully injured.

On East river the ferryboat Flushing mistook the bell of the steamer Miami for the Long Island ferry slip and bumped the steamer hard. There was some confusion on board the Flushing, but no material damage was done to either craft.

The Pennsylvania railroad ferryboat Cincinnati and the New Jersey, of the Scotland street line, were in collision at the slip at Cortland street. Both boats were crowded with passengers and a wild scramble for safety ensued when it became evident that a collision was inevitable. The boats collided with considerable force and the overlapping guard of the New Jersey boat crushed the guard rail on the port side of the Cincinnati. The New Jersey was uninjured. No one was hurt.

Wesson, Miss., Dec. 10.—Charles Jones, the negro who on Wednesday murdered Mrs. Brown Smith and her four children near this place, has been captured and lynched by an infuriated mob.

Wesson, Miss., Dec. 10.—Full particulars of one of the most fiendish crimes ever recorded have just come to hand. Almost the entire family of Brown Smith, a respectable white farmer, 35 years of age, were brutally killed with a club in the hands of Charles Lewis, a black fiend.

Smith was working at a gin a few miles from his home which is situated about two and a half miles from Pearl river, on the east bank, in Lawrence county, a wild country. The house is off the main road and no white family lives within two miles of it, although several negro families live near. It was one of these negroes who on Wednesday, some time between noon and dark, crept up to Smith's house and most brutally assaulted Mrs. Smith, then brained her, and then to forever hide his crime, he tried to kill the children, only sparing a babe, which he left untouched. The fiend's work was not done as well as he thought, for one of the children, a girl five years of age, regained consciousness, and when her father returned, she told him the name of the brute. The mother and four children were

found dead in the yard, their condition showing how they had struggled to escape the brute. A posse was organized and late yesterday, the negro was captured, carried to Monticello, the county seat of Lawrence county, and at 7 o'clock was carried back to the scene of his crime, where he was fully identified by the little girl. It is said he was promptly lynched after the identification by a large crowd of infuriated citizens, who had joined in the search.

It is greatly feared that a wholesale lynching may take place in that neighborhood as the country is excited to the highest pitch.

Reno, Nevada, Dec. 10.—Wreck occurred on N. C. & O. railway about five miles north of this city this morning and reported two or three passengers injured.

Among them was S. O. Wells, of Reno, badly cut in the back of his neck.

Reno, Nev., Dec. 10.—S. O. Wells has returned from the scene of the N. C. & O. wreck this morning. He has a slight cut in the back of the head and wrenched his right leg by jumping from the train. He reports four or five cars in the ditch and I. Fredlander of San Francisco quite badly bruised, but nothing serious. Beyond that there were no casualties worthy of mention. Master of Transportation J. M. Fulton is on the scene and will soon have the track clear.

London, Dec. 10.—A severe gale is again raging along the British coast and especially over those parts bordering on the Irish shore. Ships are running for shelter into all ports.

Millwaukee, Dec. 10.—Twenty men were buried in debris by the collapse of cast house No. 1 of the Illinois Steel company's plant at Bay View at 2 o'clock this morning. All but two escaped with a few scratches and bruises. The seriously injured are: John Heslak and Thomas Kowalski.

Last evening an explosion of the furnace adjoining the cast house occurred and S. M. Mofoski was burned. It is believed that the force of the explosion shattered the foundation of the cast house causing the collapse. The fire department and the mill employees were soon rescuing the buried workmen and amidst a drenching rain one by one they were hauled out of the ruins. But for the fact that the roof is of sheet iron and did not fall flat, all would have been killed.

Lowell, Mass., Dec. 10.—The reported decision of the Fall River manufacturers to reduce wages has not aroused much comment in Lowell. The increase of the competition of the southern plants has long been foreseen here, and has been discounted to as great an extent as possible. Several mills have already installed extension linen plants, and others have changed their machinery to run on specialties.

Lewiston, Me., Dec. 10.—Lewiston and Auburn mill operatives and agents are speculating upon the possible effect on local cotton manufacturing of the proposed cut down at Fall River. One agent in an interview said that the market was somewhat influenced by the Fall River mills and the situation might demand a reduction in wages and curtailment of output. Another said he hoped they would not be compelled to cut and he did not borrow trouble. Another said he considered it more advantageous to curtail production than to reduce wages.

Lima, Peru, via Galveston, Texas, Dec. 10.—The chamber of deputies, finding that the government's project to simply register the marriage of foreigners is unacceptable, will submit another on broader principles for it.

San Francisco, Dec. 10.—Harvey Alender, of San Jose, was hanged at San Quentin penitentiary at 10:21