

ENGLAND'S GREAT STORM.

Railway Trains Snowed up and Passengers Suffer Severely.

WRECKS AND LOSS OF LIFE AT SEA.

The Storm Paralyzing Traffic all Over the Country.

A last (Tuesday) night's London cable says: The blizzard in the South of England continues, though the weather in London is milder. The railroads of Kent and Sussex are completely blocked, and the neighboring country is deep with snow. The hurricane which accompanied the snowstorm piled snowdrifts on all sides, stopping all traffic on railway lines and country roads. Two trains full of passengers in the Midlands were snowed up last night and the passengers were not rescued until this morning. The rescued people suffered terribly from cold during the night, owing to the unheated condition of the cars. A train on the North Kent Railroad bound for the city was snowed up last night, and still remains in the rail cut where it was stopped by a drift. A number of engines have been sent to the scene, but they have been unable to move the train. The Sheerness mail car cannot be found. It has been lost somewhere along the line of the railroad between this city and Sheerness. A searching party sent out after the missing mail car returned after the missing mail car was found frozen in a snowdrift. Two clergymen were snowed up in a carriage on the Faversham road last night, and were rescued with difficulty after having suffered severely. Reports from the provinces show that the blizzard prevailed from the St. George's Channel to the North Sea. One of the effects of the storm has been the stoppage of the South Wales iron works. All road traffic is stopped, and the trains there are delayed. In Somersetshire, Dorsetshire, Hampshire and Gloucestershire there are snowdrifts everywhere many feet deep, rendering field work impossible. In these counties the mail service has been completely stopped, and the farmers suffer immense loss in cattle and sheep. Taken altogether the storm has been unequalled in severity for a decade.

A passenger train which left Charing Cross station at midnight for Folkestone was caught in a huge snowdrift outside of Folkestone. The passengers were not rescued until 8 o'clock this morning, when many of them were seriously ill, owing to the fact that they were in a half-frozen condition. The passengers had neither food nor light from the time they were imprisoned in the snow-bound cars.

On the London, Chatham & Dover Railroad the trains were delayed for hours. Maidstone, Sheerness and Sittingbourne have been cut off from communication with the surrounding country. The Thames is rising rapidly, and already deeply inundates the low lying districts. Work about the docks has been partially suspended, owing to the mass of snow. All the market wagons are snowed up along the country roads, and vegetables, etc., are very scarce in the city.

In South Devonshire the snowstorm continues. The railroads are blocked and the mail train from Southampton for London is snowed up somewhere. The towns in the Channel Islands have been cut off from communication with each other.

At Lynd, in Kent, while the coastguard lifeboat was going to the rescue of the crew of an endangered vessel, the lifeboat capsized and several of its gallant occupants were drowned.

Near Hastings five fishing smacks were wrecked and three fishermen drowned. It was reported that the mail boat plying between Dover and Calais had foundered, but this report was incorrect, the mail boat having reached Calais in safety but in a terribly battered condition, and after having been eighteen hours adrift in the Channel. The passengers were half dead with seasickness and fright.

This afternoon only meagre telegrams have been received from various parts in England and Wales. The lines, according to these despatches, are generally blocked. A despatch from Sheerness says the passengers bound for London from the Continent have been forced to stop at Sheerness, the trains being unable to proceed any farther on account of the snow.

Traffic on the Great Western Railway is completely blocked, and a number of trains are snowed up on the road. The sea wall supporting the Great Western Railroad lines between Dawlish and Exeter has been breached by the pounding of the heavy sea.

The yacht *Sapphire*, owned by Mr. MacLarr, of Glasgow, has been driven ashore at Harwich Mr. MacLarr was washed overboard and drowned.

Information from Cardiff this afternoon is to the effect that the storm rages in the neighborhood with unabated fury. Much damage has been done.

The Admiralty Pier at Dover has been so battered by the waves that stones weighing ten tons have been displaced, and blocks of iron weighing two tons each have been carried away by the angry waters.

A man was found frozen to death near Dorking to day.

All the continental mail boats were several hours late. A Norwegian bark took fire in the Channel last night while trying to light signals of distress and was destroyed.

A London cable says: One of the curious incidents of the storm was the snowing up near Exeter of one of those old-fashioned four horse coaches which still do duty in many parts of England. The passengers were compelled to camp by the roadside near the snowbound coach. They built a large fire, improvised a rude hut made of branches torn from trees, and kept up their spirits as best they could. The almost entire lack of food soon reduced them to a state of semi-starvation, which so reduced their strength that only a few of the stronger men had courage enough to keep the camp fire burning, and when rescued the entire party was badly frozen and in a state of exhaustion.

SNOW-BOUND TRAINS.

A mail train was snowed up near Donsland, in Devonshire, and so remained for two days. When it became evident that there was no means of moving the train to Donsland or returning the way it had come, the railroad porters and conductors, after a conference with the imprisoned passengers, decided to try to push on to Donsland on foot in order to obtain supplies of provisions for the passengers and, if possible, to bring them sleighs or other conveyances which would enable them to reach a place of shelter. Thereupon the railroad men started on their journey, and after terrible sufferings reached Donsland. But they were unable to return, and, in addition, so terribly was the storm raging, that they were unable to persuade others to form a rescuing party. During this time the half-frozen passengers who included a number of ladies, nearly perished. They built fires in the cars and heated the water and foot-warmers—the only means of heating English railroad cars—and thus did their best to keep themselves warm, but with little success, such was the intense cold that prevailed. When, after 48 hours of this distressing experience, the passengers were rescued, they were in a pitiable condition. So terribly did the ladies suffer that a number of them are now at Donsland confined to their beds and under constant medical treatment, while several of the male passengers suffered almost as much from the exposure and want of food which they endured. Several trains were derailed by coming in collision with trees that had been hurled across the rails, but no loss of life is reported from this cause.

CORNWALL ISOLATED.

West Cornwall has been in a state of complete isolation since Monday last. The first communications with that district were opened up to-day to the intense relief of many of those who were the heaviest sufferers by the snow blockade. It is not an unusual occurrence to see snow drifts 10 feet high.

THE MYRAMA WRECKED.

The steamship which was wrecked off Start Point Monday last during a severe gale was the *Myrama* of Liverpool. When the steamer struck upon the reef the crew took to the boats in an effort to reach the shore, though the heavy sea and the huge breakers made such an attempt, one of pure desperation. One of the boats containing the steamer's officers was struck by a heavy sea and foundered, and all the officers were drowned. The second boat, containing the sailors and firemen, capsized twice and twice righted herself. Each time she went over a number of men were drowned, while the others succeeded in righting the boat, which was almost entirely filled with water, but kept afloat by reason of her water-tight compartments. Eventually four Swedish seamen reached the shore, but one of them died from exhaustion soon after being hauled out of the surf. The three survivors were terribly battered by the surf, and were half dead when they were pulled out of the water.

A COLLISION.

The Western Railway is still snow blocked. A snow plough, which was trying to clear the line at Jones, crashed into a train buried under the snow, injuring a fireman and engine driver, and doing much damage.

In addition to the enormous losses suffered by the farmers in sheep and cattle, which have either been frozen to death in the fields or have been smothered beneath the mountainous snowdrifts to be found on all sides, large numbers of horses have perished in a like manner. The farmers and villagers, as a result of the storm of the last few days, are living on their reserve stocks of bacon and ham, and are turning to their hen roosts and pig houses for a further supply of food.

MYSTERIOUSLY KILLED.

A Kansas City Tragedy Which Fuzzles the Police Authorities.

A Kansas City despatch says: Nicholas Eaton was mysteriously shot and killed last night. Whether he committed suicide or was murdered is not known. Late in the afternoon Eaton drove to the farm of Seth Ward to look at some stock. About 7:30 o'clock his dead body was found two squares from his residence, at the corner of Vine and Linwood avenues, on the outskirts of the city. There was a bullet hole in the right side of the head, and a revolver with two chambers empty was lying by his left side. About two feet to his right was found his hat with two bullet holes in it, one through the rim and one at the back, corresponding to the wounds in the head. Mr. Eaton owned a rancho in Texas Mines, Joplin district, and considerable property in this city. His wealth is estimated at \$500,000. His family relations were of the most pleasant character and his business was in the best condition. His wife says he never carried a revolver. It is thought probable that he committed suicide.

A Rich Gold Struck.

A Victoria, B. C., despatch says: E. Bell, one of the owners of the Bonanza mine, Cayoach Creek, Lillooet district, arrived from Clinton Wednesday night, bringing news of a marvellously rich strike in the Bonanza. He brought with him several pieces of ore, which were literally studded with gold. The samples assayed to-day showed results: No. 1, solid vein, 9,800 ounces, equal to \$13,471 per ton; No. 2, broken rock and dust from drill holes, 640 ounces, or \$13,235 to the ton. The fortunate owners have refused an offer to bond the mine for \$30,000.

Orange Grand Officers.

A Peterborough despatch says: The Grand Lodge of Ontario East closed last evening. The following officers were elected: James Clarke, of Ottawa, re-elected Grand Master; J. H. Delemere, Deputy Grand Master; T. A. Kidd, jun., Deputy Grand Master; Rev. A. Wilson, M. A., Grand Chaplain; A. J. Van Ingo, Grand Secretary; Robert Gordon, Grand Treasurer; B. H. Holland, Grand Lecturer; W. H. Craig, Grand Director of Ceremonies; Deputy Grand Chaplains, Rev. S. A. Duprau, Rev. L. H. Leitch, Rev. Rooney, Rev. W. C. Mercer, Rev. John Hallowell.

The Princess of Wales writes on a paper of a moire pattern of green and copper color, with her name in metallic letters, and the three feathers and the royal crests on either side.

THE BEHRING SEA SEALS.

Favorable Turn in the Negotiations for a Settlement.

ARBITRATION NOW PROBABLE.

A Washington despatch says: The Behring Sea negotiations have taken a most favorable turn and the Governments of the United States and Great Britain appear to have at length reached a basis upon which to settle their difficulties, as is evidenced by a communication from Lord Salisbury to Sir Julian Pauncefote, British Minister here, which was laid before Secretary Blaine. In this communication Lord Salisbury says: It is now quite clear that the advisers of the President do not claim Behring Sea as a *mare clausum*, and indeed that they repudiate that contention in expressed terms. Nor do they rely as a justification for the seizure of British ships in the open sea upon the contention that the interests of the seal fisheries give to the United States Government any right for the purpose, which, according to international law, it would not otherwise possess, whatever importance they attach to preservation of the fur seal species, and they justly look on it as an object deserving the most serious solicitude. They do not conceive that it confers upon any maritime powers rights over the open ocean which that power could not assert on other grounds.

Lord Salisbury asserts that the treaty between Great Britain and Russia in 1825, on which Mr. Blaine lays stress, does not contain a word to signify the acquiescence of Great Britain in the claim put forward by Russia to control the waters of the sea for 100 miles from her coast. Lord Salisbury says no objection will be offered by his Government to the first and second questions proposed for arbitration by Mr. Blaine. They are:

What exclusive jurisdiction in Behring Sea and what exclusive rights in the seal fisheries therein does the United States possess at the time of the cession of Alaska to the United States? How far were these claims of jurisdiction as to the seal fisheries recognized and conceded by Great Britain?

The third question is: Was the body of water now known as Behring Sea included in the phrase "Pacific Ocean," as used in the treaty of 1846 between Great Britain and Russia, and what rights, if any, in Behring Sea were given or conceded to Great Britain by the said treaty?

Lord Salisbury does not object to referring the first part of the question to arbitration, but will not admit the decision of it can conclude the larger question involved. He excepts to the part concerning the rights in Behring Sea conceded by treaty, and says Russia did not give any rights to Great Britain in Behring Sea because they were never here to give away. He is willing to accept the proposition implied in the fourth question that Russia's rights as to jurisdiction in the Behring Sea passed unimpeded to the United States. As to the fifth question, Lord Salisbury says the first clause, "What are now the rights of the United States as to the fur seal fisheries in the waters of Behring Sea outside of the ordinary territorial limits?" would be very properly referred to an arbitrator, but the subsequent clause which assumes that such right could have grown out of the ownership of the breeding islands and the habits of the seals in recouring thereto involve an assumption as to the prescriptions of international law to which Her Majesty's Government are not prepared to accede.

Lord Salisbury concludes as follows: There is an omission in the questions which I have no objection to the Government of the President will be very glad to repair and that is the reference to the arbitration of the question what damages are due to the persons who have been injured in case it shall be determined by him that the action of the United States in seizing British vessels has been without warrant in international law. Subject to these reservations, Her Majesty's Government will have great satisfaction in joining with the Government of the United States in seeking by means of arbitration an adjustment of the international questions which have so long formed a matter of controversy between the two governments.

Mr. Blaine, I am credibly told, is anything but satisfied with Lord Salisbury's response to his arbitration proposal in the Behring Sea matter. Mr. Blaine, it will be remembered, more than once told the British Minister in substance last year that this country had certain rights in Behring Sea which it would never share with another power, and which President Harrison would never consent to refer to the judgment of any arbitrator. All the same, he proposed to Sir Julian Pauncefote last December to submit these exceptional claims to arbitration by proposing that the arbitrator should pass upon the question as to the rights of the United States as to the fur seal fisheries in the waters of Behring Sea growing out of the ownership of the breeding islands and the habits of the seals in resorting thither. From the stance of his previous position Mr. Blaine's offer to submit this question to arbitration was a large concession to the interests of peace.

But Lord Salisbury now tells Mr. Blaine, through the British Minister, that Her Majesty's Government will not consent to arbitrate such a question. He tells Mr. Blaine with a question that something is in the law of nations which is not there. Namely, a continuing property in wild and common animals by a power to whose territorial dominions such animals at times resort.

Diplomatic opinion here sustains Lord Salisbury's refusal to arbitrate the above stated question. Diplomats say that to submit to arbitration anything already clearly settled by international law would be to invite an arbitrator between two disputants, to alter the law of nations according to his own view and judgment, a contingency that would reduce international law to chaos and which the nations would never tolerate. Surprise is expressed at some of the legations that Mr. Blaine has not sought a concerted declaration from the powers as to the circumstances under which any of them might exercise an exceptional and protective jurisdiction over wild animals in the preservation of which the civilized world had a common interest. I am advised that if Lord Salisbury and Mr. Blaine should ever agree to arbitrate the question whether the

United States may not assert an extraordinary jurisdiction over the seal fishery by reason of its ownership of the breeding islands, the European Cabinets would probably and promptly signify their intention not to regard the arbitration as a settlement of such a question, however it might result.

The practical consequence of Lord Salisbury's latest despatch appears to be that Mr. Blaine will have to make a further retreat than he effected by his note of last December to the British Minister if he wishes to settle the Behring Sea question before he leaves office. The prevailing opinion here is that he will complete the retrograde movement then begun, by availing himself of Lord Salisbury's admission that the United States now have all the rights that Russia had in Behring Sea, and agreeing that an arbitration shall decide what these rights were at the time Russia possessed them.

THAT MINE HORROR.

The Jury Attribute it to Accident, but Make Some Recommendations.

A Springhill, N. S., despatch says: The coroner's jury has returned the following verdict on the recent disaster: The jury do say upon their oath that the late John Connon and others came to their death by an explosion which originated in No. 3 of No. 7 balance in the west side of the east slope, on the 21st Feb. 1891. They further believe said explosion was caused by flame from a shot fired in said bore igniting coal dust and a certain portion of gas which might have been present at the time. They also believe that there was an unusual flame from some shot, owing to a slip in the stone. They believe the explosion was accidental, that no blame attached to the management, and that they have taken every precaution for the safety of their workmen. The jurors make the following recommendations: (1) In future, where safety lamps are used and in very dusty places, powder should not be allowed. (2) They recommend that in gaseous portions of the mine, before the men resume work after dinner, the place should be examined by competent officials. (3) They recommend that the Local Government procure for the use of the deputy inspector of mines a Shaw machine for testing gas. The Springhill relief fund now amounts to \$81,000. Halifax contributed \$10,000. It is estimated that \$75,000 is required to relieve the distress. A sad case is that of a young Cape Bretoner, who started for Springhill to take home the body of his brother and became insane from grief while on his sad mission.

THE ANNEKE JANS ESTATE.

A Will of the Wisp Which Flashes Periodically and Lightens Confiding People's Pockets.

A Cincinnati correspondent of the New York Sun writes to that paper: "Please tell me something about the Anneke Jans estate. Clara M. T." The Sun replies as follows:

There is no such estate. That is, the heirs of Anneke Jans—and perhaps there are some of her heirs still alive—are not entitled to any interest in the property which once was hers, which the Trinity Church corporation of this city has held for 185 years. For nearly eighty years suits used to be brought to try to "recover" the property for "the heirs." But about twenty such suits have been decided against the heirs; the last of them were so decided more than forty years ago, the courts holding that Trinity Church had held the property so long that it couldn't be taken from it. Various persons go about starting "Anneke Jans Associations," and "the heirs" join and pay some money—they always pay money—and then the man who started the association disappears, and the money disappears with him, and "the heirs" wait until the next man comes along, and then they do the same thing over again." This will be interesting for "the heirs" in this city.

BUTCHERED HIS MATE.

Gruesome Confession of a Dying Swede in Tacoma.

A Tacoma despatch says: A prominent Tacoma physician has made a startling revelation, in which he alleges that he was called two months ago to the deathbed of a poor man named Larry Pedersen. He told the physician he wished his dying confession written, and it was to the following effect: Pedersen worked in Armour's pork house in Chicago until 1887, then went to Sioux City to Silverthorn packing house, where he worked until the spring of 1889, when he killed a man named Larson Harstrom, who worked with him cleaning the floors in the killing-rooms. He stabbed him many times, and his blood flowed down the gutter to the fertilizer, mixing with the blood of the swine killed that day. He then ran the body among ten thousand carcasses killed that day. Next morning he took the body to the chopping-blocks, cut it in pieces, covered it with salt, and ran it to the fertilizing rooms, among piles of pork left there for the furnace. Pedersen lived in Sioux City for two months after the murder and then came here.

Down on Screaming Whistles.

A White Plains, N. J., despatch says: An interesting suit for damages was tried before Judge Dykman here yesterday. In July, 1888, Dr. James H. Albee, a prominent physician of Woonsocket, R. I., was boarding at Chappaqua. One day he went out riding and stopped in front of the Harlem Railroad depot, opposite the Chappaqua shoe factory. While he was there the factory whistle was blown. This whistle can be heard seven miles. The loud noise of the whistle startled the doctor's horse and it ran away, throwing Dr. Albee from the wheels and breaking his leg. Dr. Albee sued the shoe company, of which Wm. H. Bishop is President. The jury rendered a verdict of \$6,000 for the plaintiff. This was the second time the case had been tried.

A fight is being waged in England over the use of the letter "u" in such words as labor, honor, etc. Extreme conservatives in orthography are highly indignant that the government should have permitted the elision of the letter from words in the new census papers. They of course can't be brought to see the great saving of time, space and money achieved by leaving out needless letters.

QUEEN OF THE LAUNDRESSES.

The Procession of Parisian Laundresses This Year.

A Paris despatch says: The procession of the laundresses in Paris, which is always one of the sights of the city, was this year a most marked success. In fact people say it has not been equalled in years. There were hundreds of thousands of people along the boulevards, all eager to see the parade and all testifying to its excellence as compared with the last ones. The heroine of the occasion, she who has been elected by her fellows as the queen of the laundresses, is Mademoiselle Louise Sioard, a beautiful brunette of twenty-six summers. She is a statuesque creature of a tall and commanding figure, which, though powerfully built, is nevertheless exceedingly graceful. Her profile is classical, out of a type which is common enough in the province of which she is a native. She has a low forehead, a head of wavy jet black hair, dark, ardent eyes and an open-hearted smile. She was not long in winning a popular place in the good graces of the assembled multitude. After her election as queen she held a reception at one of the public laundries, where she received the devours of her faithful subjects for the nonce. Her hair was decorated with flowers, and she wore a beautiful bouquet in her corsage. The coach which is reserved for the triumphal procession of her soapbuds majesty is a brake, draped with crimson velvets, heavily fringed with gold. It is decorated with real carnations and the seat behind the box is occupied with these flowers, which were so much affected by the heroine of Dumas' celebrated novel, *The Cosmopolitan*. The queen drove four horses and took his seat supported on each side by a negro decked out in fantastic clothing.

CLAUDE'S LOVE FOR CAKE.

A Boy Shoots Himself When Chided by His Mother.

A Newtown despatch says: Claude Spencer, a lad 15 years of age, lives at Fresh Pond with his stepfather, Le Grand Smith. He was inclined to be quarrelsome with other children, and especially with his half-brother. Several times to-day the half brother complained to Mrs. Smith that Claude was annoying him, and finally the mother called the boy into the house, giving him a severe reprimand. She concluded by threatening not to allow him to enjoy any of the cake she was at the time baking, and of which Claude was known to be particularly fond. The boy remonstrated and became very angry, finally leaving the house in a rage. Seizing a loaded gun he went to the farm yard and proceeded deliberately to tie a string to one of his feet. The loop end of the string he attached to the trigger of the gun. He placed the muzzle of the weapon close under his chin and pulled the trigger with his foot. The charge of shot passed through the boy's jaw, tearing away his tongue and had gone out through his left eye, leaving a wound as large as a silver dollar. He will die.

WRINKLES AT \$300 A PIECE.

Beautiful and Rich Mrs. Huntington Tells About a Big Bill.

A New York despatch says: Mrs. Collins P. Huntington is not at all disturbed over the published story which told of a suit a massage doctress has brought against her husband for \$900 for reducing his wife's neck of surplus flesh so that a diamond necklace would fit it, and for taking three wrinkles out of her face at \$300 per wrinkle.

Mrs. Huntington is a beautiful woman—not at all too stout—and one marvels that she should have thought it necessary to consult Mme. Rowland at all. "I found that I was becoming stout, and you know what that means to a woman; so I concluded to try massage," said Mrs. Huntington. "I do not think I called at her place more than twenty times, and she charged me \$900. When she handed me my bill I did not even look at it until I reached home. Then you can imagine my astonishment when I saw the amount. She evidently thinks that we are able to pay, and that she is at liberty to charge whatever she pleases."

GORED TO DEATH.

An Ex-Legislator Killed by a Bull and Another Man Injured.

A Haverhill, Mass., despatch says: Hon. John E. Carr, of this place, ex-member of the New Hampshire Legislature, was killed this morning by a mad bull. Mr. Carr went into the pasture where the bull was confined, armed with a pitchfork. The animal rushed at him and tossed him in the air. Mr. Carr, although dazed, rose to his feet and plunged at the bull with the pitchfork, severely wounding the beast. This enraged the animal, which again rushed upon him. Mr. Carr drove the prongs of the fork into the beast's shoulder, but being weak from many bruises, it threw him to the ground. The bull rushed upon him, gored him frantically, and stamped upon his senseless body until life was extinct. A neighbor, who ran to Mr. Carr's assistance, was tossed by the bull, but escaped through the gate. The bull was then killed, and the mangled body of Mr. Carr removed to his home.

Bloody Election Fight.

A Yarmouth, N. S., despatch says a bloody affray occurred at Eelbrook in that county, on election night between William Porter, John White, John B. White, Joseph Burke, Henry White and Sylvius Milnes. The two latter were terribly beaten. Blood marks on the ice show that Milnes reached home, but Henry White has not been heard of since, and it is believed he was murdered. Hundreds of men have since been engaged searching for his body without success. Porter and the two John Whites are under arrest.

Figgs—How did you get so bald—too much brain fat? Diggs—No—hair restorer.

In a reflective mood Joe Howard has been strutting upon some truths when he says: "Your wife works quite as hard as you; her holidays are few; the breaks in the routine of her labor are very rare, and the strain upon her mind and the tug upon her heart are not lightened or loosened as yours are by brisk contact with the world and frequent glimpses at the kaleidoscope of affairs. You go out, she sits in; you spend, she saves."