

A TERRIBLE WRECK.

An Express Train From the West on the Baltimore and Ohio Road jumps the track at the "Y." Near the Depot in Washington--Twenty-one Persons Injured.

WASHINGTON, August 17.

The train to which the accident occurred was train No. 4, the St. Louis, Chicago and Cincinnati Express, and coming from the West, due here at 12.00. About 6.30 it came thundering into the city over the Metropolitan branch, and at the curve, nearly a mile away from the "Y," began whistling "down brakes."

A fire alarm was sounded, which quickly brought the fire department and the police to the scene. Ambulances were hurriedly sent for and a corps of physicians came, summoned from every direction. Firemen, policemen, railroad men and the citizens went to work, with coats off to clear away the debris.

In the signal tower, on the upper floor or observatory, William Baxter, a railroad signal man, was at work. On the ground floor, Joseph Haley, a young man, employed by the railroad company, was engaged cleaning lamps. Baxter, it appears, realized the impending danger in time. He gave a shout to Haley and leaped from the tower to the ground.

Mrs. Augustus Barnes, a lady on her way to her home in Germany, had her head badly cut. She had considerable money and her ticket to New York and Germany. She was removed to Providence Hospital.

William Buck, a German, 54 years of age, was seriously and perhaps fatally injured. He, with his wife, was on his way from Cincinnati to Germany. He received six severe cuts on the head, his arm was badly wrecked and he was also internally injured.

Charles Koch, Cincinnati, badly injured in the back. Mrs. Charles Koch, Cincinnati, slightly shocked. Charles Morrison, Cincinnati, injured in the back. Frank Donauer, St. Louis, shoulder dislocated. J. H. Smith, fireman, Cincinnati, both legs broken. Wilhelm Buck, Cincinnati, head cut badly. Mrs. Mary Buck, Cincinnati, shocked. Ed. Lechemeyer, Cincinnati, slightly injured. Joe Healy, Washington, seriously injured. Will Baxter, telegraph operator,

Washington, painfully injured about the head. Albert Thomas, Washington, employed in the express car, collar bone and left shoulder injured, severe scalp wounds and left eye probably destroyed.

Mrs. Augustus Barnes, Cincinnati, severe scalp wound and bruises. Mary Bond, Cincinnati, two years old, scalp wound. Mrs. Lockarya Brozowski, a widow, Chicago, had her head caught between timbers and was badly cut. William Bradford, Lynchburg, Va., slightly bruised about the head. F. K. Robinson, brakemen, head cut and badly shaken up.

NEWS OF THE WEEK

A despatch from Knoxville, Tennessee, says an affray took place at Coal Creek, on the evening of the 17th, between Davis Adams and John Mahaffey and his younger brother, Ben. Knives were used, and all the parties were frightfully butchered. Ben Mahaffey died on the morning of the 18th, and his brother is not expected to live. Davis is under arrest.

A despatch from Greenwood Springs, Colorado, says Senator Eddy, who returned on the 14th from White river, met a party of fifty bucks on the evening of the 13th, who were evidently trying to join Colowor. The latter has also sent a runner to his brother at the Uncompahgre Agency, asking for assistance, and will probably get fifty or sixty bucks from there.

A despatch from Oswego, New York, says a disease said to be Texas fever has broken out among the cattle in that neighborhood. Ten days ago J. C. Rowe got a herd of 28 cows from Jefferson county to butcher for market. Seven were killed and sold when it was discovered that the others had Texas fever. Ten died and the others were killed.

In the yacht race, on the 15th, from Cottage City, Massachusetts, for Brenton's Reef for the cups offered by the citizens of Providence, the Volunteer won. The Puritan crossed the line 12 minutes behind the Volunteer, and the Mayflower was third.

William Montgomery, a negro boy, 8 years old, living in Lancaster county, South Carolina, on the 14th shot and instantly killed Alice Huey, a colored playmate, aged 12, and seriously wounded his sister Lizzie, about the same age, with a shotgun. "He claims that it was accidental, but the circumstances point to willful murder."

The body of Luke McNamara, 22 years old, a baker, was found on the railroad track at Atlanta, Georgia, on the 14th, horribly mutilated. It is thought he was killed and robbed, and then placed on the track. Two negroes have been arrested on suspicion.

C. W. O'Neill, D. Holzman and John Hackett left Thompsons Falls, Montana, on the 14th, for Coeur d'Alene, traveling on horseback. O'Neill and Holzman each had about \$2000, and Hackett about \$77. When two miles from town they were stopped by masked highwaymen, and O'Neill and Hackett were robbed. Holzman put spurs to his horse and escaped.

General Solicitor and Attorney for the Railroad Company said on the evening of the 16th that the evidence before the Commission on the 16th fixed the blame on Timothy Coughlan, the section boss, who, "in the face of his instructions, set fire near the burned bridge, and then did not look after it."

John Miller and Henry Streub, of Henrietta, attempted to cross the Erie Railroad track, near Red Creek, on the 15th, and were struck by the New York express and instantly killed. Anna Uninnon, a little girl who was in the carriage with them, was severely hurt. As George Bartlett and wife were driving to Van Wert, Ohio, on the evening of the 15th, the horses ran away. Mrs. Bartlett was thrown from the wagon and instantly killed, and Mr. Bartlett received fatal injuries.

A messenger who arrived at Rawlins, Wyoming, on the 16th, from White River, Colorado, reported that about 150 Ute Indians, under Colowor, were fighting at Beaver creek, 15 miles from Meeker. There was also a report that a fight had occurred between Sheriff Kendall's posse and the Utes, and that four of the latter were wounded.

The Grand Lodge Knights of Pythias of Pennsylvania convened in Williamsport, Penna., on the 16th, in annual session. The following officers were reported elected: Grand Chancellor, John H. Colton, of Philadelphia; Grand Vice Chancellor, Thomas Perry, of Mercer county; Grand Prelate, Samuel Hilliard, of Philadelphia; Grand Master-at-Arms, Luther Bishop, of Warren; Grand Keeper of Records and Seal, George W. Hawkes, of Philadelphia; Grand Master of Exchequer, Julius Mountney, of Philadelphia; Grand Trustee, Win. E. Hart, of Philadelphia; Representative to Supreme Lodge for four years, George W. Hawkes, of Philadelphia.

Richard Seaman Scott, who absconded in 1885 with \$160,000 belonging to the Manhattan National Bank, New York, in which he was employed, has made a confession before Consul General Walker, at London, in which he implicates John H. Dunn, a New York stock broker, as his colleague in the defalcation. Suit has been brought against Dunn in the Supreme Court to recover \$140,000. In the complaint it is charged that Dunn induced Scott to steal and got the money from him. Dunn is confined in Ludlow street jail. There is an indictment against Scott, but he cannot be extradited.

Latest advices from the Indian outbreak announce that Sheriff Kitz dall arrived in Meeker on the evening of the 16th with four Colorado men to hold a pow-wow. The request of the Indians that fifteen days be allowed them to reach the Utah reservation being granted, they asked an escort through the settlement. At Colowor they were given two men, one a Mormon interpreter. Outside the town the Indians turned on the escort with knives and severely injured them. The whites were also fired upon by a party of Utes in ambush, but neither was hit.

The Sheriff has telegraphed Governor Adams to lose no time pushing troops to the front, as he anticipated an attack on Meeker and unprotected settlements and ranches as soon as the three bands of Colowor's united. Marshal Hill telegraphed Gen. Crook for United States troops. The militia left Denver, Colorado Springs and Leadville on the evening of the 16th.

As the St. Louis, Chicago and Cincinnati express train on the Baltimore and Ohio Railroad was approaching Washington, early on the morning of the 17th, the engineer found that the air brakes would not work. He blew the whistle for the ordinary brakes, but it was too late to check the momentum of the train, and it ran upon what is known as the "Y" at a high rate of speed. As it reached the curve the cars jumped the track and dashed into and demolished the railroad signal tower, a brick structure, three stories high. Several cars were also wrecked. Twenty-one passengers were injured, but none, it is thought, fatally. The "cannon ball" passenger train on the Union Pacific Road ran into the rear of a freight train, at Dodge City, Kansas, on the morning of the 17th, tearing into splinters three cars and the caboose. Freight conductor J. N. Elliott was fatally hurt.

While a bridge tender in Chicago was tightening a lock, on the morning of the 17th, a small boy succeeded in getting where he could pull the throttle that sets the bridge in motion. A street car, loaded with passengers, was coming down grade to the bridge, and was barely stopped at the edge of the river, while the immense structure was swinging open at full speed. The engineer shut off the steam before any damage was done. The boy escaped.

A despatch from Cincinnati says eleven roustabouts undertook to cross the Ohio river at Public Landing in a skiff, on the evening of the 17th. A passing steamer swamped the skiff and three of them were drowned.

A despatch from Albuquerque says a number of cowboys went in search of a missing man named Blevins, some days ago, and reaching the residence of the Tewksburys, in Tonto Basin, made inquiry for the man. When they turned to ride away a volley was fired from the house, killing John Falme, J. R. Gillespie and G. T. Tucker.

As the Chicago express train, on the Cleveland and Pittsburgh railroad, swung around a sharp curve, near Bayard, on the morning of the 18th, the rails spread and the Toledo sleeper was derailed, falling on its side. The two Chicago sleepers also jumped the track, but after running nearly three hundred yards they were pulled on again and escaped injury. When the crash came the porter, O. Warner, ran to the forward platform and jumped, but got off on the wrong side of the car, and when it fell over on its side was buried under it. There were but three passengers and the flagman on the sleeper, and they were all seriously hurt.

One freight train ran into the rear of another on the Baltimore and Ohio Railroad three miles west of Elliott City on the main stem, near Hullfield's Station, on the evening of the 17th. Seventeen cars were wrecked. The engineer and conductor of one train and the firemen were seriously, and probably fatally, injured.

A stock train on the Chicago, Burlington and Quincy Railroad collided near Naperville, Illinois, on the morning of the 18th during a fog, making a bad wreck. A number of cattle and hogs were killed. One of the engineers was badly injured.

As a freight train on the Milford branch of the Boston and Albany Railroad was approaching the terminus of the rails, in Milford, Massachusetts, early on the morning of the 18th, the brakes would not work. The engine was running with such force that the end of the rails was cleared and a dash made into a roadcut, where the locomotive sank deep into the earth. Engineer Croft was seriously injured, and one brakeman had both legs broken.

An attempt was made on the evening of the 17th, near Belvidere, Illinois, to wreck a passenger train on the North-western Railroad. Persons living in the vicinity heard strange noises near the track, and upon going to the scene caught a view of two men hurrying away. The train came along at this moment and was nearly derailed by a huge stone that had been placed between the rails. The cow-catcher was smashed, but no other damage was done. Fifty passengers were aboard the train.

Charles McEvoy, aged 19, and another boy named Charles Vallancourt, were shooting at a target with a revolver in Maywood, Illinois, on the 17th, when McEvoy was accidentally shot and killed.

A special despatch to the Chicago News from Greenwood Springs says the White River Ute Indians have sent runners to other tribes in Colorado, Wyoming, Montana and Idaho for aid. Colowor knows that he must fight, that this will be a decisive battle, and he has determined, it is said, to have other tribes brought into the difficulty. Duncan Blair, a white ranchman, who married a Ute squaw, is alleged to have stated this to be a fact. General Crook says that, while he has soldiers ready to move, yet he does not feel justified with the information he has in taking the initiative, especially as he has no knowledge as to the whereabouts of the Indians, and his information as to the damage they have done is indefinite and unsatisfactory. A copy of the telegram received from Governor Adams, asking for aid, was forwarded to General Merritt, who has charge of the troublesome district. The War Department has no reliable information about the matter, and little dependence is placed on the newspaper reports, which are regarded as the feverish emanations of cow boys and settlers who are always ready to improve any opportunity to make war on the Indians.

Dr. Bridge, the State Veterinary Surgeon, is at Trenton, Penna., investigating the reported outbreak of pleuro-pneumonia. He says the disease is splenic fever, and that it will not spread.

The steamer Atlas, which left New York a few days ago for the West Indies, returned to that port on the 19th, having been in collision with the schooner Lizzie Wilson, Captain Chadwick, from Baltimore to New York on the 19th, off Barnegat. The schooner sank immediately, carrying down the wife and daughter of the captain and two seamen. The Atlas rescued Captain Chadwick and three sailors and took them to New York.

As the new North German Lloyd steamer Trave, from Bremen, was making her pier, in Hoboken, on the morning of the 19th, her bow swung around and crashed into the lower portion of the pier, tearing away the entire roof. A portion of the shed fell upon the bow of the ship, striking several of the steeage passengers and two or three of the crew.

Two east-bound freight trains collided on the 19th on the Pennsylvania Railroad, between Wynnewood and Elm Station, Pa., causing considerable damage to car property and freight, and injuries, not dangerous, to the engineer and fireman of one of the trains.

Two locomotives collided on the Pennsylvania Railroad near the Broad Street Station, Philadelphia, on the evening of the 18th. Morris Thompson, one of the engineers, reversed his throttle, jumped and received fatal injuries. His locomotive ran into a third engine near Powelton avenue and the engineer of the latter was seriously injured. The two runaway engines were switched on a siding and brought up against an embankment, badly wrecked.

During the sham battle at the reunion of the Eighty-seventh Illinois Veterans at Enfield, Illinois, on the 19th, two cannons were prematurely discharged. G. Sullenger had both arms blown off, and will probably die. The others injured were James Crockett, Robert Johnson, Irwin Reeder, William Daniels and Emanuel Berry. They are badly lacerated and burned, but will, it is thought, recover.

A despatch from Carmel, New York, says F. A. Hoyt, the cashier of the Putnam County Bank, is a defaulter in the amount of \$25,000.

Charles Haight shot his wife and then shot himself at their home in Hammondsport, New York, on the 19th. Both are dead. The couple leave an infant a few months old.

A storm struck Republican City, Nebraska, on the 18th, which demolished and unroofed houses. A large brick schoolhouse, nearly completed, was wrecked, and the carpenters buried in the ruins. J. J. Fanning and a man named Allen were killed, and six others seriously injured, two fatally. H. H. Wetberrell's house was blown away, and his wife and two children were injured. Hallostone, an inch in diameter fell during the storm.

Mrs. Marguerite Devoe, 75 years old and blind, hanged herself to a peach tree in the yard of her residence, in Newark, New Jersey, on the 19th. It is said that sickness unsettled her mind.

THREE CATAMOUNTS.

How Farmer Gilpin Captured and Killed One of Them.

George Gilpin, a farmer living near Lambert, Pa., brought to Justice of the Peace Green's office, recently three enormous catamounts on which he collected the bounty of \$2 each. One of them was nearly five feet in length, and the others were each four feet. Either one of them could have carried off a sheep with ease, and they had been carrying off Gilpin's sheep for some time past. "The biggest of the three," said Gilpin, "I discovered made his home in a cave in the mountain back of my farm, and recently I saw him go out on a foraging expedition. While he was out I slipped a strong steel trap in the cave, and during the day I had it demonstrated that if there is anything quicker than lightning it is the power of a catamount. "The spring of my trap is so sudden that when the pan is touched the jaws will fly together in the tenth part of a second. It may be imagined that anything that sets that trap off has got to be tolerably lively if it gets out before the jaws fasten on it. I set the trap in a cave, and recently crawled into the cave to see if I had the catamount. At seeing that he was only held by the tip of his toes on one forefoot I made up my mind that it would not be very safe for me to fool with him until I got him more secure. I knew that the cat had been so quick that after stepping on the pan of the trap he had almost succeeded in drawing his foot out before the jaws sprang to. A few minutes later I found out that that wasn't much more than snail's work compared to what he could do. I went home and got another trap, took it to the cave, set it and pushed it in until it rested the catamount, knowing that he would give it a dip with his paw, and expecting, of course, to have him foul at the first trial. He struck the trap with his free forepaw, hitting the pan fair and square. The trap snapped like lightning, but it closed on nothing. That amazing movement on the part of the catamount staggered me. I could hardly believe my eyes. But there could be no doubt about the matter. I pulled the cat out, set it again and shoved it in toward the animal once more. He spotted the pan again and the trap closed on nothing, the same as it had before. Time after time I tried to catch the catamount's paw in the trap, but the cat was too quick. At last, on the eighth attempt, the animal having probably got tired by that time, the jaws came together and caught the leg. I never heard such yells as the catamount gave on finding himself caught. They actually made me turn cold. I pulled the furious animal out of the cave by the chain on the second trap, and handcuffed as he was by both traps I had to fight him over a big stretch of ground for several minutes before I got a death blow in on him. The two smaller catamounts I caught in a dead-fall trap not far from the cave. There are two others in that vicinity and a family of six more in another part of the same mountain. I expect to have the whole eight before the week is out."

Teachers. There are teachers who have a feeling of satisfaction, instead of a mortified feeling, when the closing bell finds them with their lesson for the day not yet near its close. They think that this is a proof of their fullness of preparation, rather than of their lack of preparation, in their lesson-study. But the limits of time for the lesson-teaching are as truly an element in preparation for good teaching, as is the subject-matter of the teaching itself. And he who would teach wisely, must be prepared to bring his teaching within the time which is allowed to him for that purpose. Knowing how you are to teach, includes knowing how you are to begin your teaching, and how you are to end it, for the day; it includes the planning for the lesson as it is, for the scholars as they are, and for the lesson-hour as that is. You must set out with an understanding of how much time you have for your teaching-process, on a given day, and with a purpose of keeping inside of that time. It ordinarily takes more of a teacher to bring a full lesson within prescribed limits, than to overrun those limits; but every teacher ought to recognize the duty of ending fittingly, as well as of beginning wisely and promptly.

Persian Musical Criticism. Story telling or poetical recitations take the place of our spelling bees and acting charades, and often as soon as the repast is finished music commences, or perhaps a vocalist will vary the programme by favoring the company with a song. His repertoire may consist of one song only; but no matter, he will sing it over and over again, with as much pride as though he could boast of an unbroken descent from Orpheus himself; over and over again, without any apparent sign of weariness, and what seems more strange, to the unlagging interest of the listeners, although it sounds weird and uncanny to the unaccustomed European ear.

"Bah, bah, bah, good in the extreme," is echoed from one to another while the singer pipes at the very top of his high voice, and shakes his head to bring out the quivering sounds to their fullest extent. "Exactly like the bulbul" (nightingale), says the host. "When it sings to the roses in the spring," puts in a third. "Yes, Allah's works are wonderful," exclaims the first sententiously, as he puffs away at the khalian, his turn having by this time come round. In Persia, a loud high voice being equivalent to a good voice, the singer who can sustain a note the longest is pronounced the best, for the skill of the vocalist depends upon the length of time upon which he can trill a note.

The wise and the active conquer difficulties by daring to attempt them; sloth and folly shiver and shrink at sight of toil and hazard, and make the impossibility their fear.

Be not too brief in conversation, lest you be not understood, nor too diffuse, lest you be troublesome.

THE MARKETS. PROVISIONS—Beef city lam bl... 9 50 @ 10 00. Hams... 11 50 @ 12 00. Pork Mess... 16 00 @ 17 00. Prime Mess, new... 15 00 @ 16 00. Sides smoked... 24 00 @ 25 00. Smoked sauer... 22 00 @ 23 00. do in salt... 6 00 @ 6 50. Smoked Beef... 15 00 @ 16 00. Lard western 68... 6 25 @ 6 50. Lard loose... 6 25 @ 6 50. FLOUR—Wheat No. 2 sup... 2 50 @ 2 75. Pa. Family... 3 00 @ 3 25. Middling... 2 80 @ 3 00. Pat. Wm. Wm... 4 25 @ 4 50. Rye Flour... 2 00 @ 2 25. GRAIN—Wheat No. 1 red... 85 @ 90. Rye... 50 @ 55. Corn, No. 2 White... 5 00 @ 5 10. Oats, No. 1 White... 36 @ 37. No. 2 Mixed... 34 00 @ 35 00. No. 3 Mixed... 32 00 @ 33 00. FISH—Mackerel, Large Is... 20 @ 22. Herring, Lab... 5 50 @ 6 25. SOLE—Powdered... 6 10 @ 6 50. Oranulated... 6 10 @ 6 50. HAY AND STRAW—Timothy, choice... 15 50 @ 16 00. Mixed... 13 50 @ 14 00. Cut Hay... 13 00 @ 13 50. Rye Straw... 12 00 @ 12 50. WOOD—Ohio, Penna., and W. Va. Fence XX and above... 20 @ 24. common... 18 @ 22. A washed medium... 21 @ 25.