## THE STORM KING.

ANOTHER GREAT SEPTEMBER GALE.

Disastrous Hurricane and Flood in New England-Sad Loss of Life and Immense Destruction of Property - Houses Unroofed and Blown Down, and Vessels Sent Adrift.

Etc., Etc., Etc., Etc., Etc.

The Gale in Rhode Island.

From the Providence Journal of yesterday morning. We were visited yesterday afternoon by a fear-ful gale, which, although of short duration, caused an immense destruction of property and sad loss of life. The weather had been fitful and squally all day, with rain at intervals. About four o'clock the wind increased to a hurricane, from the southeast, and for rn hour spread bayoe and devastation on every side. Old citizens who recollect the "great gale" of 1815, tell us that the force of wind yesterday seemed fully equal to that remarkable tempest, the only lifference being in the duration of the storm. The tide fortunately was out when the gale commenced its severity; but the wind sent the surges up through the Great Bridge with the ra-

pidity of a torrent. For more than an hour the tide rose a foot every ten minutes, until, three hours before the time for high tide, the water stood within a few inches of the floor of the horse railroad depot on Weybosset bridge. At this time the wind shifted to the westward, and abated its fury, and soon the flood began to subside. Had the gale continued another hour at its highest force, we see no reason why the water would not have touched as high a point as at the great flood of 1815. As it happily proved, the tide came no nearer than about six feet of that famous high water mark. The gale yesterday continued about one hour; that in 1815 continued its fearful severity for three hours. We fear that the loss of life yesterday was much more serious than in the previous gale. We have the record of several fatal casualties, and hear of others not yet authenticated. The loss of property has also been very great. Every citizen suffers in the loss of hundreds of beautiful trees in the the streets; while scarcely a garden or orchard has escaped. The loss in buildings is large, and much perishable merchandise has been sub-merged and ruined. The reports from the growing crops in the country round about we may be sure will be a sad one; and we shall look with dismal forebodings for news from those who go down to the sea in ships. Our accounts embrace little beyond our own immediate vicinity. The telegraph is entirely prostrated in every direc-tion. Since 4 o'clock yesterday afternoon not a signal has been received from anywhere, and much labor must be requisite to restore the ample communication with the great world which we have heretofore enjoyed.

The tide rose very rapidly from 4 to 5 o'clock, when the gale was at the highest, and soon after 5 it overflowed the wharves and filled the cellars on Dyer street, and the other buildings and stores as far up as Weyl osset street, the flood

increasing every mement and extending from the wharves nearly to Broad street on Dorrance, and overflowing the large area from Market square to the Rhode Island Bleachery, just below the screw factory and the Providence Machine Company's works, extending westward to Eddy street and overflowing that for most of the distance, until the wind lulled, at about 6 o'clock. and at half-past 6 the water began to recede and fell rapidly from that time, although it was not high water until quarter past 9. Of course, the damage in this district was immense, of which we can give only a partial account or estimate this evening. All perishable goods in the cellars of the warehouses were ruined, the streets were washed and gullied in many places, the buildings on the wharves at the coal-vards and the wharves, too, were more or less injured; everything that would float was washed away or moved from its place. The large platforms of the coal-scales were floated off and lodged on Dyer and Dorrance streets, and all the streets in that vicinity were more or less strewn with the wrecks and debris of the gale. The employes of the lumber and coal-yards were very moving the horses from the stables, all of which were saved, though some had to swim a short distance to reach a safe place. Chimneys were down, houses unroofed, and trees uprooted, in this vicinity, as well as all other parts of the city; the instances are so numerous that we can only make this general allusion to it at this time.

On the east side the water reached the lime in the storehouse on George W. Hall & Co.s wharf, where some 150 barrels were stored, and the lime slacked and set the building on fire. which was soon put out by steamer No. 2, with out greatly damaging the building, and the balance of the lime was then removed. The larger part of the east wall, above Weeden's block, of the new Atlantic Insurance Co.'s block corner of Exchange and Westminister streets fell about 414 o'clock, with a loud crash, crushed in about forty feet of the roof of Weeden's block, nearly ruining Odd Fellows' Hall in the upper story. The Odd Fellows lose about \$1500.

The freight depot of the Hartford, Providence and Fishkill Railroad Company was completely blown down about 4 o'clock. There were three men in the depot at the time, and one of them, Mr. D. B. Fisher, the night watchman, was con siderably, though not dangerously injured. The depot was of brick, and of the greater portion of line of the south wall, there is nothing left but the granite foundation. Three cars and some freight were in the depot, and are considerably damaged.

Part of the roof and fourth story of Messrs. Rose & Walker's tannery under the brow of Federal Hill was blown over about half in the afternoon; and the one-story hidehouse was also demolished. Mr. Walker and three others were in the attle of the building, and four men were in the hidehouse at the time of accident, but none of them were intured. Mr. Rose estimated the damage to the buildings and

stock at from \$8000 to \$10,000. We are especially sorry to announce that the roof of the Home for Aged Women was taken off, and much damage done. The Hutchinson Family were at that time in the home delighting the old ladies with their pleasant songs. Just as one of the gratified old ladies had asked to hear the Hutchinson Family Song, the crash

One wing of the Oriental Mill, in North Providence, was unroofed and the wall on the gable end blown in, injuring several persons and mortar; one of them, named Henry Shanley, received a compound fracture of the pelvis and

some severe flesh wounds, and is in a critical The roofs of the towers on the Stewart Street Baptist Church were blown off. One landed on the new St. Stephen's Church building. The other was carried with great force across High

street, taking in its course a portion of the root of Mr. N. F. Potter's house, and landing in the front window of Willoughby's dry goods store.

A young girl, aged about fourteen, was thrown
down by the gale, on Valley street, Olneyville,
and so badly injured that she lived but a few
moments afterwards. It is also reported that

FIRST EDITION another young girl was crushed and killed by a tree which fell upon her, and that a man was killed by falling or being blown from a house, both in Olneyville, also; but we were unable to learn the names of either of the parties. The Union Railroad Company has suffered severely. The car house at the Cranston Print Works was partially demolished, injuring three cars. About sixty feet of the barn at Elmwood was blown off; and the South Providence barn was also partially unroofed. Travel was much impeded by the broken trees, and three cars were left out all night, because of this embargo. The cotton mill of Hon. James Y Smith, in Elmwood, was partially unroofed, and a frightened girl jumped from a second story window and was badly sprained.

A boy named Hughes was killed near the Bristol Railroad depot, Fox Point, by a gate or fence being blown down upon him. A man named Murty Sullivan was severely injured at the same time. John Shehan, a man residing on Fremont street, was struck by a falling chim-ney, and so badly injured that there is little hope

of his recovery.

A house on Bellevne avenue, owned by BelA house on Bellevne avenue, at a cost of \$6000 A noise on Believic avenue, owned by Bel-lows Bros., and lately erected at a cost of \$6000, was completely demolished. There were four men engaged inside the building when it was blown down. One of the men, John G. Clark, was crushed by the falling in of the roof, and very badly injured in the spine. He can hardly recover. Ezra Walker, employed at Horace French's paint shop on Benefit street, while at-tempting to shut a large outside door in the second story of the building, was taken, together with the door, by the wind, hurled into an adjoining yard, and severely, it not fatally, injured. He was about thirty-five or forty years of age. Cornelius and George Mahoney, father and son, No. 61 Front street, were severely injured by the blowing down of a barn belonging to the former. A portion of the building fell upon them, rendering them insensible for a time. The father received several bruises and quite severe contusions, but escaped without any bones being broken. The son, George, was the most severely injured.

A two and one-half story wooden tenement house on Republican street, near the railroad bridge on Atwell's avenue, owned by Dr. New-hall, was blown entirely from its foundations, and lies on the ground a complete wreck. The kouse was occupied by three families, though at the time of the fall only one woman was in the house. She was considerably hurt by the falling plastering, though how seriously we did not ascertain. A portion of the tower of the Catholie church, on High street, was carried off.

That portion of the spire of the Chesnut Street Methodist Episcopal church above the clock was blown down, carrying two faces of the clock (which stopped at five exactly), and fell on the roof of the church, breaking it in, and then on to the roof of a shed in the rear of W. H. Greene's drug store, which it crushed. A por-tion of the roof of the Central Baptist Church, on Broad street, was blown off.

There were scores of roofs torn from build-ings, and a large number of persons injured, in addition to those we have mentioned, but a want of space limits to these extracts only.

The Commotion in the Harbor of Providence.

During the height of the gale the vessels were in great danger, and it appeared almost impossible for some of them to escape shipwreck, but fortunately no lives were lost that we have heard of, and no very serious damage was done to the vessels. The little steamer Adela was coming up, and was blown into Hill's wharf and made fast to a schooner, just in time to save her from going ashore. The schooner her from going ashore. The schooner Lizzie Major broke adrift from the lower ferry wharf, and drove against the schooner Harmonia at the Worcester Railroad wharf, staving in her stem and carrying away davits, and doing other injury, and losing her own jib-boom; schooner Nellie Treat broke adrift, ran afoul of other vessels, lost jib-boom and davits; schooners Anna Shepard, Helen Mar, and British schooner Britannia, were all adrift, afoul, and received more or less damage; the Helen Mar ran into the stern of schooner George Fales, and both were badly chafed; schooner Paragon broke from her anchorage and drifted afoul of the other vessels in the stream; schooner Brooks, lying at Gas Company's wharf, west side, broke from her moorings and fouled with other vessels, receiving considerable in-

The steam tug Charlotte and Isabella arrived up from below about 7 o'clock, and reported eeing a sloop go ashore on Conimient Point and break to pieces, and two schooners ashore between Gaspee and Field's Point, but could not ascertain the names of either vessel. There are indefinite rumors of other vessels being ashore below, of which we have yet received no authentic account.

A man from the schooner M. B. Mahoney from Baltimore, bound for this port, reports that his vessel fell in with a schooner outward bound off Field's Foint vesterday afternoon, about 4 o'clock, flying a flag of distress. His captain, he states, sent a boat to the distressed vessel when it was learned that her commander, whose name we are unable to learn, as well as the name of the schooner, was struck on the head during the gale by the "jib block," which laid open his skull for several inches. The injured man fell under the blow, and up to the time of our informant's departure for this city in quest of surgical aid, he had shown no signs of life

Many cases of narrow escapes and of slight personal injury are related, which we cannot this morning particularize. One old man was lown down and his head came under the wheels of a Pawtucket horse-car, which was stopped ust in time to save his life, but he was badly crnised. A woman had a child blown from he orms down an embankment in the Fifth Ward. but it was picked up by a young man and reurned to the mother without great apparent

The Hurricane in Pawtucket, Conn.

The fearful storm of wind and rain of yesterlay did a large amount of damage in this village. The steeple of the Universalist church on High street, from the bell deck upwards, was blown over, and in its fall crushed in a portion of the roof of the house of Mrs. William Perry which adjoins the church; the inmates of the house received warning soon enough to vacate t before the steeple tell, and escaped uninjured The remains of the steeple fill Mrs. Perry's yard, and are a shapeless mass of ruins. The ell, in its fall, struck one of the front corners of the roof of the church, crushing that in, and

landed in the church yard right side up. The steeple of the Central Falls Congregaional Church was blown off level with the roof and is a total wreck. The machine shop of Col ins Brothers, near the old bridge in Central Falls, is entirely demolished. The building was long one, and two stories in height: the wind blew the walls apart and the roof fell between them, burying materials, machinery, etc., in general confusion. The inmates, who had been at work in the shop, succeeded in getting out in leason to prevent personal injuries. At the High Street Baptist Church, now building, the wind tore away the staging and moved both of the towers so much as to leave them considera-

bly out of place, and in a bent position. The Disaster in Boston School-houses, Churc Steeples, and Trees Blown Over. Correspondence from Boston, dated yester

One of the severest gales ever known in Bos ton visited this city yesterday, and extended for miles in every direction. Chimneys, awnings, sign-boards, branches of trees, and slate were flying in our streets in such quantities that it was unsafe to travel, and not a few accidents occurred. The bulk of the rain which fell came very fortunately when the tide was low, or th inundation of the cellars in the low part of the city would have been great. In several districts in rear gardens, and in the suburbs, apple, pear, and peach trees were stripped of their fruit, and a damage of many thousands of dollars was

occasioned. Thousands of fine shade trees were | SECOND EDITION

Destruction of the Collseum.

Among the first buildings to suffer in the city proper was the Coliseum, shortly after 6 o'clock. Mr. Wilson, the man in charge of the structure, assisted by two boys, went to check, if possible the stream of water which was pouring in upon the organ at the cast end. At that time he ex-pected momentarily that the wind would force the windows in, and was hesitating whether to longer remain beneath the roof. He, however, concluded that he would lock the safe before leaving, and was just proceeding to do so when the east end gave way with a tremendous crash. Almost immediately after, the sudden rush of air which followed demolished the west end and the larger portion of the roof, with the exception of a small part in the centre, which, although considerably damaged, remained standing. The walls were somewhat strained, although retaining their original position. Fortunately Mr Wilson and the boys escaped without injury At the time of the falling of the roof, and for some time after, it was almost impossible for a person to approach the building, as the strong wind that prevailed in many cases lifted men from their feet, and in several instances men received slight bruises from flying timbers and boards, which were hurled through the air at a frightful pace, Berkeley street in many cases being piled high with the debris. The news of its fall did not spread very rapidly, and late in the evening only a small crowd had collected in the immediate vicinity. The organ built by the Messrs. Hook, and used during the Peace Ju-bilee, proves an entire loss; the big drum is rendered worthless; and the remaining part of building is in such a condition as to require immediate pulling down. The decorations, which have remained in it since the Jubilee, were also ruine I, and the owners, Messrs. James & Sears, sustain a heavy loss. Its unexpected demolition will also prevent the intended disposition of it after the fashiou of the Crosby Opera House. Soon after the fall of the Coliseum rumors of

injuries to various persons became rife. It came to the ears of Mr. Granville M. Clark, living at No. 18 St. James avenue, that a boy had been burt, and he went out to render assistance if it was possible. Visitors to the Collseum during Jubilee week will remember a long, heavy plank walk running through St. James avenue to the Coliseum. Over this Mr. Clark was pursuing his way when a terrific gust of wind lifted a section of it on which he was standing as high as a lamppost, and, falling, came upon the uunfortunate man, striking him upon the head and crushing his The incident was witnessed by parties in the Coliscum, and hastening out, they took the unfortunate man into the building. Assistance was sent for to the police-station, and a litter was sent over with a view of bearing him to the hospital, but ere it arrived he had been recognized and taken home, where he shortly afterward died, without for a moment regaining con-sciousness. The number of other personal injuries was remarkably small, considering the general destructiveness of the storm. Mr. Nathan Morris was struck by a sign and severely injured about the head. Another gen-

tleman was burt in a similar manner. The Gale in the Harber.

The gale in the harbor was one of the most terrific that has been experienced here for thirty years, and the fact that no very serious danger was done to the shipping was owing to its short duration and from its occurrence on the ebb tide. Had it occurred at high water there would have been very serious loss to property on shore and affoat, but the greatest force of the wind fortunately prevailed at low tide, which conse-quently lessened the danger and removed any apprehension of injury to goods exposed on the wharves and in some of the warehouses. The wind in the early part of the afternoon was fresh from the southeast in the bay, changing afterward to south, at which point it blew the hardest. But a few vessels were entering the harbor on the approach of the storm, and they were soon obliged to take in all their canvas and run for a secure anchorage. The inner harbor being more exposed to a southeast gale than if the wind blew from any other quarter, a short time only elapsed before a heavy, rough sea was rolling over the waters, the gale blowing in nearly a direct line from South Boston flats towards East Boston. The air was filled with the flying send, and the white caps of the waves as they rolled across the harbor were taken up and sent flying in every direction. was one of grandeur, not unmixed with fear for the elements seemed rising to their full power to do the work of destruction. As the gale continued to rise the vessels moored in the stream began to strengthen their ground-tackle, and additional anchors were thrown out to with stand the increasing violence of the gale. The wind came in sudden gusts, with momentary which appeared only to give fresh vigor to the blast that followed. It was soon apparent that anchors would not hold on much longer, and the vessels exposed to the full force of the gale began to drift from their moorings up stream. The imminent danger of collision prompted the officer of the United States reveme tug Hamlin to put off to the rescue of some of them, but after three ineffectual efforts to render assistance she returned, it having been found impossible to do anything, owing to the violence of the gale and the difficulty of approaching the drifting vessels with their chains running out in every direction. About a dozen vessels were at one time dragging their anchors and drifting up stream before terrific gusts of wind, which swept everything before it. Many vessels were more or less injured, and there were not a few miraculous escapes. The Navy Yard suffered considerably from the storm. building outside of the principal entrance on Water street was unroofed, and the materials were thrown into the yard in a very promiscuous manner, the sentry barely escaping by sticking to his box. Two chimneys on the first building in the yard fell, breaking through the roof. Several large trees were broken down near the Commandant's office and the barracks. The roof and side of the ship house in the yard were

There were 331,800 bathers in the Boston public baths in August, an increase of 101,931 over the same month last year. Of the number 58,670 were women and girls.

-The Jackson (Miss.) Clarion emphatically denies that the State Executive Democratic Committee are not unitedly in favor of supportng the ticket to be nominated by the National -The Red Stocking Base Ball Club, of Cin-

innati, have accepted an invitation to visit San Francisco. They are to stay ten days, and play several match games. Their expenses are to be paid by citizens of San Francisco. -A Washington telegram says that correspondence of a private character, between members of Congress and parties connected with the

determination on the part of the former to attempt an increase of the whisky tax. -Rev. Charles Carroll Everett, who has been elected a Professor in the Cambridge (Mass.) Divinity School, is pastor of a church in Bangor, Maine, and though still a young man, one of the most impressive, eloquent, and talented minis-

revenue service in that city, plainly indicates a

ters of the Unitarian denomination. -The propeller Boscabel, burned on the St. Clair river, was insured for \$50,000; divided as follows:-Underwriters' Association, New York, \$15,000; Etna, of Hartford, and Home, of Haven, \$10,000 each; Roger Williams, of Providence, National, of Boston, and Commercial, of Chicago, \$5000 each.

—The leading temperance men in Maine, including Neal Dow, Lot M. Morrill, Sidney Perham, Anson P. Morrill, Woodbury Davis, and John J. Perry, are repudiating the third party movement, and supporting General Chamber-lain for Governor. These veteran temperance lain for Governor. men have been the chief reliance of the prohibitionists in times past.

# THE ZANESVILLE DISASTER.

Particulars of the Railroad Collision in Ohio-Three Men Killed Outright, and Two Frightfully Mangled-The Trains Collide in a Fog.

Financial and Commercial

FROM THE WEST.

The Railroad Collision near Zanesville, Ohio-A Horrible Disaster-Three Men Killed Outright, and Two Terribly Mangled.

Despatch to The Evening Telegraph ZANESVILLE, Ohio, Sept. 10 .- A terrible railroad accident occurred on Wednesday night, four miles east of Cambridge, on the Central Ohio division of the Baltimore Railroad, in which three lives were lost and two persons horribly mangled.

The accident occurred by the colliding of the passenger train due here at 8 o'clock P. M. and a locomotive which was sent out from Cambridge station. Three persons were on the locomotive, viz .: - Wilson Wiedeman, the engineer: James B. Guthrie, freight conductor in charge; and John Leatherman, fireman. The collision occurred in a heavy fog. Leatherman was instantly killed, Guthrie was so badly injured that he died at 3 o'clock yesterday morning, Wiedeman sustained a fracture of his right leg, between the knee and ankle joint. These three men, together with Jesse George, who was brakeman on the passenger train, and who was injured to such an extent as to render amputation of both legs necessary, were citizens of

An unknown man who, to avoid paying, had taken passage on the baggage car platform, was instantly killed and torn to atoms. From papers found in his valise his name is supposed to be Trainor. The victims of the disaster, with the exception of the man supposed to be Trainor, are well and favorably known in this community, and much sympathy is felt for their fami-

The Cambridge tunnel, on the Baltimore and Ohio Rallroad, caved in on Wednesday, but will be cleared out by noon, so as to allow uninterrupted travel.

#### FROM THE PLAINS.

Rennion of Odd Fellows at Omaha—The Pro-jected Junction of Pacific Railways. Despatch to The Evening Telegraph.

OMAHA, Sept. 10 .- The members of the United States Grand Lodge of Odd Fellows, who have been arriving for the past three days from different States, united here yesterday. They were received by the Nebraska Grand Lodge and members of Omaha lodges, who tendered the party a reception and banquet last night. The banquet was a very creditable affair, over two hundred delegates and a large number of ladies from different sections being present. The party start for San Francisco to-day, accompanied by

Oliver Ames, President of the Union Pacific, and C. P. Huntingdon, Vice-President of the Central Pacific, arrived from the East on Wednesday evening and leave for Promontory today. It is probable the question of the junction of the roads will soon be settled.

## THE EUROPEAN MARKETS.

Vesterday's Quotations.

By the Angle-American Cable. FRANKFORT, Sept. 9-5 P. M .- United States 5-20s Plosed firm at 86%.
Paris, Sept. 9.—The Bourse closed flat. Rentes, HAVRE, Sept. 9 .- Cotton closed dull.

Antwerp, Sept. 9.—Petroleum closed heavy at 55%f. This Morning's Quotations. London, Sept. 10—11 A. M.—American securities open quiet. 5-20s of 1862, 83; 1865s, old, 82%; 1867s, all 4; 10-40s, 75%. Liverpool, Sept. 10—11 A. M.—California Wheat dull; red Western, 9s. 9d. This Afternoon's Quotations.

London, Sept. 10—1 P. M.—Consols for money, 92%; for account, 92%@93, American securities quiet, but steady. 6-20s of 1862, 83½; 1865s, old, 83; 1867s, 82. Erie, 23%; Illinois Central, 93%.

Bultimore Produce Market.

BALTIMORE, Sept. 10, - Cotton dull and a nally 34c. Flour firm at an advance of Howard street superfine, \$6@6.50; do. extra, \$6.50 @7.75; do. family, \$8@9.25; City Mills superfine, \$6.25@6.75; do. extra, \$6.50@8; do. family, \$8.25@ \$62566675; do. extra, \$620685; do. family, \$52566 1075; Western superfine, \$66650; do. extra, \$650 6725; do. family, \$75068. The water supply for milling purposes is very low. Wheat firmer and steady; prime to choice red, \$1536128; prime yellow, and scarce; prime white, \$1256128; prime yellow, \$1.74. Oats active at 60@62c. Rye nominal at \$1.10 1 15. Mess Pork quiet at \$33.50@34. Bacon active : rib sides, 18%c.; clear do., 20c.; Lard quiet at 19%@20%c.

Stock Quotations by Telegraph-1 P. M. Glendinning, Davis & Co. report through their New York house the following:— N. Y. Central R. . . . . 2041, Western Union Tele. 36% N. Y. and Eric R. 355 Toledo & Wabash. 455 Ph. and Rea. R. 96 Mil. and St. Paul R. c 765 Mil. and St. Paul R. c 765 Mil. and St. Paul R. c 85% Che. and Pitt. R. 1114 Adams Express. 56% Chi. and N. W. com. 734 Wells, Fargo. 185% Chi. and R. I. R. 110% Ten nessee 6s, new 52% Pitt. Ft. Way. & Ch. 86% Gold. 135% Market irregular.

## AVONDALE.

After the Bisaster-Harrowing Scenes at the Burial of Twenty-five of the Victims-Who From special reports sent from Scranton yester-

tay, we are able to give our readers fuller details of the recent disaster, and the occurrences thereafter. The Burial of the Victims.

The Burial of the Victims.

The funeral of forty-three miners to-day at one o'clock was an event of unusual impressiveness. A solemn requiem was tolled by the city bells, flags were hung at half-mast, stores were closed, the principal streets deserted, the numerous locomotives draped in mourning, and all the working population of scranton appeared to have betaken themselves to Avondale, one train of thirty-seven platform cars carrying 3500 passengers to the scene of the late disaster. So great was the crush that two men were aster. So great was the crush that two men were knocked off the cars and cut to pieces. The throng at Avondale was immense, and extended down the railroad track for miles. A vest majority of those present came purely from motives of curlosity. There were hundreds of women, dressed in costume more beatting a picnic than a funeral, and among many of the men there was a levity and rudeness of manner better adapted to the neighborhood of a prize ring than a solemn scene of such great grief.

of a prize ring that grief.

The comins, in grim agray, were piled upon a construction carriage. On reaching Scranton they were struction carriage. On reaching Scranton they were deposited, one by one, in ten hearses and a number of wagons. The crowd that followed this dismally formidable funeral to the Welsh cametery at Hyde Park numbered over three thousand, all on foot, of a decent and well-behaved class of people.

When the third comin was about being lowered into one of the long and regular rows of excavations, a worgan rushed forward, and with desperate

energy threw berself upon the coffin, crying, "You shan't bury my William! You shan't! You shan't! Give him back to me! Or if you won't, bury me with him!" Finally, the poor creature, betraying in her distracted face all the strongest emotions of a passionate sorrow, was prevailed upon to let the coffin be lowered to its piace. But as the men began to shovel the earth in on top of it she threw her eyes up towards heaven, clasped her tremulous hands, and, with an expression of the wildest despairing anguish in her face, which those who saw will never be likely to forget, exclaimed, "Oh, Almigkty God! take me—take me to where my William is!" And with frequent repetitions of this strong imploration she passed with weary steps out of the cemetery gates.

of the cemetery gates. The rest of the interment ceremony was marked by no especial incident, and the large assemblage present dispersed quietly when all had been consigned to the grave. Dr. Roberts preached the

Could It Have Been Avoided?

The day is over now. Sixty dead bodies have been rescued from the fatal pit and three score widowed wives sit by desolate hearths this evening. Could all this misery have been avoided is a question that might as easily be answered as asked. It certainly could. Coal mines are at all times, of course, subject to risks, and those who engage to work in them are satisfied to take the consequences of whatever natural casualties attend the operation of mining coal. Many of these casualties the miner's but where human ingenuity, prompted by a spirit of greed, provides only just such means for the miner as will enable him to work at the least possible expense on the part of his employer and at the greatest risk on his own, no forcethought or intelligence can provide against the ac-cidents that are likely to occur. An air hole at an expense of from \$10,000 to \$15,000 sunk in the Avondaic coal mine would have saved perhaps every man in the mine. The short-sighted and inhuman policy that refuses to make this simple provision against emergencies at any time likely to arise must have a terrible record in the long run. But Avondale is not an exception to other mines. All around this section of country are mines to each one of which but one shaft is attached, and when the means of escape are cut off in that quarter no hope remains for the men at work below. Mines in this country seem to be constructed on the principle of getting out the most coal at the least expense, and without out the most coal at the least expense, and without a particle of consideration as to the health and safety of the miner. Had we any such deep shafts and extensive galleries among the mines of this State as they have in England, accidents like this of Avon-dale would be of frequent occurrence, and of equally appalling horror.

appalling horror.

The Delaware and Lackawanna corporation is immensely wealthy, and has another mine, called the Taylorville shaft, run on precisely the same principle as the Avondale mine, and liable at any time to the same fearful accident. It remains to be seen whether this corporation will take any steps even in compliance with the statute law of the State to render their mines a little less like lange traps for human life. The feeling on this head is confined to no particular class. Men ask is it not about time human life. The feeling on this head is confined to no particular class. Men ask, is it not about time that this recklessness of life should cease? If the wretches sent to the State Legislature prefer using human life as a means of extorting black-mail to doing their honest duty, is that any reason why the companies should feel themselves at liberty to disregard every means of providing against such calamities as this at Avondale? The most sensible advice that could be given the miners in the matter is to reject all solicitation to go into any mine constructed after the fashion of the one at Avondale,—N. Y. Herali.

#### The Feeling Among the Miners.

Says the New York Times' correspondent:— One other fact must be recorded. There are others of these mines that have no separate air-holes, there are thousands of miners who have but the one avenue of escape from threatening dangers; and death lurks everywhere in the haunts of industry in al

lurks everywhere in the haunts of industry in al this teeming region.

The miners know all this, and have known it all for years, but probably have now for the first time fully realized the full import of these terrible facts. Hence the feeling they have manifested since Monday is excusable, if not justifiable. They are as a body morose, irritable, almost savage and dangerous. For the time, capital has no rights that labor is bound to respect, and the miners everywhere are absolute masters. They take possession of the trains on all the railroads, and they are dictators at the scene of the disaster. Mr. Rhodes, the Sheriff of Luzerne county; Mr. Wadhams, the acting Coroner; Mr. Storrs, the representative of the owners, seem to be puppets in their hands. The miners are for the time the law. They are not utterly without reason, and as yet have made no extravagant demands, on, and as yet have made no extravagant demands but it is plain to see that they do not intend to allow the least shrinking from the fullest investigation o the disaster.

An instance or two will show exactly how these men fell. When the heap of bodies was discovered in the gangway, the first reached, with one exception, was that of Evan Hughes, the "inside boss; was passed by many times and was not touched until many of the bodies more remote had been picked up and carried by it. A party of correspondents of the press from distant cities essaying to enter the line for the purpose of gaining intelligence were met with a torrent of abuse, and only accomplished their purpose at a great personal hazard. Coro-ner Wadhams, attempting to show a party of gentle-men the tunnel, was driven from its mouth by the miners, and himself and party assailed as "p collar wretches." A decent suit of clothes, or more properly a dress showing the wearer to be something else than a miner, seemed enough to provoke the wrath of these poor fellows, who have been un-manned by the horror that had come upon their comrades, and the perils surrounding th There will, of course, be some subsidence of the pre-sent bitterness, but the most sanguine anticipate that the inquest, which will commence on Saturday, will be marked with extreme earnestness at least

## Am ong the Families of the Dead.

It is utterly impossible adequately to describe the

From the Scranton Republican, 9th.

terrible scenes of bitter anguish among the women and children outside the lines during the time of the hoisting and bringing out of the dead. Such terrific and heartrending cries of agony and distress, such weeping and walling, it falls to the lot of but few to witness. All night long the cries of women and children were heard upon the extensive walls of the colliery, and up and down the road that skirts the hillside. It is impossible to convey any correct idea of the dreariness of this night scene, broken by the sobbings and moanings of these distressed widows and orphans; the whole sufficient to appai the senses and chill the blood. Many of the distressed women, acknowledging and realizing to its full extent the awful situation of their husbands and sons, were sitting and walking in front of their houses all night long, uttering low, plaintive, and pitiful sounds. It was almost impossible to get their atten-tion even for a moment in order to express a hope for even for a moment in order to express a lope for better things to come out of their uncertainty. They realized the worst. Hope was gone—the last ray extinguished. "Pitty my poor little ones" was a constant expression, which will be appreciated with double and treble force when we consider the destitute condition occasioned by the strike which has but just ended. All these homes are in a most miscrable condition. These people need immediate help. During the day, while the bodies were being taken out, the expressions of countenance of these poor creatures in waiting along the line were awful. As one body after another was taken out and uncovered for recognition the pent up agony would seem to burst forth anew in the most distressing manner. When it was announced that the body of Mr. Evans was found, with a son embraced in each arm, the anguish of that wife and mother was most afflicting, as she ran up the road distracted with grief. Other anxious faces are here—there are wives looking for husbands and sons, mothers looking for their dead boys, and sisters looking for father and brothers. In passing one house, one poor fran-tic woman was groaning under the burden of a lost husband and sons, and uttering the pitiful cry of "Who will care for my poor children now?" That be-seeching, heartrending petition is often heard upon every hand:—"O God, be merciful!" "Have pity!" It is sufficient to chill the blood in the veins to be-hold such scenes and hear such cries. One woman was seen standing with a little one in her arms and was seen standing with a little one in fer arms and three or four tugging away at her skirts, lisping "papa," "papa;" she, in the depths of her despair, seemed intently gazing with upturned countenance upon some bright object of a cherished faith. There were no tears at Avondale yesterday; the depths of agony were too great for such an expression, for the wild and impassioned grief seems as if it would rend wild and impassioned grief seems as if it would rend the very soul and distract the mind. It cannot run away in tears. The hardest heart must be moved to offer substantial pity to these poor unfortunates. Come forward quickly. A good work is yet before us. The wires will soon complete the list of sufferers.

The new basis of representation in Massachusetts Republican State Conventions allows one delegate from each town and each ward of a city, and one additional delegate for every two hundred Republican votes. If the State is fully represented, the convention will consist of 1083 members, about 700 less than last year. Boston, which has had 198 delegates, will now have

#### FINANCE AND COMMERCE.

Office of the Evenino Telegraph. Friday, Sept. 10, 1899.

The chief feature in the Money market to-day is the unsettled condition of gold, brought about by the efforts of the Wall street cliques, and the consequent uncertainty as to the future course of the Money market. These disturbing influences have a very injurious effect upon money and trade by the distrust which they necessarily engender among capitalists and business men.

The excitement in New York during the week has been very great, and at present there are no signs that the effort at disturbance has been exhausted. The result, so far, has been to create there a stringency of currency and an advance in the rates for ioans, and from the mysterious manner in which the two millions of greenbacks paid out by the Treasury yesterday have been absorbed, it is believed that the cliques have commenced the process of locking up currency as well as gold. The influence of the New York market on our own is unfortunately too great York market on our own is unfortunately too great to allow us to look on these nefarious procee with indifference.

There is no change in the tone or rates of the loan market, so far, but the prospects of an easy money market are not so bright. Gold opened at 135%, and closed at that figure.

Government stocks were quiet, but prices strong.
The Stock Board was more active to-day, but prices remain without much change. In State loans coupen as sold at 33 1. City 6s changed hands at 101 101 % for the new issues,

Railroad stocks were in better request. Sales of Reading Railroad at 48½ @48½; Camden and Amboy Railroad at 121½; Lehigh Valley Railroad at 56; Oil Creek and Allegheny Railroad at 40½; and Philadelphia and Erie Railroad at 30½, b. o.

Canal shares were quiet, with a sale of Lehigh at 10½; b. No departed for miscalla process shares

, b. o. No demand for miscellaneous shares, PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 49 S. Third street FIRST BOARD. do .... b30, 48% do .... 48 3-16 do .... 85wn, 48% do .... 810, 48%

100 do....\$30. 363/4

JAY COOKE & CO. quote Government securities as follows:—U. S. 68 of 1881, 1203/6 212; 5-208 of 1862, 1216/121/2; do., 1864, 1203/6 212/3; do., Nov., 1865, 1203/6 21203/2; do., Sov., 1865, 1203/6 21203/2; do., Sov., 1865, 1203/6 21203/2; do., 1867, 1193/6 2193/2; do., 1868, 1193/6 2193/2; do. 1867, 1203/6 212; do. 1862, 1216/2 123/2; do. 1865, 1203/6 21203/2; do. 1865, 1203/6 21203/2; do. 1865, 1203/6 21203/2; do. 1865, 1203/6 21203/2; do. 1865, new, 1193/6 21203/2; do. 1867, new do. 1193/6 2123/2; do. 1868, 1193/6 21203/2; do. 1867, new do. 1193/6 2123/2; do. 1868, 1193/6 21203/2; do. 1867, new do. 1193/6 2123/2; do. 1865, new, 1193/6 21203/2; do. 1867, new do. 1193/6 2123/2; do. 1865, new, 1193/6 2123/2; do. 1867, new do. 1193/6 2123/2; do. 1865, new, 1193/6 2123/2; do. 1867, new do. 1193/6 2123/2; do. 1865, new, 1193/6 2123/2; do. 1867, new do. 1193/6 2123/2; do. 1865, new, 1193/6 2123/2; do. 1867, new do. 1193/6 2123/2; do. 1865, new, 1193/6 2123/2; do. 1867, new do. 1193/6 2123/2; do. 1865, new, 1193/6 2123/2; do. 1867, new do. 1193/6 2123/2; do. 1865, new, 1193/6 2123/2; do. 1867, new do. 1193/6 2123/2; do. 1865, new, 1193/6 2123/2; do. 1867, new do. 1193/6 2123/2; do. 1865, new, 1193/6 2123/2; do. 1867, new do. 1193/6 2123/2; do. 1865, new, 1193/6 2123/2; do. 1867, new do. 1193/6 2123/2; do. 1865, new, 1193/6 2123/2; do. 1867, new do. 1193/6 2123/2; do. 1865, new, 1193/6 2123/2; do. 1867, new do. 1193/6 2123/2; do. 1865, new, 1193/6 2123/2; do. 1867, new do. 1193/6 2123/2; do. 1865, new, 1193/6 2123/2; do. 1867, new do. 1193/6 2123/2; do. 1865, new, 1193/6 2123/2; do. 1867, new do. 1193/6 2123/2; do. 1867,

From Port Carbon..... 1,029 10 209 04 2,358 03 Total for week. 3,596 17 Previously this year. 450,948 19 To same time last year..... 565,077 05

Philadelphia Trade Report. FRIDAY, Sept. 10 .- There is not much Cloverseed ere and it ranges from \$7.50 to \$8.50; Timothy is in steady request at \$4.25@4 6236; Flaxseed sells on arrival at \$2.50@ 2.55 per bushel. There has been no further movement in Quer-

The Flour market is very, very dull, and there is more disposition to realize. About 400 barrels changed hands, including superfine at \$5 25@5 62 1/2 per barrel; extras at \$5.62%@6; spring wheat extra family at \$6.75, and \$7.75 for low grade and fancy; \$6.25@7 for Pennsylvania do. do.; \$6.75@7.75 for Ohlo, and fancy at \$8@9.20.

Rye flour sells in lots as wanted at \$6 37666 50. In Corn Meal no transactions.

There is rather more demand for wheat and holders are firmer in their views. Sales of 2000 bushels Pennsylvania and Western red at \$1.50@1.52; some

Rye is selling at \$1-15.

Cory is very quiet. Sales 3000 bushels yellow at \$1-20.21-12, and Western mixed at \$1-12.21-16.

Oats are steady, with sales of Pennsylvania and Western at 60.262c.

Whish Theorem. There is little or nothing doing. We mote at \$1.14@1.15 for wood and iron-bond packages.

## LATEST SHIPPING INTELLIGENCE.

Por additional Marine News see Inside Pages.

NEW YORK, Sept. 10.—Arrived, steamship Siberia, from PORT OF PHILADELPHIA ...... SEPTEMBER 10. STATE OF THERMOMETER AT THE EVENING TELEGRAPH

CLEARED THIS MORNING.
Steamer Bristol, Wallace, New York, W. P. Clyde & Co.
Br. barque Golden West, Brown, Liverpool, E. A. Souder
& Co.
Barquentine F. W. Gutsahka, Danvig, Stettin, L. Wester-

Barquentine F. W. Gutsabka, Danvig, Stettin, L. Wester-gaard & Co., Brig Maggie, Davies, Belfast, Schr Eliza Pike, Larkin, Port-au-Spain, E. A. Souder&Co. Fugs Thomas Jefferson, Allen, Baltimore, and Chesa-peake, Merrihew, Havre-de-Grace, with tows of barges, W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamer H. L. Gaw, Her, 13 hours from Baltimore, with maise. to A. Groves, Jr.

Steamer E. C. Biddle, McCue, 24 hours from New York, with maise. to N. P. Clyde & Co.

Brig Forest State, Sheards, 8 days from Newport, R. I. Brig F. L. Ray, Crallens, 5 days from New Bedford.

Schr J. Baymore, Burgess, 5 days from Saco, with ice to Knickerwocker Ice Co.

Schr James Martin, Baker, 5 days from Boston, with maise to Mershon & Cloud.

Schr M. M. Knowles, Knowles, from Addison, Mo., with maise to Mershon & Cloud.

Schr M. M. Knowles, Knowles, from Addison, Mo., with guano to Reeves & Co.

Schr H. Blackman, Jones, from Providence.

Schr James Diverty, Carl, from Derby, Ct.

Schr American Eagle, Shaw, from Providence.

Schr M. E. Staples, Dinsmore, from Providence.

Schr M. E. Bacon, Births, from Providence.

Schr J. M. Vance, Burger, from Boston.

Schr J. May, Nell, from Boston.

Schr J. May, Nell, from Boston.

Schr J. G. Baboock, smith, from Boston.

Schr Triumph, Chester, from Providence.

Tug Hudson, Nicholson, from Baltimore, with a tow of barges to W. P. Clyde & Co.

Tug Commodore, Wilson, from Baltimore, with a tow of barges to W. P. Clyde & Co.

Special Despatch to The Evening Telegraph.

HAVREDE-GRACE, Sept. 10.—The following boats left here in tow this morning:

S. M. Bickford, with lumber to Norcross & Sheeta.

A. F. Beymire, with lumber, for New York.

Frank and Jennie, with lumber, for New York.

Frank and Jennie, with lumber, for Chester.

Lebanon Transportation, with lumber to Patterson & Lippincott.

A. Page, Son & Co., with lumber, for Salem.

Reading, Fisher & Co., with lumber, for Trenton.

Correspondence of The Ecening Telegraph.

EASTON & McMAHON'S BULLETIN.

New York Office, Sept. 9.—Six barges leave in tow to night for Baltimore, light.

R. V. Dewitt, with saltpetre, for Wilmington.

C. A. Dornield, with shooks, for Philadelphia.

BALTMORE BRANCH OFFICE, Sept. 9.—The following barges leave in tow to night, eastward:—Yuba: James Hand: National: and A. Newcomb, all with coal, for New York. The lows and M. E. Kirkpatrick got away in addition to those reported yesterday.

PBILADELPHIA BRANCH OFFICE, Sept. 10.—The barges Wasp, with coal, for Baltimere; A. H. Griswold, with coal, for Fort Lee, N. V.; and H. C. Campbell, with coal, for New York, left last evening. The Harvest Moon, with coal, for New York, left this morning.

[A. S. C. Company of the Philadelphia Exchange of the Philadelphia Exchange of the Philadelphia Exchange of the Philadelphia Exchange.

Correspondence of the Philadelphia Erchange.

LEWES, Del., Sept. 8.—Ship Almira, from Boston, passed in to-day; reported by pilot boat M. H. Grinnell.

Barques Isaac Rich, for Port-au-Prince; Ads, for Antwerp; and brig Magdalena, for Clenfuegos, went to sea.

Brigs Hattie S. Bishop, for Portland; S. P. Brown, for Providence; schra Lena Hunter, for Boston; H. Simmons, for Providence; schra Lena Hunter, for Boston; H. B. McCauley; and Ida L., all from Philadelphia, are at the Breakwater.

LABAN L, LYONS.

MRMORANDA.
Schr.J. M. Flanagan, Collins, for Philadelphia, sailed