Conductor Samuel F. Keller Assaulted by a Commercial Traveler.

\*WILLIAMSPORT, Pa., Aug. 11 .-James H. Link, a traveling man whose assault and battery upon deponent upon a train of cars running from Sunbury to Williamsport on the Philadelphia and Erie railroad. At the trial it was shown that Kink boarded Erie and tried to get a berth in the sleeper. The porter refused to sell him one saying that it would wake up the other passengers, and claiming that it was against the rules of the company to sell the couductor, Samuel Keller, who made the same stand as had the porter, heap this morning in the cornfield. and upon a refusal to comply with his demands he informed Link that he would have to put him off. The passenger said he would not go and warned Keller not to touch him or he would strike him. Keller disregarded to an intellectual debtor the other day, the man's warning and took hold of Kink to fulfill his order, while the train was claimed to be running at the rate of thirty or forty miles an hour. Upon this Kink delivered a right-hander against Keller's right peeper. It is said that Keller retaliated in kind, but the affair closed for the time with no serious injury to either of the combatantt. When the train arrived at Williamsport Keller had Link arrested on the charge recited above, and at the hearing Link was held for court in the sum of \$300, which amount was quickly furnished. Charles Bartles, jr., acted as attorney for defendant, and Henry C. Parsons, the railroad company's lawyer, for the commonwealth.

ANOTHER RAILROAD HORROR. An Illinois Excursion Train Goes Through a Bridge and Over One Hundred are Killed. CHICAGO, Aug. 12 .- A Chicago Times special from Forest Ill., says : All the railway horrors in the history of this country were surpassed three miles east of Chatsworth last night, when an excursion train on the Toledo, Peoria and Western road dropped through a burning bridge and over one hundred people were killed and four times that number were more or less injured. The train was composed of six sleeping cars six day coaches and chairs cars and three baggage cars. It was carrying 960 passengers, all excursionists, and was bound for Niagara Falls. The train had been up all along the line of the Toledo, Peoria and Western road and the excursionist hailed from various points in central Illinois, the bulk of them, however, coming from Peoria, Someof the passengers came from Canton, Elpaso, Washand Keokuk, Iowa. A special and yantage of it. When the train drew out of Peoria at 8 o'clock last evening it was loaded to its utmost capacity. Every berth in the six sleepers was taken, and the day cars carried sixty people each. The train was so heavy that two engines were required to haul it. Three miles east of Chatsworth is a little slough where the rathroad crosses a dry run about ten feet deep and fifteen feet wide. Over this was stretched an ordinary trestle bridge, and as the excursion train came thundering down to it the first engineer was horrified at seeing that this bridge was on fire, There was no chance to stop. The first engineer passed over in safety, but the bridge second'engine and cars crashed through were piled on top of one another in and crashing into them came six coaches, and only the six sleeping cars escaped. Every passenger in the front car was lying dead or dying, and of those in the special car but four people came out alive. The third car lay on top of the second with many victims

of earth. The accident occurred a few

4 o'clock the victory was won and the

fire was put out just before the sun

rose on the scene of horror. Help then

began to arrive from neighboring

towns and the work of removing the

victims from the wreck proceeded more

A full tally of the dead cannot how-

eyer be told for days. Chatsworth was

turned into a morgue to-day. The

bundred corpses laying in the extemporized dead houses and every man and but zealous nurse. Over in the lumber yard the noise of hammers and saws rang out in the air, and busy carpenters were making rough coffins to carry to home is at Erie, was brought before their homes the dead bodies of the ex-City Recorder Denworth this morning cursionists who twelve hours before charged on the oath of Conductor had left their homes full of pleasurable Samuel F. Keller, of Harrisburg, with expectations of enjoyment they were going to have during the vacation which had just begun.

To add to the horror of the terrible mail train this morning at Montandon that the accident was deliberately planand wanted to ride on the sleeper which | ned for the cause of train-wrecking for was objected to by the porter. Link the purpose of robbery. Whether was going to Erie and said he planned or not, it is a truthful fact wanted some good accommodations, that the dead and dying were robbed of and of course expected to pay for them | watches, jewelry and money as they lay in the wrecked cars. Even when the these fiends turned over them in their searth for valuables. Who these guerrilas were is not known, but that tickets before reaching Williamsport. plundering was done by an organized Link still insisting, the porter, sought gang is believed, from the fact that sixteen empty purses were found in a

The Thirst for Gold.

while," said a long-suffering creditor "can't you settle it?"

"Sir',' said the debtor severely, "do you comprehend the evil effect that your importunity must of necessity have upon the brain of a man of ideas ?"

"I don't want to annoy you," stammered the confused tradesman, but-" "Away with such maudlin sentimentality !" interrupted the debtor. "But I need the money," persisted

the man with the bill. I owe you unless you bring the subject boxes which had been floating high out up as you have to-day ?"

"You see I have a note to pay, and-" money.'

would help me pull through."

Mammon still pursues you crying-"

me ?" asked the tradesman, piteously. standing upon the brink of a fathomless abyss, and that ere long you must-"

"I hope you can do something for me then," said the creditor, ignoring the

ings; that it fills our jails and penitenington and, in fact, all stations along tiaries; that men are killing their felthe line:some from as far as Burlington lows for the lust of gold; that our incheap rate had been made for the ex- vain seekers after wealth? Do you cursion and all sorts of people took ad- know this, sir? I await your answer."

it would be some help to me," responded the creditor.

"Leave me now. Think well on what I have told you, and return to thank me for a timely warning."

"All right. I'll be in the first of next month," said the now angry creditor, 'and if you don't pay for them breeches then I'll sue you."

"I expect I'll have to pay for those pants after all," soliloquized the man of ideas, as he relapsed into gloomy thought .- Texas Siftings.

## The World One Market.

One of the most momentous and what may be called humanitarian rebroke under the great weight, and the sults of the recent great extension and cheapening of the world's railway syswith their human freight. The cars tem and service is, that there is now no about a quarter of the time they might longer any occasion for the people of great confusion. On top of the engine any country indulging in either exces- more tavorable position. They were were two or three baggage cars and sive hopes or fears as to the results of any particular harvest; inasmuch as the failure of crops in any one country is no longer, as it was, no later than twenty years ago, identical with high prices present regulated, not within any particular country, but by the combined inside. The other three cars were not countries made mutually accessible by so badly crushed, but many of the ocrailroads and steamships. Hence it is cupants were killed or maimed by the that, since 1870, years of locally bad broken and twisted seats and timcrops in Europe have generally witbers. Instantly the air was filled with nessed considerably lower prices than the cries of the wounded and the years when the local crops were good, shrieks of the dying. There was anoth- and there was a local surplus for exer danger yet to be met. The bridge port.

In short, one marked effect of the was still burning and the flames lapped over and around the wrecked cars, and present railroad and steamship system to fight the fire there was not a drop of of transportation has been to compel a water and only some fifty able-bodied uniformity of prices for all commodimen who had escaped unhurt to assist ties that are essential to life, and to put in putting out the fire and helping the an end forever to what, less than half injyred and dying. The earth was the a century ago, was a constant feature only weapon to fight the fire and for. of commerce, namely, the existence of local markets, with widely divergent four hours the fifty men fought like prices for such commodities. How fiends to crush the fire with nandsfull much of misery and starvation a locally deficient harvest entailed under the minutes before midnight and at nearly old system upon the poorer classes. through the absence of opportunity of supplying the deficiency through importations, is shown by the circumstance that in English debates upon the corn laws, about the year 1840, it was estimated, upon data furnished by rapid. As the dead were laid reyer-Mr. Tooke, in his "History of prices," that a deficiency of one-sixth in the ently alongside of each other out on the cornfield there were ready hands to | English harvest resulted in a rise of at take them into Chatsworth, while some least 100 per cent. in the price of grain; of the wounded were carried to Piper and another estimate by Davenant and King, for the close of the seventeenth City. One hundred and eighteen was the awful poll of the dead while the century, corroborates this apparently excessive statement .- Popular Science wounded number four times that many

Somebody claims to have discovered town hall, engine house, and depot were all full of dead bodies while every sweet as sugar." The "substance" is whatever rests upon the chains attached vigor that it is truly characteristic of house in the little yillage had its quota supposed to be about 18 years old and according to the excess of their buoy- the soil and that portion of the atmosof the wounded. There were over one wears a bustle. - Norristown Herald.

SUNKEN SHIPS.

woman was turned into an amateur How They are Brought to the Surface of the steamship cut through one of the Again.

"A sunken steamer !"

The exclamation was made by almost

terest to the thousands who daily cross quiet place, where she could be coffer- it.' the river at that point. The spectacle dammed. ing for the writer to see the helmet Y. Sun. placed over the diver's head and screwed into what appeared a brass neck piece, and to see the diver go over the schooner's side and disappear beneath the water like a shot. At night which the Astors and Vanderbilts live a warning light was rigged up on a is amusing, and will doubtiess be highsmall craft which was anchored near ly flattering to the persons named. A

schooners away. which looked like square floating boxes | pipe between her lips, said: were seen on either side of the wreck, and the schooners were observed moor- ev'rything a mortal body could ast fer, "Money! money! money! always ed on the outer sides of the boxes. while others, like you an' me, Miss Penoney," exclaimed the debtor. "Do There was a vast deal of puffing from terby, is poorer'n Jou's turkey all the you think of nothing but money? the engines on the schooners, much born days of our lives. Now, you've Thank heaven! my nature is not so sor- hoisting of cables and clanking of heers tell of them Vanderbilt's and Asdid. I never think of the seven dollars chains. Next it was noticed that the tors there in New York, ain't you ?" of water had been sunk to a level with terby.

it. The tug, which had not been seen "If you could only pay part of it," tice. Then there was a great noise of ed in New York, so it must be true." suggested the creditor modestly, "it punging, and the boxes which in the morning had been almost submerged

"So, all day long you are running a- were seen in the evening to have risen | Vanderbilt don't purtend to even wash bout trying to get money, and no doubt somewhat, and water was rushing out her own dishes. She don't even make happen to get on a train that was you lay awake at night busy with the of them. It was general talk among her own bed-nor Mis Astor neither, day's schemes for obtaining money and the ferry passengers that in crossing and they both sleep in pink velvet when you fall into an uneasy slumber, the next morning they would see part | nightgowns trimmed in lace worth \$1,-"When do you think you can pay they didn't. The boxes were again that cost millions on millions." floating high out of water, the conglo-"Oh, man! man! This grasping de- meration of masts, engines and chains sire for gain, for mere pelf will prove was still there, and the steamer appa- stid is solid gold with diamint knobs your ruin. Do you know that you are rently was still stuck in Yankee mud. on it as big as goose eggs, an' every

wreck can't be hoisted, and the Well's City being a ship of 2,000 tons is a large gold pieces to the beggars!" wreck. In fact, it is the largest wreck-"Do you know, sir, that inordinate ing job ever known in the vicinity of have been a yery difficult matter, from smokin' a golden pipe." "If you could pay me a dollar a week the point of view of an expert wrecking concern, to coffer-dam her, pump the water out of her, make her tight and sweeps up and down the river, and at a means to do it with." point where the water is also in a constant state of agitation, from the swishboats. It would have been so expensive to coffer-dam her under such unfavorable conditions that the cost of floating her would have exceeded her yalue. Pontoons alone were practicable in such a case. The square boxes were pontoons. The work preliminary to were employed for this purpose. Owing talking of what they read. to the strong tide they could work only

have labored had the yessel laid in a limited to the hour or two of slack water. Then, too, the water is very dirty into the river and the refuse from ships. In fact, the divers had to work practisense of touch, groping their way about read it." the hold and adjusting the grips to the

When, however, the pontoons ap- to be popular will make this, at least, peared some weeks ago the cargo was bright and attractive.—Youth's Comout of the Wells City, and it was then time to go to work to actually raise her. The method of proceedure was then as

one on either side of the wreck like huge cork life preservers. The next trees with a rich foliage and rank unstep was to get huge chains, two dergrowth of ferns or moss indicate a and one-half inches in diameter, under her keel at short intervals along the whole length of the yessel, bring the ends of each chain up on either side of the ship, pass them through wells in the pontoons, and then fasten them to the pontoons. This was accomplished by first working a small chain under the ship in the pontoons. This was accomplished by first working a small chain under the ship in the ship in the pontoons. This was accomplished by first working a small chain under the ship in the ship in the pontoons. This was accomplished by first working a small chain under the ship in the ship in the pontoons. This was accomplished by first working a small chain under the ship in the ship in the pontoons. This was accomplished by first working a small chain under the ship in the pontoons. This was accomplished by first working a small chain under the ship in the pontoons in the ship in the pontoons in the ship in the pontoons. This was accomplished by first working a small chain under the ship in the pontoons in the ship in the pontoons in the ship in the pontoons in the pontoons in the ship in the pontoons in the pontoons in the ship in the pontoons in the the bow and along the keel, then by the use of "messengers" letting a larger chain follow, and then sending larger and larger chains under her until it was possible to work the two and one-half inch chains under the keel. The pontoons were then filled with water and sunk to the water's edge, the chains being taut from keel to pontoon. The and willow, a low, damp or marsh soil. idea is that when the pontoons are pumped out they rise through their ing together, and it is only when one a substance which is "300 times as buoyancy, and as they do not raise species predominates in number and

under which the chains pass. But as the Wells City's pontoons rose the keel every passenger by the floboken ferry be put in the broken chain's place be- lit or not. who stood on the front deck of the boat fore another attempt at raising can be and happened to look over toward the made. The tug Meritt was lying off much relieved. New York shore as the boats glided the wreck because her services would out of the Hoboken slips one morning have been necessary had the chain not with a self-satisfied chuckle, 'you can early in February last. Midway be- broken. The pontoons would have have her. Here, by the way are a few tween Hoboken and New York two raised the steamer about five feet. Then of her bills, which I may as well submit masts and a smokestack were sticking the merit would have towed the pon- to you now as any other time.' catastrophe a suspicion exists, and out of the water. Divers got their toons, with the still submerged wreck there are many who give it credence, chains under her, and soon she will be that the accident was deliberately plan- at the surface again.

suspended from them, into shallow water. Then the whole proceeding de- bills, too,' as he pulled a handful of pa-From the time she sunk until the scribed above would have been repeat- persout of his pocket; 'we'll just stack present time the Wells City and her ed, and she would have been towed into we all up together and you can fix it

gradually became enlarged by accretion | From a distance the scene of the dead bodies were laid in the cornfield as it were. On the morning of Febru- wreck looks like a mass of shipping. ary 11th a large, healthy looking tug- But there are many lively details to any boat was anchored a little way below one who gets near enough. Men are the wreck, while clustered about the hammering at chains running acress wreck were several schooners with sail- the huge beams which connect the two ess masts. But those who passed by rows of pontoons, working around the near enough could distinguish engines engines, or handling the diving appaand pumps , coils of cables and chains ratus. Yet with all this force at work and some diving apparatus. One day here and other forces out elsewhere, the the writer saw a stalwart fellow in full company has a crew of sixty under rig, except for his helmet, standing arms, so to speak, ready, whether the pear the side of one of the schooners. order comes day or night, to start for "This little bill has been due a good The ferry-boat was long enough in pass- any point, no matter how distant:-N.

Astor and Vanderbilt in Arkansas.

The rural idea of the manner in the wieck, and the tug-boat towed the man traveling "down in Arkansas" heard two old women talking before a A few weeks ago a number of objects cabin door. One of them, with a clay

"It do beat all how some folkses has "Dunno but I have," said Miss Pe-

"Well, I've lately heern some things 'I suppose," interrupted the man of since it had towed the boxes into posi- bout how they carry on. My man he ideas, "that when you wake up in the tion, was back again and lying to near got it straight from Zimri Perkins, and morning the first thing you think of is the wreck with steam up as though in Zim he got it from his wife's mother's readiness for action at a moment's no- uncle's nevvy, who takes a paper print-

"I ain't a doubt of it." "Well, if you'll b'leeve me, old Mis of the Well's City above water. But | 000 a yard and embroidered in diamints "The good land !"

"Yes, sir! An' Miss Astor's bed As a matter of fact, there has been time she goes out she has twenty coal no attempt to hoist her. You might black horses hitched up to her solid hoist a little boat of two hundred tons gold charyot, an' she stands up in it, with a couple of derricks, but a large dressed all in white satin, with 'er hair "Faw !"

"Deed an' its true-eyery word of greed for gain stifles all the finer feel- New York, exceeding in difficulty even it. An' when Mr. and Mis Vanderbilt the work connected with the raising of goes out they have their carriage drawn the Lornty, which was cut down in col- by forty milk-white steeds, with a coal black nigger with a diamint ring in his sane asylums are peopled largely with years ago. If the Weils City had been nose leading ev'ry horse; an Vanderbilt lying in a nice quiet spot it might not he lays back on his yelvet cushions "You don't mean it !"

"I do that. Oh, I tell you it's a fine thing to be rich, Mis Peterby; an' I float her. But she lies with her broad- reckon alike as not you and me'd carry side against the terriflic tide that on jest like that if we only had the

"Like enuff—like enuff. Anyhow, I STOVES, know I'd have me a good green and red swash of tugs, steamboats and ferry- gingham gown an' all the salt mack'rel I could eat for once."

"An' I'd git me some ginyuine Scotch snuff, I would."-Boston Cour-

Young Woman's Exchange. It was in a horse car, that place in the appearance of the pontoons upon which the experiences are varied ethe scene consisted in lightening the nough to make a man cosmopolitan if wreck by getting her cargo out. Divers he will study them. Two girls were

"Oh, I choose a novel easily enough," one said. "I go to a circulating library times to attend to the wants of patrons and look at the last chapters. If I find rain softly and sadly dripping over one or two lonely graves I don't take there, owing to the sewerage discharged it; but if the morning sun is glimmering over bridal robes of white satin, I know it is all right, and I take it, and cally in the dark and entirely by their start to buy caramals to eat while I

Novelists are respectfully reminded tiu blocks that composed the cargo, ev- that the remark contains an important er on the alert for the signal that would thruth which they will do well to bear recall them before the tide began to in mind if they wish to reach that conrush in or out with such force that stituency of young women who are there was danger of the life line and said to be arbitrate upon the fate of A. air hose snapping. The clearing away merican fiction. There is often more of the wreck of the canal boat and the in the last chapter-which is usually diving for the broken smoke stack and read pretty early in the book-to setmast occasioned also a delay of several the the fate of a novel than in all the rest of the volume : and he who aims

Trees as Sanitary "Pointers."

Trees are often useful guides to the selection of residences, Numerous bronchitis and rheumatism.

Pines and their companions, the birches, indicate a dry, rocky, sandy, or gravel soil : beeches, a dryish chalky or gravel soil; elms and limes, a rich and somewhat damp soil : oaks and ashes, a heavy clay soil, and poplars Many of these trees are found growancy over the resistance of the object phere in connection with it.

Presence of Mind.

'You want to marry my daughter, do chains of two and one-half inches of you?' said the rich old parent to the finest chain metal as smoothly and gilded youth who had hovered about cleanly as a knife cuts through an the front parlor persistently for the apple, and another chain will have to last three months, whether the gas was

'Yes sir,' said the youth, apparently

'Very well,' said the old getleman

'Ah, yes,' murmured the young man surroundings have been a source of in- still shallower water till she was in a all up in a lump whenever you feel like

Fast Railroading.

'Have you ever seen that train of white cars that makes the fast mail train from Chicago ?' said the engineer as he munched a sandwich at a resting place. No? Well, it's slicker than a square yard of lighting, and it goes full pitch out of Chicago every morning at three o'clock. In my opinion it's about the fastest thing in this country Well, one of the mail clerks invited his wife down to see the train start; the conductor shouted 'all aboard,' and the clerk leaned over to kiss his wife, who was standing on the platform, and bless me if he didn't kiss a cow out at Riverside. Now, that's what I call fast railroading.'

.... Little Willie's Innings.

Before Willie K-'s cousin Bertha arrived at his home with her parents on a summer visit his mother had told him to observe how graceful and polite her manners were, especially at the table. When she came Willie observed her, therefore, with admiring interest. One day his moth-

'Do you see how nicely Bertha conducts nerself Willie?"

'Yes, mama.' 'Don't you think her manners are rathe petter than yours? 'Yes, mama : and I guess I know why

Why is it my dear ! Probably Bertha has been better brought ip than I have.' - Troy Times.

'No, sir,' he said emphatically. 'I have traveled for years on the road, and I never yet went through an accident.' 'How do you account for it ?' 'Well, sometimes I think it's providence, and sometimes I think it's because I never wrecked.'

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Jacob Eisenhuth

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