

THE RAILROAD HORROR.

DETAILS OF THE APPALLING DISASTER AT MUD RUN. FIFTY-SEVEN PERSONS KILLED.

WILKESBARRE, Pa., Oct. 11.—The Catholic Temperance Societies of the Scranton diocese, to the number of 9000, had their annual parade at Hazleton, in honor of the birth of Father Matthew, and were on their way home when section three of the excursion, mostly composed of people from Lackawanna county, was run into by section four.

The latter consisted of 11 cars and was drawn by two heavy engines. The first section had come to a dead stop at Mud Run. A flagman was sent back, but he was run over by the engine of the fourth section, which crashed into the loaded passenger car ahead with frightful velocity.

A mighty shriek ascended the chilly atmosphere, and then the noise of escaping steam and agonizing groans followed. An awful butchery of human beings had been completed.

As quick as possible the railroad officials summoned help. Twenty doctors came on a special train from Mauch Chunk and ten others from White Haven. Immediately after the locomotive dashed into the cars some one cried out the boiler was going to burst.

A panic ensued. At once the passengers, who were not injured, fled for their lives, leaving the wounded to take care of themselves. One brakeman, however, was equal to the emergency, and, rushing into the locomotive, drew the fire, thereby avoiding all danger from an explosion.

The passengers then went to work with a will to rescue the injured. An awful spectacle was presented in the two wrecked cars. Those passengers that had not been killed outright were wedged in between seats and the broken timbers; their cries were heart-rending. One man asked that he be killed.

Another young lady named Meghan, of Providence, was caught in the wreck and her lower limbs mashed to a jelly. Her body, however, was intact, and as she leaned out of the window she gave a message to a friend to deliver to her mother and then expired.

Many of the male passengers cut their shirts into bandages for the use of the wounded. At 4 o'clock this morning 48 dead bodies were piled up in the tool houses. Some of them were mangled beyond recognition.

C. C. Baland, insurance agent of Scranton, an eye-witness to the whole tragedy, relates the following story: "I was sitting in the third car on the rear end of the train that was struck. I was thrown from my feet and against the ceiling. For the time being I was unconscious and when I got back to my senses I found myself wedged among a lot of other passengers. None in our car were badly hurt. I knew from the agonizing cries of the passengers in the two rear cars that an awful accident had occurred. I at once went to work to relieve the injured. Miss Connolly of Providence, died in my arms. It took a jackscrew and several crowbars and a number of men to get her out. They worked three hours before they succeeded. Father Milley, who was a passenger, administered the last rites of the Catholic religion to the dying. He hurried from spot to spot where he found a dying person. One of the wrecked cars caught fire, and more than 15 passengers were burned to a crisp. Fires were built along the railroad to help the workers. Among the dead was an aged father, who held his son with a death-like grip, despite the fact that the flesh was all burned from the father's arms, and all that remained was bone.

LATER ACCOUNT.

WILKESBARRE, Pa., Oct. 12.—The Mud Run wreck has been cleaned up at last, and trains are now running as usual. A visit to the scene of the late disaster this morning found nothing but railroad cars and the remains of bonfires that were built to aid the rescuers in their work. At the little country hotel are two patients that cannot be removed. One is Mary Connor, of Hyde Park; her back is broken. All the other injured have been removed to the Wilkesbarre Hospital, which is now overcrowded. Extracts from a hotel had to be procured this morning. Peter Kline and John McMillen, both of Providence, died this morning. This makes the death toll 61. The surgeon at the hospital told a United Press reporter this morning that he expected six at least of the patients to die. Some of them were badly scalded internally, and their deaths were only a question of time. At Pleasant Valley all is in deep mourning. On one street there are nine dead people. A public funeral will be held to-morrow.

A REVISED LIST OF THE DEAD.

The following is the revised official list of the dead:

Peter Mulligan, of Olyphant.
Cornelius McCue, of Miners' Mills.
Edward O'Malley, of Green Ridge.
John Rogan, of Jessup.
Wm. Early, of Pleasant Valley.
Patrick Curran, of Pleasant Valley.
Bernard Meehan and his daughter, Polly Meehan, of Pleasant Valley.
John M. Coleman and his sons, Michael and Patrick, of Pleasant Valley.
Mamie Atkins, of Pleasant Valley.
Michael McAndrews, of Pleasant Valley.
William Kelly, of Pleasant Valley.
Thomas Ruddy, of Pleasant Valley.
Maggie Hart, of Hyde Park.
James Hart, of Green Ridge.
Annie Curran, of Miners' Mills.
James Flynn, of Miners' Mills.
Mrs. Patrick Farrell, of Pleasant Valley.
Benjamin O'Brien, of Pleasant Valley.
Tim. Finnegan, of Providence.
Kate Featherstone, of Pleasant Valley.
Lewis and Abraham Doran, of Pleasant Valley.
Annie Loftus, of Olyphant.
Mrs. Patrick Brehony, of Pleasant Valley.

James Jackson, son of Frank Jackson, of Pleasant Valley.
James Jackson, son of Henry Jackson, of Pleasant Valley.
Richard Horrice and wife, of Minooka.
Fatus Mulherin, of Minooka.
Thomas Toole, of Minooka.
James Conahoy, of Minooka.
John O'Hearn, of Luzerne Borough.
William Cusick, of Old Forge.
Nora Quinlan, of Scranton.
Kate Quinlan, of Scranton.
Richard Powell and wife, of Minooka.
James Lynstt, of Pleasant Valley.
James Brehony and wife, of Pleasant Valley.
Charles Gillitz, of Pleasant Valley.
Oscar Gibbons, of Pleasant Valley.
Mrs. M. C. Andrews and two sons, of Pleasant Valley.
John Welsh, of Pleasant Valley, died in the hospital.
Owen Kilkullen, of Scranton, died in the hospital.
Thomas Meare, of Bellevue, died in the hospital.
Peter Kline, of Providence.
M. Sullivan, of Pleasant Valley.
Katie Clark, of Old Forge.
Lizzie and Mary Murphy, of Minooka.

This is a complete list of the names up to noon to-day. Five bodies still remain unidentified. They are horribly mangled, and can only be recognized by their clothing. One of them is undoubtedly a tramp, who boarded the train at Penn Haven.

THE LATEST LIST OF DEAD—ADDITIONAL NAMES.

WILKESBARRE, Pa., Oct. 12.—Detective James O'Brien, of the Lehigh Valley Railroad, visited the stricken town to-day, and endeavored to prepare a complete list of the dead.

He has the names to-night of 63. Of the names obtained 25 have not appeared in any list heretofore published. They are as follows:

Pleasant Valley—Mrs. Early, James Lynch, Mrs. Kiley, Patrick Brehony, Miss Maggie Hart.
Miners' Mills—Cornelius McCue.
Minooka—Patrick Powell, William Cusick, James Meller.
Scranton—Wm. Noon, Michael Moffitt, Wm. Duhigg, John O. Hearn, Wm. or Peter Smith, Andrew Gibson, Thomas B. een.
Hyde Park—John Rogan.
Olyphant—Peter Mulligan, Thomas Brogan.
Green Ridge—Martin Hart, James Hart, James Farrell, Mike Doran or Dolan, Edward O'Malley, John Gallagher.

A STATEMENT BY ENGINEER COOK.

Now that the excitement over the great railroad disaster has begun to abate, the work of impartially investigating the causes of the catastrophe is being carried out in earnest. An important statement was made to-night by Engineer Henry Cook, which will be used before the coroner's jury. It was Cook's engine that crashed into the rear of the section ahead of him.

The statement is as follows: "I left Penn Haven Junction on engine 452 as the helper of engine 466, just ten minutes behind the section which proceeded us, expecting to make, as did all the engineers on the excursion trains, the time of train No. 6 between the Junction and Mud Run, which is 24 minutes for the run of about ten miles, which would bring us to Mud Run at 8:02, and I knew, and the men in charge of the train ahead of us must have known, that the time of No. 6 must be made to enable us to get out of the way of train No. 12, which is due at Penn Haven Junction at 7:55, and at Mud Run at 8:12, a run of 17 minutes. We were running along all right, and I was continually on the alert for caps of other signals that might be placed for us. When we rounded the curve below Mud Run, I shut off steam, as our instructions were to come into all stations with engine under full control, and I allowed my engine to drift along. Tom Major, the engineer of No. 466, whose helper I was, and who had charge of the train, blew one blast of his whistle for signals at Mud Run, and, as the target showed white, 'all right,' he immediately blew two blasts for 'up brakes, go head.' I supposed, of course, that Tom had applied the air brakes sufficiently to control the train, and don't know that he didn't, but at all events we were then running at about 12 miles an hour. I was on the alert for signals, as is customary when nearing a station, but saw none. To see the station flag at the point where we should be able to see it, I was necessary for me to climb upon the ratchet, which I did, and saw no signal on the station signal pole, where such signals should hang. Had there been a flagman there with a signal lantern, we would both certainly have seen it, and if not both, it is reasonable to say that at least one of us would have seen it, as there is certainly no cause for excitement until there is a signal of some kind of danger ahead. The trouble is there was no signal lantern or even a cap east of Mud Run Station. When we were about 150 feet from the station I was leaning out of the cab window, and saw a white signal swing on the station platform in the manner usually employed to stop trains or engines. The lantern was being swung much more violently than when brakemen are signalling for switching engines, and I immediately whistled down brakes and applied my steam brake. This extended no farther my engine, as the other engine had charge of the train and the air-brake, and again looked out for the cause of the signal and saw the red signal lantern on the platform, and pulled my lever back as far as possible, to reverse, but too late to avoid the catastrophe. I had done all that I possibly could with brake and steam, and could only await the result, which I did—remaining on my engine until I did—remaining on my engine until I started to pull the fire from under the boilers. Then Hughie came up, and after having assisted in carrying the injured brakeman, Poyl, to the station, and we both worked at the fire until we were driven from the cab by the steam, and I must have jumped out over the guard rail to have injured my ankle and neck as I did. As the target showed at Mud Run station, and with no signal by lantern or cap

east of the station, we were right in running to two rail lengths beyond the station by our instructions."

NEWS OF THE WEEK.

—At Lynchburg, Virginia, on the evening of the 6th, James Scott, a colored rough and ex-convict, shot and probably fatally wounded three young men, named Spencer, Burns and Floyd, who were on their way home to Madison village, opposite Lynchburg. The shooting is alleged to have been unprovoked. Scott escaped to the woods, but a posse of citizens, armed with shot guns, are looking for him.

—A heavy thunder shower broke over New York City at 9:30 on the evening of the 6th.

—During the laying of the corner stone of St. Mary's Polish Catholic Church in Reading, Penna., on the afternoon of the 7th, part of a temporary floor laid upon the wall of the building, which had been carried up one story, gave way, and about 200 men, women and children were precipitated to the ground, fifteen to eighteen feet below. About 100 persons were injured, 23 dangerously. Several children were reported missing. Archbishop Ryan, who was on the platform, escaped injury.

—The entire family, seven in number, of Dr. A. Trego Shertzer, of Baltimore, were attacked with lead poisoning on the evening of the 8th after drinking milk which had stood for 36 hours in a new milk can. None of the cases will prove fatal.

—The National Line steamer Queen, which arrived at New York on the 10th from England, collided with the French fishing schooner Madeline early on the morning of the 5th during a fog off the Banks of Newfoundland. The Madeline was cut in two and sank immediately. The captain, first and second mates and steward of the fishing schooner were rescued after they had been in the water nearly an hour, but the rest of the crew, numbering twenty-one, were lost.

—A Cincinnati and St. Louis express train, ran into a freight train, near Dickerson Station, 37 miles west of Washington, shortly before midnight, on the 6th. Both engines, two express cars, the mail car, baggage car and three freight cars were wrecked. Three men were killed, namely: William H. Wiley, postal clerk, and George Ridenbaugh, brakemen. Six trainmen were injured. All the passengers, though thrown violently forward by the shock, escaped unhurt.

—A man having a through ticket from New York to Charleston was run over and killed by a shifting engine at the Wilmington and Weldon Railroad depot in Wilmington, North Carolina, on the evening of the 7th. His trunk was marked W. F. or M. F. Muller.

—John Boyd was found dead in the cellar of No. 4 Frankfort street, New York, on the morning of the 7th. This was the locality of French's Hotel, now being torn down. It is a question whether Boyd accidentally fell into the excavation or was the victim of foul play.

—On the afternoon of the 8th an attempt was made to assassinate W. H. Edmonds, editor of the *Hobbiest*, in Anniston, Alabama. In his office, by J. S. Lawrence, a Justice of the Peace, and William Lacey. Mr. Edmonds was shot in the arm, and then escaped, when Lacey maliciously fired upon John Chappel and A. Tripney, who were in the office—the former was wounded in the neck and the latter in the head. The trouble grew out of enmity aroused among the lawless class in consequence of the war waged by the *Hobbiest* in favor of a rigid enforcement of the prohibition laws. Lawrence and Lacey were arrested, and taken to Jacksonville for safety.

—The total number of persons now reported injured by the fall of the church floor in Reading, Penna., on the 7th, is 148, and 5 of them are in a critical condition. George Thomas, a driver boy, 12 years of age, and John Palmer, aged fourteen, were killed by cars at different collieries near Wilkesbarre, on the 6th. William Hutchinson was accidentally shot and killed by John McCarty, near Wilkesbarre, Penna., on the 8th. They were hunting. Both were about 16 years of age. Mathias Bechtold, of Pekin, Illinois, was accidentally shot and killed while out hunting on the 7th.

—Peter Marsch shot and killed Peter Koense in South Evanston, Illinois, on the 7th. Marsch and some relatives were gathering nuts in Kocuse's woods and were driven away by two of Kocuse's sons, when a fight resulted. "Tim" Kelly shot and fatally wounded "Tom" Reynolds, in Morris, Illinois, on the evening of the 7th. They were partners in business and quarreled about money matters.

—Fifty new cases of yellow fever and four deaths were reported on the 8th at Jacksonville.

—Snow began to fall at St. Johnsbury, Vermont, on the evening of the 8th, and at noon on the 9th the storm was still in progress. About two inches of snow fell at Hanover, New Hampshire, on the 9th, and at last accounts it was still snowing. A westerly gale accompanied by snow prevailed at Richmond, Quebec, on the 9th. About six inches of snow fell at Montreal on the 9th. There was a heavy fall of rain in the vicinity of Calais, Maine, during the 7th and 8th. The lumber mills are greatly obstructed by the backwater. Numerous washouts and landslides have occurred on railroads. The potato and grain crops are greatly damaged. There has been very little hay harvested, and it will probably be a total failure.

—William B. Smith, cashier in the Erie Railway freight-house in Mansfield, Ohio, disappeared on the 6th with \$2000 of the company's money. Illig & Brothers' dry goods store in Reading, Penna., was robbed of silks valued at \$1000 on the evening of the 8th. The burglars dropped poisoned meat into the store and the two ferocious bulldogs, which were on guard, ate it and died. Five other burglaries of less importance took place in the city on the same night.

—While J. W. Pike, a contractor, and his son, Edward Pike, were standing on a bridge abutment near Boston, on the 8th, the foot of the boom shot out from its socket and struck them, severely injuring the father and killing the son.

—In Atlanta, Georgia, on the morning of the 9th, a woman named Irene Postel was found in her room "in the hall of a prominent block," bound, gagged, chloroformed, with a rope tied tight around her neck. Breathing was suspended and death imminent when the police found her. During the day before she had trouble with a woman named Dunaway, who had threatened to kill her, and two of the Dunaway's male friends went to her room and, at the point of a pistol, tied her arms and feet, gagged her and tied the rope around her neck to choke her to death. The woman is not expected to recover. One man has been arrested on suspicion.

—During a fireworks exhibited at Quincy, Illinois, on the evening of the 10th, the grand stand, containing 4500 people, collapsed, and many persons were injured.

—John Olsen, of New York, captain of the schooner *Enterprise*, was struck by a train and killed, in New Brunswick, New Jersey, on the evening of the 9th. William Corbett, a brakeman, had both legs cut off in trying to jump on the pilot of a locomotive at Wilkesbarre, on the 10th, and is not expected to recover. Two freight trains collided on the Newark and Patterson Railroad at Franklin, New Jersey, on the 9th, causing a loss to the company of \$100,000. No person was injured.

—A United Express package, containing \$20,000, was robbed of its contents while on the way to Blue City, McKean county, Penna., on the evening of the 9th.

—Sixty-three new cases of yellow fever and three deaths were reported in Jacksonville on the 10th. Total cases to date, 352; deaths, 302.

—Henry G. Hotchkiss, a respected citizen of New Haven, Connecticut, was arrested on the 10th, on the charge of forgery. The forgeries will aggregate about \$20,000, and the checks were all drawn on the Yale National Bank. Hotchkiss confessed his guilt.

—Five men attempted to rob a passenger train on the morning of the 11th on the way from Goshen to Warsaw, Indiana. "The men deliberately went through the train, roughly handling several passengers who resisted, and secured a considerable amount of money." The conductor succeeded in telegraphing ahead, and policemen arrested three of the robbers at Warsaw.

—General Miles reports that he is informed that the remainder of the Indians concerned in the murder of Mr. Jones are in the guard house at San Carlos, Arizona, and the Sheriff of Tucson has been notified to "come get them." Domingo Samedo and his wife, an aged and very rich couple, were found murdered in their house, in Havana, Cuba, on the morning of the 11th. A son-in-law and a servant were arrested on suspicion. While Lewis Street, an assessor in Park City, Montana, was asleep in his own house, an assassin crept up to the window of a room adjoining and shot him dead.

—Mrs. Mathias Klusewitz, aged 62 years, who was injured in the disaster at St. Mary's Catholic Church, in Reading, on Sunday, died on the 11th. This is the first death among the 150 injured. Several others are in a critical condition.

—A passenger train on the Cleveland, Lorain and Wheeling Railroad collided with a freight train near Massillon, Ohio, on the morning of the 11th. Richard Whitman, brakeman, and Warren Richards, a passenger, were fatally injured. Two others were severely hurt. The accident was caused by a change in the schedule.

—M. M. Wolf, cashier of the Exchange Bank of Lanark, Illinois, committed suicide on the morning of the 11th, by shooting himself through the head. He had been in ill health for some time.

—Forty-seven new cases of yellow fever and two deaths were reported in Jacksonville on the 11th. Only 12 of the new patients are whites. There was a gale with a maximum velocity of 40 miles an hour on the evening of the 10th, and the weather on the 11th was clear and bracing. Two cases of yellow fever and one death were reported in Decatur, Alabama, on the afternoon of the 10th.

—The hog cholera continues to rage among the swine in Warren county, New Jersey. In Knowlton township, the following losses are reported: 5 animals; Elmer Kispough, 25; H. Smith, 35; H. Blair, 25; A. Snyder, 20; Mrs. Kispough, 15; H. Hiles, 20; A. Smith, 25; Mrs. Perry, 15 and others ranging from 10 to 20 head each. The scourge has been very severe in Warren and Sussex counties for two years and many farmers have abandoned pork raising altogether.

—Over a bushel of partly destroyed letters addressed to business firms were found on a street in Buffalo, New York, on the morning of the 12th. They had been rifled of all contents that could be turned into money. One New York draft for \$250, drawn by Smith's Bank, of Perry, New York, was found in the middle of the street, torn in two. John Shields, a night clerk in the post-office, has been arrested for the theft. He was appointed September 1st under the civil service law. The post-office at Matteawan, New York, was robbed on the evening of the 11th. The safe was blown open and all the money and stamps taken. The amount has not yet been ascertained.

—As the examination of the books of the Stafford Mill, in Fall River, Massachusetts, progresses, new evidence of the falsity of Treasurer Bosworth are discovered. On the 12th, two notes were found, one for \$10,000 and one for 15,000, which Bosworth issued without the knowledge of the directors. This, with the 20,000 shortage already discovered in the books, makes the total amount of the defalcation to date \$45,000. Fields, the out-

going Treasurer of Waubesa county, Kansas, was on the 12th, discovered to be a defaulter for \$20,000. His bonds are good for the amount, and he has made an assignment to them. He has been arrested at the instance of the County Commissioners.

—Walter S. Hawthorne, a bookkeeper, has brought suit in Chicago against the Pullman Palace Car Company for \$10,000 damages for malicious prosecution. He was arrested as an accomplice of William A. Sapp, in an alleged forgery of railroad tickets, held three days and then discharged, there being no evidence against him.

—Four men were injured by a cave-in while digging a trench in Youngstown, Ohio, on the morning of the 12th. One of them had a hip fractured, another a leg broken, another was terribly cut, and the fourth—Thomas Coyne—sustained fatal injuries.

—The steamer Robert B. Carson sank in thirty feet of water four miles below Evansville, Indiana, on the evening of the 17th. She had on board fifty head of cattle and four horses, besides some freight, which were lost. The crew were saved.

—Thomas Wardwell, a wealthy coal mine operator, was killed by striking miners in a riot at Bevier, Missouri, on the afternoon of the 12th. Nearly all the mine owners there have engaged new men, who have been coming from other points for several days. This has greatly incensed the strikers, but there was no violence until the 12th, when some of the new men were set upon, and a general fight ensued, in which Wardwell was killed. Further bloodshed being feared, a Sheriff's posse has gone to the scene.

60th CONGRESS.—First Session

SENATE.

In the U. S. Senate on the 8th, the House joint resolution for a special committee of three Senators and three Representatives to investigate the Washington aqueduct tunnel job was taken up, and the general debate on the measure was opened by Mr. Allison in support of the bill. Mr. Vance replied to Mr. Allison, and Mr. Hiscok then obtained the floor, when the bill went over. After an executive session the Senate adjourned.

In the U. S. Senate on the 9th the conference report on the Deficiency bill was agreed to. The bill in relation to the sending of the certificates of the electoral votes to the President of the Senate was passed. The resolution for an inquiry into the assassination of Joseph Hoffman, in Texas, was agreed to. Mr. Edmunds, from the Judiciary Committee, reported a bill to pay to the widow of Chief Justice Waite the balance of his year's salary. Mr. Berry objecting to its immediate consideration it was placed on the calendar. The Tariff bill was resumed, and Mr. Hiscok spoke in support of the bill. Adjourned.

In the U. S. Senate on the 10th Mr. Hale presented the report of the majority of the Select Committee on the Operation of the Civil Service Law, and it was ordered to be printed. House bill for the retirement of Andrew J. Smith, Colonel of the Seventh Cavalry, was passed, with an amendment making the retiring rank Colonel instead of Brigadier General. The bill to pay the widow of Chief Justice Waite \$5475, being the balance of his year's salary, was taken up and passed. The Tariff bill was resumed and discussed by Mr. Bates. Mr. Cullom obtained the floor, and the bill went over. A message was received from the President and referred, vetoing a bill for the relief of the executors of Joseph H. Maddox. Adjourned.

In the U. S. Senate on the 11th the session opened with only 15 Republican and 5 Democrat Senators present. Subsequent appearance increased the number of Democrat Senators to 11, making the total number present 26. The House bill to appropriate \$50,000 for the enforcement of the Chinese Exclusion act was passed. Mr. Mitchell spoke in favor of the bill to reduce letter postage to one cent. The Tariff bill was taken up and advocated by Mr. Cullom and Mr. Platt. Mr. Chace made a speech contesting the Republican and Democratic administrations in the management of the postal service. Before he had finished he yielded the floor, and the Senate adjourned.

In the United States Senate on the 12th, the Tariff bill being under consideration, Mr. Chance, of Rhode Island, concluded his remarks on the postal service. In reply to a question by Mr. Dolph, Mr. Allison said that in the Senate bill coal, slack or culm coal was put on the free list, "but that was one of the mistakes of the bill, and should have been corrected before the bill was reported." It was proposed by the majority of the committee to put all coal on the dutiable list at the present rate of 75 cents per ton, and an amendment to that effect will be proposed at the proper time. Conference reports on the Fourth of July Claims bill and the bill to retire General Pleasanton as Major were agreed to. After an executive session the Senate adjourned.

HOUSE.

In the House, on the 8th, Senate bill for the warehousing of fruit brandy was passed. A bill was introduced by Mr. Dougherty, of Florida, appropriating \$200,000 to suppress infection in the inter-State commerce of the United States. Mr. Mason, of Illinois, asked unanimous consent to discharge the Committee on Banking and Currency from the further consideration of the resolution offered by him some months ago asking for an investigation of the allegation that national banks, to which public money has been loaned, have been solicited for contributions to the Democratic campaign fund. A demand for the regular order by Mr. McMillan operated as an objection. After some remarks on the tariff question by Messrs. Hatch, of Missouri, and Wheeler, of Alabama, the House adjourned.

In the House on the 10th, the conference report on the General Deficiency bill was agreed to, and the House adjourned.

In the House, on the 9th, attempts to pass several bills failed, owing to objections made on the ground of no quorum being present. A bill was reported and passed by unanimous consent, appropriating \$50,000 for the enforcement of the Chinese Exclusion act. A conference report on the bill to allow persons who have relinquished homestead entries to make another entry was agreed to. The Senate bill in regard to the forwarding of electoral certificates to the President of the Senate was passed. The conference report on the General Deficiency bill was submitted. After debate a vote was taken on agreeing to the report, and stood 34 to 3. Mr. Dougherty, of Florida, raised the point of no quorum, and the House adjourned.

In the House, on the 12th, the attendance was still further depleted by the granting of six leaves of absence, among them being one to Mr. Cheate, of Indiana, who desired to visit his constituents. Conference reports were agreed to on the Fourth of July Claims bill, and the bill to retire General Pleasanton with the rank of Major. On motion of Mr. O'Neill the House went into Committee of the Whole on the Private Calendar. The pending business was the Senate bill to incorporate the Nicaragua Canal Company. A vote on one of the amendments stood 23 to 8, and the point of no quorum was raised. After rejecting motions for a recess until evening the House adjourned.

A Chinese Opium Story.

Since the introduction of opium into China millions and tens of millions have given themselves up to its use, its victims being found in all the ranks and conditions of life, among the old, the middle aged, the young, and even children. But a case of an infant becoming a victim to its pernicious influence has just come to our knowledge. A man and his wife had been in the habit of taking opium for years, and one of their chief delights was in indulging themselves over the pipe in each other's company, each taking alternate whiffs. One day the woman gave birth to a boy, and all the household was in an ecstatic state of joyfulness. But before long the baby began to show signs of illness, and although a physician was sent for they could not discover the cause of its symptoms. Every effort was made to save the child, but he only grew worse and worse until his parents gave him up for lost.

In despair they took their pipe to solace themselves, and behold! as they puffed at the pipe the smoke was wafted to the child's nostrils, and, giving a sneeze, he instantly revived and began to cry. Upon inhaling more of the smoke he changed his crying into laughing and became exceedingly lively. After that he was all right as long as he inhaled the smoke at regular periods of the day. One day, however, his parents neglected to give him the accustomed dose of smoke and before they were aware he died.

Will Not Get a Divorce.

A newspaper correspondent says he has definite news direct from the husband of Mrs. Langtry. A cousin of his is Hilary Langtry Bell, an artist. He says that all overtures on the part of Mrs. Langtry looking towards the husband's consent to a divorce have been repulsed anew. Langtry will not consent to a legal separation. "There is a home here in England for my wife whenever she chooses to come to it," Langtry is quoted by his cousin as saying, "although not so good a one as she is able to maintain in America. It was her ambition to cut a dash in the world that separated us. She has no ground on which to get a divorce from me, not even that of non-support, and I will contest any proceeding which she may bring. Neither will I consent to a proposition that I myself obtain a divorce, which I could do, but which would enable her to marry again in the United States." Therefore it is not believed that there will be a divorce of any sort very soon.

Boston's Strict Rules.

Boston men who frequent New York for a frolic or incidentally take in the town when on business trips say they feel like schoolboys let loose. Their chief source of complaint against Boston is the strict enforcement of the excise laws in the Athens of America. They say there is plenty of rum in the town, but that the spigots are turned off short and sharp at midnight. Private dinner parties at hotels have come to an inglorious end when the hands on the clock say that it is after 12 o'clock. In many places 11 o'clock is the hour for turning off the flood, and so strict is the rule that the theatrical parties are often troubled to get grape juice enough to make things interesting. These Boston men are the very latest high rollers in the matters of hours when they come to New York. They are free, untrammelled and rapid, and immensely interesting in their emancipated enthusiasm.

How to Become Naturalized.

There is much misconception on the part of the public, and especially the foreign born population, as the course to be pursued to become a naturalized American citizen. The procedure is this: A person arriving in this country under the age of 18 years can, after he has been five years in the country and has arrived at the age of 21 years, be granted full citizenship papers upon presenting himself before any court on record with two witnesses, citizens of the United States, who are able to swear that he arrived in this country under 18 years of age. In case of aliens who have arrived in the United States when over 18 years of age, it is necessary for them to declare their intention to become a citizen, which declaration must be made at least two years before application is made for final papers—or full citizen papers. This declaration, provided the party has resided in the state one year, entitles him to vote, but it requires a five years' residence in the country before full papers can be obtained, and, as a condition precedent, the applicant must prove to the satisfaction of a competent court, by two witnesses, citizens of the United States, that he has lived in this country for five years.