

The Wilmington Messenger.

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FEROCIOUS INDIANS.

POINTS THAT MAKE LIFE DIS-AGREABLE.
Mexican Government Responsible, Not That Seems to be of International Significance—Men Waylaid and Killed on the Border—New for Mr. Bayard.
By Associated Press to the Messenger.

COCHISE, Ariz., Dec. 31.—News has been received that a small band of Apaches are roaming in the mountains in Moctezuma's district, killing and stealing. Numbers of travelers have been waylaid and shot on the roads entering Bisbee. A few days ago Clements S. Lopez was killed at Los Nogales, just across the line in the United States. A troop of Federal soldiers started on the trail, but failed to find the Indian camp. The captain of the custom house guards at Bovishe on other day found a number of cattle which had been killed by the marauders.

The prefect of the Sahuirra district forms the State authorities of Sonora at a party of bandits recently committed depredations in the vicinity of the Trinidad mine. Some days ago J. E. Jesus Hortado was attacked by bandits near Trinidad and fired several shots without effect. Darkness permitted Hortado to escape. A few nights ago a party made a charge on the house of Francisco Ortega, in Arroyo Herdo Delviva, and fired several shots through the door and windows, and also attempted to force an entrance. Ortega barricaded the doors and windows and opened fire on the band driving them off. Next day ten men were seen with government rifles in the vicinity. The band is supposed to be deserting from the regular army, who were confined at the national federal prison of San Juan Dil-Uio, a small island in Viracruse bay.

A Presbyterian Church Destroyed by Fire.
By Associated Press to the Messenger.

MILWAUKEE, Wis., Dec. 31.—The Immanuel Presbyterian Church, one of the first edifices in the city, was totally destroyed by fire at an early hour this morning. Nothing but the bare stone walls were left. Loss, \$100,000; insurance, \$85,000. The building was erected in 1873, at a cost of \$200,000. The organ was valued at \$13,000. A fierce blizzard was raging at the time, and it was with the greatest difficulty that the fire engines reached the scene. No casualties occurred.

The Messiah was given in the church last evening before a large audience, and it is believed that the fire was caused by overtaxing one of the furnaces in order to heat the great building. A policeman discovered the flames bursting from one of the windows shortly after 3:30 and gave the alarm promptly, but the fire had evidently been burning for hours and the building was soon a mass of flames from the basement to the battlements of the tall stone tower. The entire city was brilliantly illuminated, the northern portion being enveloped in a shower of sparks and fire brands. The building was constructed of gray rock-faced stone; its form was quadrilateral with transept and a tower on either side; the largest tower rose 147 feet from the sidewalk, terminating without a spire as did a smaller tower which rose 100 feet. Besides a magnificent organ the church contained a number of costly stained glass windows and a massive and elaborately carved pulpit.

Washington Notes.
By Associated Press to the Messenger.

WASHINGTON, Dec. 31.—The President has determined that he will not appoint a delegate to the Medical Congress to be held at Lima, Peru, next week.

All the executive departments were closed at noon to-day, and will not open again for business until Tuesday morning.

Owing to the prevalence of a disease of an epidemic character which has attacked hogs in Denmark, the government of Norway and Sweden has established a quarantine against the importation of Danish hog products. The Treasury Department has been informed that being thus deprived of their principal market, Danish hog raisers will endeavor to find a market in the United States, and the department has taken steps to prevent the importation of diseased hogs from Denmark.

Freight Trains Abandoned.
By Associated Press to the Messenger.

ST. PAUL, Dec. 31.—Only the points north of the international boundary and in Montana was reported below zero temperature last night. It was still snowing at St. Paul at midnight, but the fury of the storm had abated. All the trains into St. Paul were one to four hours late. Sioux Falls reports trains badly delayed. Huron, Dakota, reports sending out of a relief train to meet the Chicago mail, stuck at Arlington. At Brainerd, Minn., the snow is drifting badly. Rotary snow machines have done capital service on the Northern Pacific. Shoopee, Minn., says all the north and south roads are blocked. All the Northern Pacific freight trains east of the Missouri river were abandoned yesterday.

Another Bank Officer Gone to Canada.
By Associated Press to the Messenger.

ROCHESTER, N. Y., Dec. 31.—Assistant Cashier Wm. N. Smith, of the German American bank, of which Secretary of State Cook is President, is \$9,000 short in his cash, and has absconded. His bond in the Guarantee Company of New York is good for \$5,000. Mr. Smith has always been regarded as honest and faithful. He has a wife and three children here. He is probably in Canada.

PUBLIC DEBT STATEMENT.

The Government Decreases its Indebtedness During the Year to the Extent of \$117,056,000.
By Associated Press to the Messenger.

WASHINGTON, Dec. 31.—The receipts of the government from all sources during the present month were \$29,325,285, and expenditures \$10,400,682, leaving a net gain of receipts over expenditures of \$18,924,603. Out of this net gain, however, must be paid about \$3,500,000 for interest upon the public debt which will leave the actual surplus for December \$15,424,603. The public debt was also reduced during the month to the amount of \$15,250,000. For the entire calendar year of 1887, the debt was diminished by \$117,056,000, the largest reductions being made in June and November, when the payments on that account aggregated \$16,852,000, and \$16,833,000 respectively.

The Heaviest Snow Storm in Two Years.
By Associated Press to the Messenger.

MILWAUKEE, Wis., Dec. 31.—The snow and wind storm of last night and to-day has been the most extensive storm that has occurred in this section in two years. At daylight many of the streets were almost impassable and traffic was conducted with great difficulty. The trains on all roads are from two to three hours late. Freight trains were generally side-tracked during the night and crews directed to keep the tracks open for regular passenger trains. Six inches of snow fell all over the southern part of Wisconsin, and as far north as Green Bay and Stevens Point. In the extreme northern part of the State the fall was somewhat heavier; wind drifted the snow badly. During the storm the 7 o'clock St. Paul fast mail from Chicago collided with a standing train at the new union depot demolishing engine and wrecking two sleepers somewhat. Nobody was hurt.

The Blizzard Unprecedented in Chicago.
By Associated Press to the Messenger.

CHICAGO, Dec. 31.—The blizzard that howled in this city yesterday afternoon drove almost everybody off the streets and nearly blocked traffic throughout the city. Street cars struggled along at long intervals early in the evening, mails were nearly all from four to five hours behind time, and the streets were deserted at 10 o'clock. At that hour the intensity of the storm was almost unprecedented in this locality. The wind shifted into the east and was blowing at the rate of 30 miles an hour. Suburban trains were also greatly delayed and at one time completely blocked at 35th street.

The Lord Gough Arrives Safe.
By Cable to the Messenger.

QUEENSTOWN, Dec. 31.—The steamer Lord Gough from Philadelphia, Dec. 15, for Liverpool arrived here at 4 p. m. to-day. She experienced terrible weather on the passage. For eight days the passengers were not allowed on the upper deck, hatches were battered down, but despite their precaution a quantity of water penetrated below the stowage from the sea shipped by the steamer. To add to the miseries of the voyage the oil gave out and at night everything was in darkness. All the coal in the starboard bunkers was consumed, and the steamer when she arrived had a heavy list to port.

The Engineer and Fireman Only Hurt.
By Associated Press to the Messenger.

CHICAGO, Dec. 31.—The night express for Milwaukee that left Chicago at 10:30 last night over the Chicago, Milwaukee & St. Paul smashed into a freight train at Shermerville, Illinois, during a blinding snow storm. The engine and mail car of the passenger train were derailed, together with several freight cars, making a bad wreck and giving the passengers a severe shaking up. No lives were lost, but Engineer Little was hurt seriously and the fireman, name unknown, probably fatally.

The Mercury Rising.
By Associated Press to the Messenger.

DUBUQUE, Dec. 31.—Another blizzard has been raging here during the past twenty-four hours. All freight trains are abandoned and passengers trains are working along with double engines, and the plows are making little progress. The situation is worse than during the recent storm. The present one extends clear across the State and is more violent beyond Fort Dodge than on this side. Southern rains are expected to arrive without tinging much time. The mercury is above zero.

The Worst Storm of the Season.
By Associated Press to the Messenger.

MINNEAPOLIS, Minn., Dec. 31.—The blizzard which set in yesterday morning is still raging and is expected to continue till to-night. The snow fall although continuous is light, but has drifted badly. Trains on all roads throughout the northwest are more or less delayed and on some roads travel has been abandoned. Various points in Minnesota and Dakota announce the worst storm of the season, accompanied by unusually low temperature.

Total Visible Supply of Cotton.
By Associated Press to the Messenger.

NEW YORK, Dec. 31.—The total visible supply of cotton for the world is 3,085,180, of which 2,652,780 is American, against 3,224,861 and 3,826,361 respectively last year. The receipts for all interior towns are 96,570; receipts from plantations 179,029; crop in sight 5,042,028.

Snow Storm in Virginia.
By Associated Press to the Messenger.

STAUNTON, Va., Dec. 31.—It has been snowing heavily all the morning, and the indications are that it will reach a considerable depth. There is heavy drifting.

THE RAIL MURDERS.

SEVERAL PEOPLE KILLED IN A RAILROAD COLLISION.
A Terrible Accident on the New York, Pennsylvania and Ohio Double-Track—Moose Train Collision—Several Men Lose Their Lives—Scenes and Incidents—Later Particulars.
By Associated Press to the Messenger.

PITTSBURG, Dec. 31.—A passenger train on the New York, Pennsylvania and Ohio Railroad ran into a double header freight train near Meadville, Pa., this morning and was totally wrecked. It is reported that a great many lives were lost.

Particulars of the railroad accident near Meadville are still meagre. The accident, it is said, was not as bad as reported. It happened at an early hour this morning. The limited express was running at a high rate of speed when it collided with a double header freight train. The express was totally wrecked. Two engineers and one passenger were killed outright, and fifteen to twenty passengers seriously injured. The accident happened three miles from Meadville.

A dispatch from Titusville gives the following particulars. The accident took place at 9:50 this morning on the main line of the New York, Pennsylvania and Ohio road, about three miles west of Meadville, near Tracy's Cut, near Geneva, Pa., between trains No. 8, limited express from Chicago and Cincinnati to New York, and west bound freight No. 23. Both engines were killed. One passenger was killed and about fifteen seriously injured. The cars are piled up and it is impossible to tell how many were injured. The Pullman sleepers did not leave the track and the passengers in them were not injured. Luckily the cars did not take fire. The first reports sent out were much exaggerated. Railroad officials are very reticent about giving the details.

NEW YORK, Dec. 31.—A dispatch from Meadville, Pa., regarding the accident on the New York, Pennsylvania and Ohio Railroad, says: The eastern passenger train is a total wreck and forty persons are expected to have been killed. All the physicians in the city and several hundred citizens have gone to the scene of the disaster by special trains.

MEADVILLE, Penna., Dec. 31.—The fast express on the New York, Pennsylvania and Ohio Railroad, consisting of two sleepers and five day coaches, collided with freight train "23," consisting of 2 engines and 60 cars, three miles west of this city at eight o'clock this morning. Five persons were killed outright, among whom was one passenger, thirteen others were wounded, one of them fatally. The following are the names of the killed so far as ascertained: Wm. George, engineer, and Humes, fireman, of the leading freight engine; E. P. Swan and Arthur Irwin, engineer and fireman of the Chicago express. Both trains present terrible scenes of destruction. When the collision occurred the fast express was making up lost time and going at top speed. Blame is said to rest with the engineer and conductor of the freight train, who were running on the express train's time.

NAVAL CIRCLES ALARMED.
The Steel Being Used in the Construction of the New Cruiser Charleston Found to be Defective.
By Associated Press to the Messenger.

WASHINGTON, D. C., Dec. 31.—Naval circles have been thrown into a state of consternation by recent reports from California relative to the discovery of grave defects in the steel intended to be used in the construction of the new cruiser Charleston, now being built in that State. While an attempt was being made recently to bend slightly the heavy eight inch steel deck beams several of them snapped in pieces under the strain of the hydraulic jack, to the great astonishment of the construction officer. The steel was from the east and had been thoroughly tested according to the severe requirements of the steel board, standing successfully, all of the tests as to the tension, elongation, elasticity, etc. Much of this steel has already been used in the construction of other cruisers and gunboats now building, and the alarming nature of the accident at the California ship yard is that it casts grave doubts upon the strength of the material that has already been built into the ships, and may fall unexpectedly at a critical moment.

A Severe Blow to Stafford.
By Associated Press to the Messenger.

BOSTON, Dec. 31.—A fire in Jones' shoe factory, at Stafford, burned the building to the ground, with all its contents, including machinery and stock. The total loss is given at \$75,000 to \$85,000; insurance, \$35,000. It is doubtful if the firm will rebuild. The town has no fire department, and the fire was handled by all the able bodied citizens, who formed a bucket brigade. The loss of the factory is a severe blow to the town. The pay roll was \$75,000 a year.

Railway Collision With Loss of Life.
By Associated Press to the Messenger.

BUTTE, Montana, Dec. 31.—A collision occurred yesterday on the Utah & Northern Railway near the city of Dillon, Montana, which resulted in the killing of fireman Patrick, and the serious injury of engineer John Sweeney. Many coal cars were completely wrecked.

Obliged to Run Double Headers.
By Associated Press to the Messenger.

DAVENPORT, Ia., Dec. 31.—A heavy snow storm has been raging for twelve hours. Over twelve inches of snow has fallen. Freight trains have been generally abandoned, and the passenger trains go forth with double locomotives.

FOLLY'S BIG WORK.

LABORERS STRIKING WITHOUT REGARD TO JUSTICE.
Three Thousand Men Quit Work Without Sufficient Provocation—The Development of the Reading Strike—Men Ordered Out Without Cause—Lovers Large Revolt—What will the Upshot be?
By Associated Press to the Messenger.

PHILADELPHIA, Dec. 31.—Nearly one thousand men employed in and around the extensive freight depot of the Reading Railroad Company at Willow street wharf went out on strike this morning and the work of handling freight there is consequently badly crippled.

This action of the men was in pursuance of decisions of the various local assemblies of Knights of Labor last evening to support the order of Reading convention. The men who went out were employed as conductors and brakemen, or Willow street shifting crews, and in the handling freight and in other capacities at the depot.

At the general offices of the company on Fourth street no information regarding the situation could be obtained this morning, the officials stating that they had nothing for publication. Everything was reported working smoothly at the depots at Ninth and Green streets and at Sixteenth street and Pennsylvania avenue.

"At Port Richmond the non-union men who took the places of the strikers several days ago, were at work, but the force is comparatively small one and nothing like the usual amount of coal is being handled there by the company. About 900 coal handlers were formerly employed at the Port Richmond wharves, while it is estimated that not over 150 are so employed at present.

PHILADELPHIA, Dec. 31.—The action taken by the local assemblies of the Knights of Labor last night endorsing the order of the Reading convention for a general strike of the Reading Railroad employees, did not materially effect the business of the Reading Company to-day. The men did not quit work with the alacrity which the leaders anticipated, and in many cases they refused point blank to strike, preferring to renounce allegiance to the Knights of Labor. The most notable instance of obedience to the order of the Knights was at the freight depot at Willow street wharf, where several hundred freight handlers and laborers refused this morning to work. The retirement of the large force delayed business for a time, but in the course of a few hours the company had gathered a large number of non-union men from various points and put them to work, and the work of the loading and unloading freight at the depot was proceeded with, the blockade was soon cleared up, and the officials, reported everything moving satisfactorily.

The presence of green hands attracted a few of the strikers and a crowd of curious people to the wharves, but there was no excitement or disorder. At some of the other depots some few men went out, but their places were quickly filled with non-union men, and the movement of regular freight trains were but slightly affected. There were many applications for work at the main office of the company to-day, and those whose services it was thought would be of benefit were given letters to department superintendents. Everything remained quiet at Port Richmond to-day. The strike continued with unabated vigor so far as the men of local assembly 6,255 were concerned, but the Reading Company at Port Richmond seems to be fast approaching a condition that will make it independent of the old men. The strikers still stood on the street and talked about sticking out to the end, but in the meantime the company was fast taking on all the hands it needed, and was hourly getting nearer to a condition when it can conduct its business with new hands.

Superintendent Keith in explaining the situation at Port Richmond to-day, said: "At 7 o'clock this morning work was resumed at the coal piers with the new men, who were at work yesterday, augmented by new arrivals of some twenty or more Italians, who came with an interpreter, and probably fifty who made individual application for work at the Richmond street wharf. Ten wharf engines are at work this morning manned by three loyal engineers and about seven new engineers. Four wharf engines are at the round house under steam, but are being held for returning loyal engineers who, because of intimidation, have not reported for duty. Yesterday a schooner which arrived during the afternoon, was loaded with a full cargo of coal, and sailed late in the day. The work of wheeling coal into various vessels, and chuting coal direct from cars to vessels is progressing all over the pier. Another steam collier sailed for an Eastern port to-day, and the work of loading others now in port is progressing favorably."

General Superintendent Swigard, in reference to the published report that a committee of Knights of Labor were to call on him and give him official notification of the action of the Reading convention, said that he had heard nothing of the committee and knew nothing of it other than what had been published.

"No committee has called," he said, "at least not to my knowledge. Some of the members of the Knights of Labor organization quit work this morning, but their places have all been filled. I assure you the company's business is not suffering in the least."

"I am simply giving my own opinion," said Secretary Haynes, of the General Executive Board, of the Knights of Labor, in discussing the situation, but it is my impression that the Executive Board will not interfere in the matter. It has not been asked as yet and I don't

believe it will be. The strike is in the hands of the Reading employees themselves, and I judge they are better able to handle it than any other body, being thoroughly familiar with every issue involved. So far as the executive board is concerned, its members know nothing beyond what they have read in the newspapers. You see, we are not officially informed of a strike unless we are asked to interfere, so that in this case we have only the same means of learning news that the general public has." "Do you regard the disbandment of local assembly 10,235 a serious matter to the order?" "Not at all. This is an every day event; where one assembly disbands five new ones are organized."

INTERNAL TAXES.
An Organized Movement to be Made for the Repeal of the Law.
MESSENGER BUREAU,
515 FOURTEENTH STREET, N. W.,
WASHINGTON, D. C., Dec. 31.
FROM OUR REGULAR CORRESPONDENT.

The movement to secure the repeal of the internal taxes is increasing in force and volume. Recent visits of prominent North Carolinians to this capital were in that interest, and it is learned that a delegation will start from Raleigh soon after Congress convenes, which will be thoroughly representative of the people of North Carolina. This delegation will be composed of some of the ablest public men and perhaps a greater number of the leading business men of the State. It will act in concert with the Congressional delegation. North Carolinians expect that the Ways and Means Committee, to be announced after the holidays, will take up the subject of the internal revenue at the same time with that of the customs duties and that, if possible, some measure of internal tax reduction will be passed, even if nothing is done with the tariff. This hope is not shared by others, but all look for a broad, generous measure of revenue reform, including at least the repeal of the tobacco tax and a considerable reduction of the brassy tax.

In all government centres there is something which offends the nicer sense of propriety not only, but also the common instinct of decency. Washington furnishes no exception. With 20,000 employes of the federal and District governments and the great hosts of lobbyists, retainers and strikers, who congregate where public business is done, it is not wonderful that many acts of dishonor should be uncovered here. The real wonder is that more should not be made of it. The Washington correspondent has in some places the reputation, a very unsavory one it is, of creating scandals, that is to say, of taking a few plain facts and exaggerating them into sensations. If I were to print one-tenth of the scandalous things I have heard from reputable persons respecting the practices of officials in making appointments and sustaining the appointees, I would not be able to escape such a judgment. It would be considered incredible.

At the risk, however, of incurring the charge of sensationalism, which my whole career as a journalist may not refute, I will repeat just a few of the many well authenticated stories I have heard of the terrible corruptions of our Federal capital, corruptions unfortunately not confined to one party or section.

In one of the departments is a woman and four other members of her family, all holding positions from \$1,600 down. The mother is not a competent clerk, she is officious, intermeddling, insolent to fellow clerks and indeed to superiors. She has been absent on leave for six months at a time, making a foreign tour. When remonstrance has been made as to her shortcomings it has been darkly hinted that she was retained securely in her place by "influence" so powerful that nothing she could do or say would imperil her. She is about fifty years of age and is not specially attractive, but there are reasons why she is able to defy the department authorities and slight her work, insult her office associates. She does not enter general society, for she is known and cannot. But what matters this? She receives five salaries from the government and has the favor of high officers and United States Senators. This is the story. I believe it.

Another case. A woman caused a scandal. She was soon transferred from one office to another, although the chief was informed of her character. Was he in a position to care? The woman is still in a nine-hundred dollar place, although said to be grossly incompetent.

Many worthy, womanly women in this city and the country would be glad to devote their talents, their time and their care to the service of the government for less money than some of these brazen creatures receive. The latter flaunt their meretricious claims before the ladies who are compelled to associate with them in office hours. The true women are humiliated by the contact, or by the knowledge that in too many instances they are kept back while the shameless ones are petted and advanced.

Who is guilty of thus prostituting the service of the United States to the basest purposes? I am not a public informer. I simply tell what I have heard and have reason to believe. It ought to be known. The President's attention might well be directed to the debauchery going on in high places. The major parties to it are Senators. Representatives, officers holding very exalted positions. It is not as bad perhaps as it was, but it is bad enough, in God's name, to demand investigation.

Did Not Even Save Wearing Apparel.
By Associated Press to the Messenger.

NEW ORLEANS, Dec. 31.—A special dispatch to the *Pietyne* from Hauma says: The estimated loss by Thursday's fire is \$15,000; insurance \$17,800. Many of the families burned out did not even save their wearing apparel.

THE TALK OF EUROPE.

EXCITING TOPICS WHICH INTEREST OUR FOREIGN BRETHREN.
An Open Rupture Between Russia and the Allied Powers Still Feared—Dr. Mackenzie's Statement in regard to the Crown Prince's Condition—A French Minister Resigns.
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BERLIN, Dec. 31.—The year closes without the relations between Russia and the allied powers showing any symptoms of amelioration. The situation has become one of the greatest perplexity, which nothing less than some authoritative deliverance from the Czar or Kaiser can clear up. If the New Year's Imperial receptions pass over unmarked by explicit declarations giving assurances of peace, it will be held as certain that diplomacy has failed to check the progress toward an open rupture. The Cologne *Gazette* has a vague announcement that mutual explanations will soon be made which promise to avert all danger of war, but reliable advices from St. Petersburg deny that there is the slightest change in their tenor of affairs. General Von Schwenitz, German Ambassador to Russia, has had frequent interviews with M. Giars, Russian Minister of foreign affairs, the result of which has been an arrangement for the publication of the forged documents, but judging from the tenor of an article published in the *North German Gazette*, the interviews have left the situation unimproved. Something is hoped to result from the prospective mission of Von Kallai, Austrian Minister of Finance to St. Petersburg. His visit appears to be dependent upon the Czar's reception of the proposals transmitted through Prince Leobanoff, Russian Ambassador to Austria, for a revision of the treaty of Berlin. The Russian press continues to declare that if these proposals imply the definite absorption of Bosnia into Austria, Russia will never consent.

St. Petersburg, Dec. 31.—The Czar has sanctioned the publishing of the alleged forged documents sent to him relative to Germany's attitude toward Russia, and they will be published in Berlin. This decision is regarded as a very favorable symptom of the political situation. The imperial sanction has been given to the establishment of a third class provision depot at Kouno, in addition to the previously established second class magazine there.

Persons in political circles here are astonished at the continuously reported press reports of Russia's intention to cross the frontier of Austria or Germany, or both frontiers. The official intercourse of Russia with Austria is friendly, while that with Germany leaves nothing to be desired. The Czar has no idea of occupying Bulgaria, but he is resolved not to recognize the present state of affairs, Prince Ferdinand and the sobranje.

If no change occurs in the government of that country, the Bulgarian question will remain for Russia an open one. The Czar disapproves and refuses to become responsible for the replacing of Prince Ferdinand.

Russia does not desire to make Bulgaria a Russian province, as Rumania separates Bulgaria from Russia. Taking everything into consideration, the Russian people do not believe that war will occur, but they do not expect a speedy settlement of the Bulgarian question. The recent military movements were taken solely for the purpose of assuring the safety of the frontier, and in consequence of the unfriendly character of antecedent declarations as to Austria's policy. It is expected that the recent conjectures and arguments of the foreign press regarding the imminence of war, will shortly be decidedly refuted from Russia.

VIENNA, Dec. 31.—The *New Free Press* publishes a letter from St. Petersburg, which says that Russia only desires an unreserved return to the Berlin treaty, and that the whole of Europe shall declare that everything that has happened in Bulgaria since Prince Alexander left that country is illegal. Russia, however, will make no sacrifice to restore the legal status there. If Germany should ask Russia to guarantee the neutrality of Bulgaria in the event of European complications, or if to set off concessions on the Bulgarian question, Austria should ask Russia to safeguard her eastern interests, Russia would refuse to negotiate on these subjects, or adhere to the league of peace on that basis. Russia reserves to herself a free hand. Russians do not desire war. The danger lies in the possibility that matters may develop into an affair of honor, which would be doubly dangerous when the question affects the Czar's authority.

LONDON, Dec. 31.—In an interview to-day Dr. Mackenzie stated that he was greatly pleased with the improvement in the condition of the Crown Prince, Frederick William. Dr. Mackenzie said he had never admitted that the disease from which the Crown Prince is suffering is cancer. The only statement he had made which could be so construed, was last November, when he said the new growth was apparently cancer-like. The microscope, by the use of which alone, can the nature of the disease be ascertained, so far shows that it is not malignant. The malignant symptoms manifested in November have passed away. Dr. Mackenzie said, however, that if the disease is not cancer, it certainly is very protracted.

LONDON, Dec. 31.—Mail advices from China state that a powder magazine containing forty thousand kilograms of powder exploded at Amoy November 21, doing immense damage. The force of the explosion was very great, and one-fourth of the buildings of the town were laid in ruins. Fifty soldiers were blown to atoms, and several hundred inhabitants were killed.