COMMERCIAL AND FINANCIAL

CHICAGO.

R. G. Dun & Co., in their weekly review of trade in the Chicago district, says:

"The volume of production in the leading industries is seen to compare favorably with that at this time last year, and an increasing supply of bank deposits affords more encouragement to mercantile borrowers to enter upon financial commitments. Satisfactory headway is made in reducing retail stocks here and throughout the interior, although some heavy winter lines drag from lack of seasonable temperatures.

"New demands for pig iron are the most conspicuous feature in manufacturing this week, spot supplies commanding a stiff premium and heavy tonnage being entered for the closing months of this year. Contracts for rails have been light, but this is rather a relief to the mills, the capacity of which is engaged further ahead than ever before.

"Heavy factory construction involves consumption of an enormous quantity of structural steel and further demand is noted for plates and wire. The carshops, forges and shipyards are less pressed with additional orders, but these lines now run to the limit of capacity and have forward business for most of this year.

"Dealings in the breadstuffs exhibit a slight gain in activity, prices making recovery from their late low level, while the market for provisions and live stock remain exceptionally firm.

"Snowstorms in the Northwest have added to difficulties in transporting freight, making deliveries more complicated, and there is smaller marketings of crops, but rolling stock is constantly being augmented and making railroad facilities more ample in the West.

"Receipts of hides, 2,779,610 pounds, compare with 2,755,538 pounds last week and 3,564,067 pounds in 1906. Lumber receipts were 32,056,000 feet, against 41,680,000 feet last week and 28,331,000 feet a year ago.

"Railroad earnings still exceed those of a year ago. The total movement of grain at this port declined to 6,945,333 bushels, against 9,990,207 bushels last week and 7,998,945 bushels a year ago.

"Failures reported in the Chicago district numbered 22, against 26 last week and 25 a year ago."

NEW YORK.

Retail and wholesale trade, industry and transportation alike feel the effect of varying adverse weather conditions, which retard or check activity and make the congestion visible some time ago in railroad matters even more acute.

The comparative quiet now witnessed in many lines is not unwelcome to many, who have been kept pushed steadily to fill orders. Relatively the most active line at present is that of dry goods, particularly cottons, which are strong and tending upward, with the mills heavily sold ahead. Collections are irregularly slow, feeling the weather conditions even more than now demand.

Wheat, including flour, exports from the United States and Canada for the week ending Jan. 17 aggregated 2,636,460 bushels, against 4,073,110 last week, 3,448,862 this week last year, 1,138,974 in 1905 and 4,690,200 in 1902. For the past twenty-nine weeks of the fiscal year the exports are 104,633,074 bushels, against 77,237,654 in 1905-06, 38,015,198 in 1904-05 and 159,267,684 in 1901-02.

Corn exports for the week are 1,908,873 bushels, against 1,296,187 last week, 5,944,571 a year ago and 3,186,529 in 1905. For the fiscal year to date the exports are 29,007,148 bushels, against 54,505,421 in 1905-06 and 24,705,409 in 1904-05.—Bradstreet's Commercial Report.

THE MARKETS

Chicago—Cattle, common to prime, $4.00 to $7.20; hogs, prime heavy, $4.00 to $6.65; sheep, fair to choice, $3.00 to $5.75; wheat, No. 2, 72c to 73c; corn, No. 2, 39c to 41c; oats, standard, 33c to 35c; rye, No. 2, 64c to 66c; hay, timothy, $13.00 to $17.50; prairie, $9.00 to $15.00; butter, choice creamery, 25c to 28c; eggs, fresh, 25c to 28c; potatoes, 32c to 40c.

St. Louis—Cattle, $4.50 to $6.75; hogs, $4.00 to $6.60; sheep, $3.50 to $5.50; wheat, No. 2, 76c to 77c; corn, No. 2, 38c to 40c; oats, No. 2, 35c to 37c; rye, No. 2, 61c to 63c.

Cincinnati—Cattle, $4.00 to $5.65; hogs, $4.00 to $6.72; sheep, $3.00 to $4.75; wheat, No. 2, 74c to 76c; corn, No. 2 mixed, 43c to 44c; oats, No. 2 mixed, 36c to 38c; rye, No. 2, 70c to 71c.

Buffalo—Cattle, choice shipping steers, $4.00 to $6.00; hogs, fair to choice, $4.00 to $6.80; sheep, common to good mixed, $4.00 to $5.50; lambs, fair to choice, $5.00 to $8.00.

New York—Cattle, $4.00 to $6.25; hogs, $4.00 to $7.00; sheep, $3.00 to $5.25; wheat, No. 2 red, 78c to 80c; corn, No. 2, 49c to 50c; oats, standard, white, 42c to 43c; butter, creamery, 25c to 29c; eggs, western, 25c to 29c.

Toledo—Wheat, No. 2 mixed, 74c to 76c; corn, No. 2 mixed, 42c to 43c; oats, No. 2 mixed, 35c to 37c; rye, No. 2, 66c to 68c; clover seed, prime, $8.55.

Detroit—Cattle, $4.00 to $5.10; hogs, $4.00 to $6.45; sheep, $2.50 to $5.25; wheat, No. 2, 74c to 75c; corn, No. 3 yellow, 43c to 44c; oats, No. 3 white, 35c to 37c; rye, No. 2, 68c to 69c.

Milwaukee—Wheat, No. 2 northern, 76c to 78c; corn, No. 3, 38c to 40c; oats, standard, 34c to 36c; rye, No. 1, 66c to 68c; barley, standard, 54c to 56c; pork, mess, $16.15.

Indianapolis—Cattle, shipping, $3.00 to $6.50; hogs, choice heavy, $4.00 to $6.75; sheep, common to prime, $2.50 to $4.75; wheat, No. 2, 72c to 74c; corn, No. 2 white, 41c to 43c; oats, No. 2 white, 35c to 37c.

OHIO RIVER FLOOD.

HIGH WATER CAUSES HAVOC THROUGHOUT VALLEY.

Greatest Deluge Since 1884 Reported at Cincinnati—Other Cities for 400 Miles Along River Sustain Heavy Damage.

The Ohio River has overflowed its banks for more than four hundred miles, thousands of people are suffering for the necessities of life, and thousands more are homeless. All indications point to the greatest flood since that of February, 1884. In Cincinnati all school buildings and churches in the East End were opened as temporary homes for the persons who own homes and whose homes were invaded by the river. The street car lines in both the East and West Ends and in the suburbs on both sides of the river were crippled. About two thousand people on a hill known as Turkey Ridge, in the East End, were isolated by the flood, which cut them off from the mainland.

The regular packet service between Louisville and Cincinnati, which has not been interrupted for years, was given up, the steamers being unable to pass under the bridges. The Federal government withdrew several boats running south, owing to the difficulty of making landings. It is estimated that 10,000 people were forced to move from their homes. In many places furniture was packed in the streets, with no protection from the heavy rain.

The greatest flood known in twenty years is devastating the towns and country. It is impossible to place an accurate estimate on the damage that has been done already. Every town along the river is suffering from crippled communications, limited fuel supply and a shortage of food, and thousands of men are idle because the flood has closed factories and stopped practically all industries.

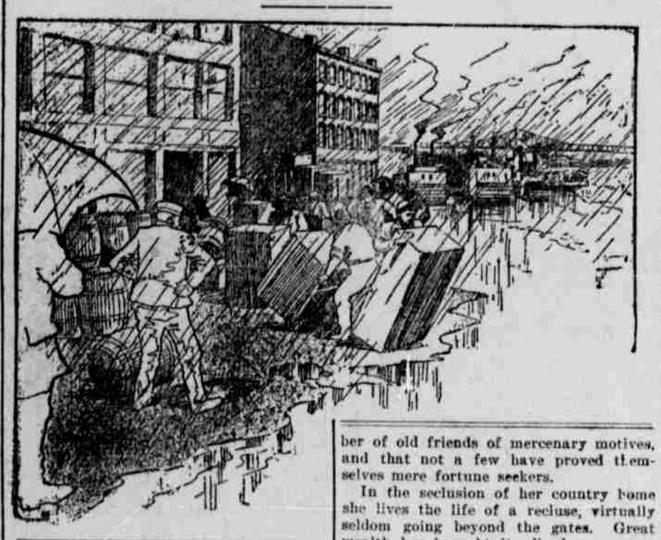
Repetition of the disastrous flood of April, 1898, in which twenty-nine people were drowned, was feared at Shawneetown, Ill. As a result of the flood in the Ohio River, the dike which protects the city broke and the water rose so high above the level of the city that serious consequences were considered unavoidable.

Shawneetown lies in an elbow of the Ohio River and protected by a dike on the east and south from the water. When the river is in flood the surface of the water is from six to eight feet above the street level in the lower part of the town.

During the previous flood the lower part of the town was under water for several days and a heavy property loss was the result. The dikes were repaired after this calamity, and it was believed that they could withstand any stage of water which might prevail in the river.

Flood conditions were reported all over eastern Kentucky.

SCENE ON THE RIVER FRONT CINCINNATI.



Brief News Items.

Raisuli's stronghold, Zinat, was destroyed by fire by Morocco troops and the bandit chief fled to the mountains.

Pitman Pulsifer in the navy year book records the fact that armor plate has been reduced from $604 a ton in 1887 to $345 in 1905.

President Harris of the Terry Peck, S. D., Miners' Union, distributed the first relief money to members who are out for an eight-hour day.

The Staten Island Anti-Nuisance League had four Baltimore and Ohio engineers arrested for blowing whistles on switching engines.

Advices received at Victoria, B. C., state that forty Japanese vessels and 400 poachers are missing on the Kamchatkan peninsula since 1904.

The London Mail says the British navy will be reduced after the February maneuvers. Three battleships will be taken from the channel fleet.

Officers of several vessels entering the port of Seattle have resigned because the companies have refused to grant them overtime at 60 cents an hour.

J. Ogden Armour is said to be considering plans for a model city for the workmen who will be employed in the new Armour plant at Minneapolis.

John Burns died at the St. Paul, Minn., hospital from injuries received by falling down the stairs leading to the Salvation Army hall on East Seventh street. Lieut. Swanson and Traveling Manager Hall are held by the police awaiting the outcome of the coroner's investigation.

The first suit growing out of the Baltimore and Ohio wreck at Terra Cotta was filed at Washington by Mrs. Fannie Austin, who asks for $30,000 for injuries received.

A report which has gained currency throughout Cyrenaica, Africa, that the Mahdi is still alive has caused great excitement. He was reported to have died four years ago.

Franklin K. Lane of the interstate commerce commission, has reported to the President that the car shortage in North Dakota appears to have resulted from the fact that the railways found traffic other than coal most profitable.

MADE PRISONER BY WEALTH.

Mrs. Sage Has to Be Guarded Against the Mendicants.

Mrs. Russell Sage has been obliged to abandon temporarily her New York City house and remain in strict seclusion at her Long Island home—driven to shelter by the army of mendicants besetting her, as well as the throngs of the merely curious, anxious to gaze upon one of the richest women in the world. Personally she is inaccessible to acquaintance and stranger alike; only a few of her most intimate friends break through the human cordon with which she has surrounded herself. Nearly all her mail goes to her town house in New York, where it is looked after by a corps of secretaries. Not even personal communications reach her. Cablegrams, telegrams, special delivery letters, all are intercepted.

MRS. RUSSELL SAGE.

At her country home any one seeking an audience with her must run a long gauntlet of guards, and in the end, nine times out of ten, will never see her. Secretaries form the outer bulwark of the wall of defense. Getting past them, one encounters her lawyers, her physicians, and even her clergyman, all of whom unite in shielding her from visitors who might prove importunate. Personal freedom she enjoys but little. It is said that she has come to suspect even a number of old friends of mercenary motives, and that not a few have proved themselves mere fortune seekers.

In the seclusion of her country home she lives the life of a recluse, virtually seldom going beyond the gates. Great wealth has brought its disadvantages as well as its opportunities.

JOHN R. WALSH INDICTED.

True Bill with 182 Counts Returned Against Chicago Banker.

John R. Walsh was the subject of a sweeping indictment returned in the federal court at Chicago charging misappropriation of funds of the Chicago National bank, of which he was president up to the time of its failure in December, 1905. The indictment was voted by the special grand jury which was called to consider the Chicago National failure. It contains 182 counts, covering ninety-two transactions involving $2,634,877.77 of the bank's funds. The true bill was received in court by United States District Judge A. B. Anderson of Indianapolis, who fixed the amount of Mr. Walsh's bond at $50,000.

Imprisonment is the penalty provided for the crimes charged in the indictment, there being no provision for a discretionary fine. The penitentiary term provided is five to ten years on each of the 182 counts, a possible sentence that would run hundreds of years beyond the end of Mr. Walsh's natural life.

The indictment, which is drawn under section 5209 of the Revised Statutes of the United States, charges Mr. Walsh with being responsible for startling conditions in the Chicago National bank, and the unusual number of counts is the result of the government's intention to frustrate, if possible, any technical objections by meeting the eventualities of variations in proof when the case comes to trial.

Author in the Navy.

James B. Connolly, the well-known author of sea stories, has enlisted in the navy for two years, on the suggestion of President Roosevelt. Mr. Connolly was drafted for duty as a clerk on the battleship Alabama. It is expected that he will do for the American navy what Kipling has done for the British army.

Saves Treasury $10,000,000.

That duties must be paid on imported goods by weight at date of entry is the rule established by a decision of the highest court, instead of at the time of withdrawal from bonded warehouse. In the case of such goods as tobacco, hides, wool, sugar, etc., that absorb moisture, a considerable difference in weight often occurs between the dates of arrival and withdrawal, and it is estimated that duties already collected amounting to $10,000,000 are saved to the treasury by this decision.

Decision for Three-Cent Fares.

The street railway monopoly of Cleveland, Ohio, was virtually put out of business by the decision of the United States Supreme Court that the Cleveland Electric Company does not hold perpetual franchises. Although the franchise of the Forest City corporation, or municipal line, is also rendered invalid, its rival is to have no rights except those that may be granted, and it goes without saying that the municipality headed by Mayor Johnson will grant the necessary franchises exclusively to the city owned corporation, unless the opposition company accepts his ultimatum of a 3-cent fare.

BRITAIN IN APOLOGY.

EXPRESSES REGRET OVER SWETTENHAM'S ACTION.

England Aroused by Undiplomatic Letter to Admiral Davis—War Office Cables Regrets and Extends Thanks to American Government.

The threatened breach of the friendly relations between the United States and Great Britain caused by the letter of Sir Alexander Swettenham, governor of Jamaica, requesting Rear Admiral Davis to withdraw his marines and warships from the harbor at the stricken city of Kingston has been amicably settled by the British government's apology for his act. Great Britain practically apologized in a cablegram to Secretary Root, which carried indirectly censure for the offending Jamaican official. It was said in London that he would be recalled.

No attention will be paid by the administration to the affront given this country in the action of the Governor of Jamaica. It is realized that the British government is in no way responsible for the discourteous treatment of Admiral Davis and therefore no feeling is entertained by the administration respecting the government.

Swettenham's action is attributed by the members of the administration to his well-known dislike of the United States. He has shown his ill-feeling upon a number of occasions, but especially in his efforts to thwart the government's plans for building the Panama canal. Governor Swettenham had a great deal more on his mind than the suffering of the earthquake victims at Kingston when he practically ordered Rear Admiral Davis to take his officers and men and get off the island. This ungracious action was no mere ebullition of nervous excitement or momentary spleen. The ruling forces in Jamaica are jealous of the growing American influence in that beauty spot in the Caribbean.

Jamaica lies only a little way from Cuba, where American influence is predominant. It is on the route to the Panama canal. Jamaica negroes, who get 25 cents a day for working on the plantations at home, are in demand as laborers at $1.50 a day on the American canal strip in Panama. They have gone thither in large numbers, though scarcity of labor on the island induces the Jamaican planters to import hundreds of coolies from India at heavy expense. The profitable enterprises in Jamaica are largely in the hands of Americans. In short, the moral influence of the United States in Jamaica is large and is rapidly growing.

When, therefore, Sir James Alexander Swettenham, governor of Jamaica, saw American battleships in the offing and later beheld American marines and bluejackets patrolling the streets of Kingston he thought wrathfully of the effect of this display upon the natives of the island, who already are much impressed with the wealth and general ubiquity of Uncle Sam. He felt that the absence of Rear Admiral Davis and the American outfit generally would be very precious to him.

The indignation of the residents of Jamaica, both officials and private citizens, at the action of Governor Swettenham in demanding the withdrawal by Admiral Davis of the relief forces, is great. The governor's response to Admiral Davis' letter is bitterly denounced, and it is generally declared that the only possible reparation would be for the government to apologize and recall Governor Swettenham. Jamaicans say that the indignation in the United States and England is fully shared by the residents of the island.

CITY PRACTICALLY DESTROYED.

Kingston Disaster as Bad as that at San Francisco.

The disaster at Kingston, Jamaica, seems to have been as great as the calamities at San Francisco and Valparaiso. The number of dead will never be definitely known, and the property loss is likely to reach $25,000,000. The whole town was left in ruins and hundreds of dead bodies were taken from the debris. Many bodies in a state of decomposition or charred beyond recognition had to be burned.

Realizing the possibility of famine, the people made attempts to loot. The military, however, at once took possession of the foodstuffs. Detachments of troops with fixed bayonets were placed on guard. They were concentrated in a central position. No one was allowed to pass through the ruined sections of the city.

Famine and pestilence threatened to add their horrors to the situation at Kingston. The provision stores were destroyed and the only food within reach of the thousands of homeless poor was fruit. The stench from decaying bodies scattered through the debris threatened an epidemic, and the few doctors in Kingston, although working night and day, were unable to cope with the threatened plague. The ships in the harbor were crowded with injured people, and corpses lay in the streets until thrown into trenches or burned.

Kingston was overwhelmed by the earthquake. All the houses within a radius of ten miles were damaged and nearly every house in the city was destroyed. Fire broke out after the earthquake and completed the ruin. The business section of Kingston is a heap of smoldering ashes. The killed number about 1,000 and thousands were injured.

Fresh details of the disaster came from various sources. According to one report the whole city of Kingston seemed to shrivel up, buildings crashed together and fell in a crushed mass under the first shock. The business streets at the time were well filled with tourists and no doubt many of them were caught in the falling brickwork and buried in the debris. Fire broke out immediately after the crash at three separate points. The fire department station was wrecked, rendering resistance to the flames impossible. The conflagration continued unchecked until Tuesday morning, by which time the whole business quarter of Kingston had been wiped out, the damaged area comprising about a square mile.

All the large warehouses in the lower part of the city were consumed and not a single house anywhere remained undamaged, the majority being unfit for habitation. A conservative estimate of the casualties made by the police of Kingston places the number of killed at 1,200.

The treasury in Harbor street was standing, but the postoffice and courthouses were in ruins. The government offices were unsafe for occupation, government house was badly damaged, the Colonial Bank was burned out, the Nova Scotia Bank was a heap of ruins. The Roman Catholic cathedral, the Paris church and the Scotch, Wesleyan and Baptist chapels had disappeared and the theater was destroyed.

At Port Royal, at the entrance of Kingston harbor, one of the batteries sank and a gunner was killed. The ships in the harbor were transformed into hospitals. The cabins of the steamer Port Kingston were full of dead and dying.

Notes of the Disaster.

The whole town is in ruins.

The cable line from Kingston was broken.

The body of Sir James Fergusson was found and buried.

A tidal wave inundated Anotta bay, washing out many houses.

Appeals have been sent to all sections of the island asking for assistance.

Thirty-five out of a total of fifty-five employes in a tourist bureau were killed.

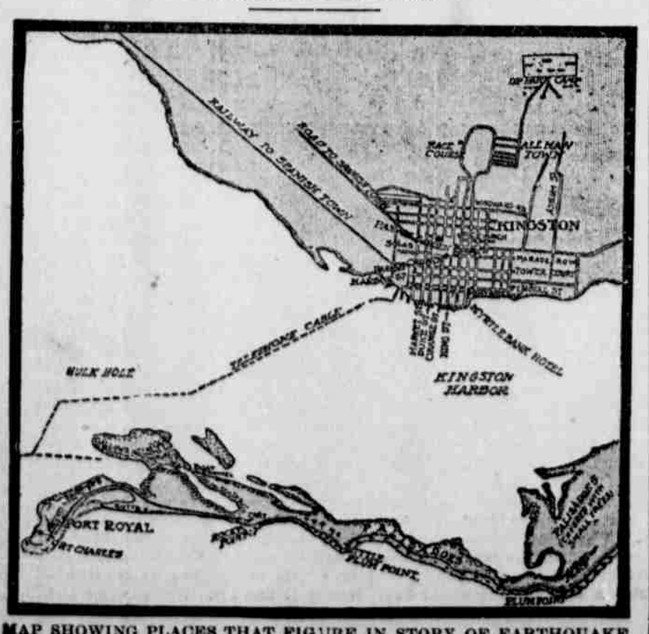
The shock was severe at Richmond, and this town also was destroyed by fire.

The topography of the country has been changed and the navigation into the harbor materially altered.

The Plum Point and Port Royal lighthouses are both at the bottom of the harbor.

One hundred looters have been shot and killed by the soldiers in Kingston, according to semi-official reports received by the British colonial office. In spite of 200 arrests at first, robberies continued in the ruins and injured persons were held up. Orders were then given the troops to execute summarily any person found looting.

KINGSTON AND ENVIRONS.



MAP SHOWING PLACES THAT FIGURE IN STORY OF EARTHQUAKE.

IN JAMAICA.

The reason for the ass' bray
Is that the ass is built that way.
—Chicago Inter Ocean.

CITY SINKING INTO THE SEA.

Bottom Falls Out of Harbor and New Peril Is Caused.

The city of Kingston, rocked by an earthquake and almost destroyed by fire, next seemed in imminent danger of sinking into the sea altogether and disappearing utterly from the face of the earth.

With the number of dead still not definitely known and estimates running from 1,000 to 1,500 and a property loss reaching into millions, fresh alarm was caused by dispatches from Port au Prince, Haiti, which said that the bed of the harbor was sinking and that it was dangerous for ships to approach. There are thousands of tourists in the vicinity of Kingston and this news from there caused widespread unrest.

The water along the front portion of Kingston is said to be 100 feet deep in many places and that other portions of the shore are rapidly sinking. The Plum point and Port Royal lighthouses are both at the bottom of the harbor. The navigation channel has materially changed and in some places the depth of the harbor has been altered from forty to 100 feet. A circumstance that tends to uphold the new danger is a dispatch from Holland Bay, saying that the portion of the town of Port Royal which sank 200 years ago is again under water.

The news from Havana regarding the huge tidal wave that inundated the entire coast near Jamaica's capital and changed the Jamaican coast line, following closely upon the heels of the cumulative details of the earthquake and fire, caused the most profound interest in Washington official circles. Naval officials were stirred. Secretary Metcalf expressed himself as greatly shocked at the advices from Jamaica.

Officials of the government have been inquiring into the minute details of the topography of the stricken city and the adjacent coast. Dotted with sugar estates and country residences, the plain on which Kingston lies rises gradually from the shore to the foot of the Liguanea mountains. The coast line reported to be sinking into the sea presents some of the outlines of a turtle, the mountain ridges representing the turtle's back.

From the sea level on all sides ridges in series rise toward the central range of mountains. On the plantations in some portions of the coast there are extensive irrigation works. The hurricane of November, 1899, wrought great havoc with the plantations, but these have since been replanted and extended. The trend of trade all along the coast for some years has been toward the United States.

American Emotionalism Analyzed.

Prof. Franklin H. Giddings of the Columbia chair of sociology and history of civilization traces the rise of emotionalism in his article on "The History of American Morals" for the Times Magazine. He says a population drawn largely from the agricultural and artisan life, as that of the United States has been, exhibits primitive passions and limitations, as well as primitive virtues. Superstition, credulity and easygoing belief in the occult and acceptance of the wonderful furnish the material through which epidemic emotion "may sweep like the flames of a forest fire." Usually these classes are unmoved by scientific ideas or philosophical speculation, and a certain opposition to learning and culture was early manifested. The first great outbreak of emotionalism was the witchcraft delusion, an experience which paved the way for that later and far more extensive emotional tumult, the great religious revival, started by the preaching of Jonathan Edwards and George Whitfield and their disciples. He thinks it not surprising to discover that the Kentucky counties where the revival frenzies raged fiercest in 1801 are the counties where lynchings occurred from 1882 to 1903. A curious variation from the normal evolution was the failure of the invading whites to reduce the native Indians to servitude. For the first time in history there seemed a chance to create a civilization untouched by race antagonism, when there happened the importation of a slave problem, a clear instance "of unconscious social determination." By "following the dictates of a brutally obvious self-interest in material things" this mischief was begun.

The fourteenth annual report of President Schurman of Cornell shows that the number of students now is 3,461, which is just double what it was when Schurman took charge. Schurman agrees that the Butler college professors are not paid enough, owing to the increased cost of living. The proportion of women students remains at about 10 per cent, the number being 371 this year. The medical examiner finds that most of the entrants are in poor physical condition, as the result of overwork in preparing.

Again the head masters of the English schools have voted 3 to 1 in favor of the continental pronunciation of Latin, notwithstanding that Oxford and Cambridge universities still adhere to the English style.

COLLISION ON THE BIG FOUR RAILWAY.

Twenty-five Persons Are Killed in Disastrous Wreck.

MANY ROASTED ALIVE

Queen City Special Smashes Into a Freight at Fowler, Ind.

Combination Car of Passenger Train Is Crushed to Splinters and Takes Fire—Those Who Did Not Die by Shock Are Slowly Burned to Death—Fog Obscured a Signal.

Twenty-five persons were killed in the wreck of Big Four passenger train No. 38 near Fowler, Ind., Saturday, twenty of whom were burned alive, and forty others were injured. Those killed were nearly all in the combination car, which took fire and burned. The sleeping cars were not wrecked.

The wrecked train was Queen City Special, east-bound, from Chicago, and was going fifty miles an hour. Owing to a dense fog the engineer of the flyer was unable to see the light on the semaphore, which directed him to stop, as a west-bound freight had the right of way.

The train dispatcher, knowing that the dense fog would prevent the trainmen from seeing the block signal, went outside and waved his lantern frantically and fired at least half a dozen shots from his revolver, but the train went crashing by and a moment later the crash came, the passenger running into the freight, head on.

The tender of No. 38 telescoped the baggage car, the rear end of the tender cut through to within ten feet of the rear of the smoker. The firemen of both trains were killed instantly, but the engineers escaped by jumping. The report of the collision was heard all over the town. Fire bells and whistles called the people to the aid of the injured.

Immediately following the crash the wreckage caught fire and the people were burned before they could be extricated from the ruins. The heat of the burning cars was so intense that the rescuers could not get near enough to help.

Crushed Like an Eggshell.

The trains met three-quarters of a mile east of Fowler. Both were at top speed. When they struck the engines were welded together. The combination car, first in the passenger train, was crushed like an eggshell under the impact of the sleepers behind. Before the grinding, splintering mass had time to settle bright flames sprang up in half a dozen places. The combination car was smashed to kindling and much of its wreckage, tossed up on the hissing locomotive wreckage, burned fiercely. In a few minutes the wind had driven the fire back into the first sleeping car. Its occupants knew the car would burn and before the fire attacked it had fled, some of them in night attire. All the coaches, except the sleepers and the private car of Vice President Schaff, were destroyed.

Of the pasengers known to have been in the combination coach at the head of the train only five were rescued. Most of the others died horrible deaths by fire and steam, pinned in the wreckage of the car.

Lessons in Sex Physiology.

Referring to the recent movement started by the Society of Sanitary and Moral American Prophylaxis, the New York School Journal now declares that the necessity of recognizing sex in the practical teaching of pupils in the public schools is before us in a greater force than ever before. Dr. Mary Putnam, who had investigated the schools of twenty cities, found no attention given to sex instruction, except in three girls' high schools, where women physicians gave brief talks on topics relating to childbirth. The result was that shame, mystery and actual evil were "associated with sex in the minds of children, especially those over 10 years old." She opposes the doctrine of leaving the matter alone on the ground that disease will punish the guilty, as many innocent ones are infected for one guilty one. Dean Balliet of the New York school of pedagogy say the subject has passed the stage of inquiry as to whether these subjects shall be taught, for the present question is how the subject is to be presented. John R. Elliott of the New York ethical culture schools opposes the plan of having a physician brought in to teach sex knowledge, as it increases the wrong notion that the subject is unusual, and he makes the practical suggestion of using the boy and girl leaders to influence their mates in the right direction.

Interesting News Items.

A report that France had ceded Tahiti to Great Britain is officially denied in Paris.

The equestrian statue of Gen. George B. McClellan in Washington will be unveiled on May 15.

Gov. Magoon signed a treaty of extradition between the republics of Cuba and Santo Domingo.

The Paris Journal says that Jacques Lebaudy, the self-styled "emperor of the Sahara," is making a tour of the United States.

A lockout of 15,000 carpenters and joiners has taken place in Berlin because of the non-compliance of the unionists with the demands of the Master Carpenters' Association.

The committee on railroads and public service corporations of the Oklahoma constitutional convention recommended a 2-cent railway fare and the enactment of a fellow servant law.

Prof. Albert William Berg, for forty years organist at the Church of the Transfiguration, commonly known as "The Little Church Around the Corner," in New York, died in that city, aged 81 years.