

THE NEWS.

Executions aggregating over \$20,000 have been issued against the carpet and wallpaper firm of H. & F. Wolty, Allegheny, Pa. The establishment is in the hands of the sheriff.

Great distress is reported among the miners in the Houtzdale district, Pennsylvania. Mines No. 8, 8 and 9 have been closed for a long time, and the others are running on half time.

A building in Hopkinsville, Ky., which was undergoing repairs, collapsed, killing John Parker, a bricklayer, of Nashville, and fatally injuring Charles Davis, of Clarksville, Tenn., and another workman.

A despatch from Jackson, Mich., says: The first section of the Delaware and Lackawanna day coach excursion special from the East stopped here about 9 o'clock to let the passengers take breakfast.

A Locomotive Plows Through a Train Standing at the Station—Passengers Crushed in the Coaches—An Insane Woman Carrying a Human Head

A despatch from Jackson, Mich., says: The first section of the Delaware and Lackawanna day coach excursion special from the East stopped here about 9 o'clock to let the passengers take breakfast.

John M. Adler, a New York shoe dealer, made an assignment.—M. Soudar, a New York tailor dealer, committed suicide in Harrisburg.

Clarence M. Buffington was appointed receiver.—Will Hanks, president of the suspended Merchants' National Bank Great Falls, Mont., was arrested on the charge of embezzlement.

A shortage that may exceed \$10,000 has been discovered in the Cincinnati office of the Wells, Fargo Express Company, and money order clerk Wm. R. Orchard is a fugitive.

Edward Wm. Whalen, who lives at Jackson, was running the last section. He says: "I saw the signal in the yard to keep back and had my engine in hand, as I thought, but when I came down near the train, which was still, my air-brake would not work and I ran into the coaches.

John M. Adler, a New York shoe dealer, made an assignment.—M. Soudar, a New York tailor dealer, committed suicide in Harrisburg.

NINE WERE KILLED.

Excursion Trains in Collision at Jackson, Michigan.

AIR-BRAKES FAIL TO WORK.

A Locomotive Plows Through a Train Standing at the Station—Passengers Crushed in the Coaches—An Insane Woman Carrying a Human Head

A despatch from Jackson, Mich., says: The first section of the Delaware and Lackawanna day coach excursion special from the East stopped here about 9 o'clock to let the passengers take breakfast.

John M. Adler, a New York shoe dealer, made an assignment.—M. Soudar, a New York tailor dealer, committed suicide in Harrisburg.

Clarence M. Buffington was appointed receiver.—Will Hanks, president of the suspended Merchants' National Bank Great Falls, Mont., was arrested on the charge of embezzlement.

A shortage that may exceed \$10,000 has been discovered in the Cincinnati office of the Wells, Fargo Express Company, and money order clerk Wm. R. Orchard is a fugitive.

Edward Wm. Whalen, who lives at Jackson, was running the last section. He says: "I saw the signal in the yard to keep back and had my engine in hand, as I thought, but when I came down near the train, which was still, my air-brake would not work and I ran into the coaches.

John M. Adler, a New York shoe dealer, made an assignment.—M. Soudar, a New York tailor dealer, committed suicide in Harrisburg.

Clarence M. Buffington was appointed receiver.—Will Hanks, president of the suspended Merchants' National Bank Great Falls, Mont., was arrested on the charge of embezzlement.

A shortage that may exceed \$10,000 has been discovered in the Cincinnati office of the Wells, Fargo Express Company, and money order clerk Wm. R. Orchard is a fugitive.

Edward Wm. Whalen, who lives at Jackson, was running the last section. He says: "I saw the signal in the yard to keep back and had my engine in hand, as I thought, but when I came down near the train, which was still, my air-brake would not work and I ran into the coaches.

John M. Adler, a New York shoe dealer, made an assignment.—M. Soudar, a New York tailor dealer, committed suicide in Harrisburg.

Clarence M. Buffington was appointed receiver.—Will Hanks, president of the suspended Merchants' National Bank Great Falls, Mont., was arrested on the charge of embezzlement.

FIFTY-THIRD CONGRESS.

Extra Session. SENATE.

61ST DAY.—In the Senate a debate was precipitated by an objection of Mr. Dolph to the journal because the journal did not contain the names of those who were present and absent.

62ND DAY.—The session of the Senate lasted from 10 o'clock to 11:30, when another recess was taken until to-morrow. The main object of these recesses instead of regular adjournments, is to cut off the time for morning business, which may be extended for two hours.

63RD DAY.—In the Senate the discussion hinged upon whether the name of Mr. Teller, of Colorado, should be entered on the journal of Monday as having been present and having refused to answer when called.

64TH DAY.—The Senate devoted four hours and a half to executive business, and gave the seal of its approval to the appointments of Mr. Van Alen as ambassador to Rome, and Mr. Kilbreth as collector of customs at New York.

HOUSE. 65TH DAY.—In the House the bill dispensing with proof of loyalty in the cases of persons who before the war were entitled to pensions or to bounty lands, was objected to by Mr. Burrows as a pension clause.

66TH DAY.—The House made the bankruptcy bill a continuing special order for Monday next, the measure to be considered in committee of the whole, where it will be open to amendments on each part.

67TH DAY.—The House made the bankruptcy bill a continuing special order for Monday next, the measure to be considered in committee of the whole, where it will be open to amendments on each part.

68TH DAY.—The House made the bankruptcy bill a continuing special order for Monday next, the measure to be considered in committee of the whole, where it will be open to amendments on each part.

69TH DAY.—The House made the bankruptcy bill a continuing special order for Monday next, the measure to be considered in committee of the whole, where it will be open to amendments on each part.

70TH DAY.—The House made the bankruptcy bill a continuing special order for Monday next, the measure to be considered in committee of the whole, where it will be open to amendments on each part.

71ST DAY.—The House made the bankruptcy bill a continuing special order for Monday next, the measure to be considered in committee of the whole, where it will be open to amendments on each part.

72ND DAY.—The House made the bankruptcy bill a continuing special order for Monday next, the measure to be considered in committee of the whole, where it will be open to amendments on each part.

26 WERE ROASTED.

Frightful Wreck On the Grand Trunk Railroad.

HEARTRENDING SCENES.

Living Beings Imprisoned in Blazing Cars—No One Could Aid Them and Death Ended Their Sufferings—Disobedient Trainmen Responsible for the Wreck.

A despatch from Battle Creek, Mich., says: Twenty-six heaps of charred, blackened flesh, all that remains of what less than 24 hours ago were men, women and children in the enjoyment of life, health and happiness, rest upon the floor of an improvised morgue in the basement of a furniture store in this city.

A mile away in the city hospital are a score or more of human beings with gashed bodies and broken limbs. Adds to this an engineer in jail and a conductor a fugitive from the law, and the story is told in brief of the latest railroad horrors, and one of the most appalling in character of this or recent years.

Direct disobedience of orders on the part of a Chicago and Grand Trunk engineer and conductor, both of whom had seen long service with the company and were regarded as model employees, was the cause of the tragedy.

A Raymond and Whitecomb special train of eight palace cars, filled with Eastern folk who had been taking in the sights of the World's Fair, left the Sixtieth-street depot of the road at Chicago at 8:15, as the first section of the night express known as No. 6.

The train, which was nearly three hours late, was composed of 13 day coaches and 2 baggage cars. Most of the day coaches had seen many years service and were in poor condition to withstand a collision.

There was no time to apply air brakes or reverse levers. The engineers and firemen of both trains jumped for their lives and a second later the giant locomotives came together with a crash that could be heard a half mile away.

The shock was so terrible that the first four of these were completely telescoped, the first coach cutting through the second into the third like a flash of lightning, the roof of each passing over the heads of the sleeping passengers and sweeping in a mass to the north end of the car.

There was no time to apply air brakes or reverse levers. The engineers and firemen of both trains jumped for their lives and a second later the giant locomotives came together with a crash that could be heard a half mile away.

The shock was so terrible that the first four of these were completely telescoped, the first coach cutting through the second into the third like a flash of lightning, the roof of each passing over the heads of the sleeping passengers and sweeping in a mass to the north end of the car.

There was no time to apply air brakes or reverse levers. The engineers and firemen of both trains jumped for their lives and a second later the giant locomotives came together with a crash that could be heard a half mile away.

The shock was so terrible that the first four of these were completely telescoped, the first coach cutting through the second into the third like a flash of lightning, the roof of each passing over the heads of the sleeping passengers and sweeping in a mass to the north end of the car.

There was no time to apply air brakes or reverse levers. The engineers and firemen of both trains jumped for their lives and a second later the giant locomotives came together with a crash that could be heard a half mile away.

The shock was so terrible that the first four of these were completely telescoped, the first coach cutting through the second into the third like a flash of lightning, the roof of each passing over the heads of the sleeping passengers and sweeping in a mass to the north end of the car.

There was no time to apply air brakes or reverse levers. The engineers and firemen of both trains jumped for their lives and a second later the giant locomotives came together with a crash that could be heard a half mile away.

WORK AND WORKERS.

Employees in the factory of the United States Glass Company, at Tiffin, Ohio, quit work, owing to rules that all employees are hereafter to be employed as individuals.

The employees of the Chesapeake, Ohio & Southwestern railway, by a majority vote, have accepted the ten per cent. reduction in wages proposed by Vice-President Echols.

The Knights of Labor Alliance, which held its quarterly meeting in Boston, adopted a resolution protesting against the repeal of the Sherman act "unless a bill is introduced providing for the free coinage of American silver."

The trouble between the Big Four Company and its machinists was practically settled at a conference in Indianapolis, Ind.

The Otis Company, Cotton Mills, at Ware Massachusetts, began to run full time, giving employment to 900 hands. The company's underwear department, employing 900 hands will continue to run half time with a ten to twelve per cent. reduction in wages.

The Apollo Iron and Steel Company, of Apollo, Pa., one of the largest concerns in the country, resumed operation in nearly all departments with non-union employees.

Notices were posted in woolen and worsted mills, Oneyville, Rhode Island, of a reduction of wages, to go into effect this week, of the operators consider, from 20 to 40 per cent. in weaving, and 10 per cent. in other departments. 1,903 weavers from 4 mills, have gone out on strike against the reduction.

The Thomas G. Plant Shoe Company, of Lynn, Massachusetts, gave notice to the workmen now on strike that hereafter no walking delegates will be recognized, and none of the old men out should ever secure work in the factory again.

Five people killed and five seriously injured by an explosion.

The firm of Wylie Bros. were engaged in boring a well. When down to a depth of 305 feet, not having struck a good vein of water, at their contract called for, they engaged the Eyer Bros. to help them.

The two Eyer's and Cornwell were so mangled that they could not be identified. The men were all thrown over fifty feet from the spot where they were at work.

Bill Dalton and His Pals Pay a Visit to an Oklahoma Town.

Bill Dalton and two of his gang, Bill Doolin and Texas Newcomb, came into town and boldly paraded the streets.

There was no time to apply air brakes or reverse levers. The engineers and firemen of both trains jumped for their lives and a second later the giant locomotives came together with a crash that could be heard a half mile away.

The shock was so terrible that the first four of these were completely telescoped, the first coach cutting through the second into the third like a flash of lightning, the roof of each passing over the heads of the sleeping passengers and sweeping in a mass to the north end of the car.

There was no time to apply air brakes or reverse levers. The engineers and firemen of both trains jumped for their lives and a second later the giant locomotives came together with a crash that could be heard a half mile away.

The shock was so terrible that the first four of these were completely telescoped, the first coach cutting through the second into the third like a flash of lightning, the roof of each passing over the heads of the sleeping passengers and sweeping in a mass to the north end of the car.

There was no time to apply air brakes or reverse levers. The engineers and firemen of both trains jumped for their lives and a second later the giant locomotives came together with a crash that could be heard a half mile away.

The shock was so terrible that the first four of these were completely telescoped, the first coach cutting through the second into the third like a flash of lightning, the roof of each passing over the heads of the sleeping passengers and sweeping in a mass to the north end of the car.

There was no time to apply air brakes or reverse levers. The engineers and firemen of both trains jumped for their lives and a second later the giant locomotives came together with a crash that could be heard a half mile away.

The shock was so terrible that the first four of these were completely telescoped, the first coach cutting through the second into the third like a flash of lightning, the roof of each passing over the heads of the sleeping passengers and sweeping in a mass to the north end of the car.

PENNSYLVANIA ITEMS.

Epitome of News Gleaned from Various Parts of the State.

MAJOR I. S. BROWN, Deputy Secretary of Internal Affairs, admits tearing a Confederate flag from a staff on the Andrews locomotive in the Transportation Building at the World's Fair, and declares it was his duty as a Union veteran to remove it.

Objections were filed at Harrisburg to the nomination papers of Judges White and Ewing, candidates for Common Pleas Judges of Allegheny, and Dawney and Ingraham, of the Fourteenth District.

Sheriff Howard closed the works of the Wellman Iron & Steel Company at Thurlow on a judgment of \$64,000 in favor of the Delaware County National Bank.

Twenty employees of the Pennsylvania Railroad were injured, several of them fatally, by a coal train colliding with the workmen's train at Altoona.

John Frick, 85 years of age, fell from the hay loft of his barn at Lanark, and his chest was crushed in. He cannot survive.

The Town Council of South Bethlehem has passed an ordinance granting the right of way through the town to the Lehigh Valley Traction Company.

Henry Daughenbaugh, an inmate of the Blair County Jail, attempted suicide by eating pulverized glass. His condition is regarded as critical.

A 3-year-old son of David Fetherolf, residing near Lynnport, was playing on the banks of a creek near his home and fell into the stream. Before aid came the tot was drowned.

William K. Chillas and Victor B. Stauffer brought suit against the Lancaster Traction Company, claiming \$20,000 damages apiece for injuries received by being run down by an electric car.

Edward Clewell, Harvey Miller, Charles Maguire and James Shafer have been arrested for committing highway robbery on Mr. and Mrs. Calvin Gottschall, of Reading. Gottschall was horribly beaten with a club.

Dr. J. L. Forwood was elected chief of the surgical staff of the Chester Hospital. Dr. William B. Ulrich was made chief of the medical staff.

There is a movement on foot among a number of business men of Pittsburg to send a delegation to Washington to urge action on the silver bill.

The parting of a coupling on a Perkiomen freight train resulted in a wreck at Vera Cruz. John Stein, Martin Fry and Josiah Whipple were injured.

A largely attended meeting of the Woman Suffrage Association of Norristown was held to elect delegates to the State Convention, which meets in Philadelphia on November 4. The following were chosen: Mrs. Dr. J. R. Beaver, of Conshohocken; Mrs. Mary S. Landis, of Norristown; Miss Ida Smith, of Norristown; Alternates: Mrs. Ellen Jones, Mrs. Mary Andrews, Mrs. Tacey Cresson and Mrs. Annie Thomas.

Frederick Hinton, of Philadelphia, who was riding in a locomotive, was assaulted by two strangers between Bethlehem and Easton. They pulled him from the cab and stole his pocketbook, containing \$28, and escaped.

A party of Somerset people attempted to ford the Capon River, near Romney, Va., the vehicle upset and Edith Coffroth, 3 years old and Miss Mae Coffroth, an aunt, 30 years old, were drowned.

The United Brethren Conference, which has been in session at Steelton, adjourned after stationing the ministers.

MANY LIVES LOST.

The Dean Richmond Goes Down on Lake Erie With All on Board.

A despatch from Buffalo, N. Y., says: The terrible gales have done great damage to shipping on the lakes, and among the disasters already reported is the loss of the propeller Dean Richmond and her crew of eighteen. The corpses of three of the crew have been washed ashore at Van Buren Point, forty miles from this city, near Dunkirk.

The shore of the lake is strewn with wreckage and merchandise and the waves are hourly yielding up further evidences of the fate to which the Richmond has gone.

Another boat, the schooner Typo, is believed to have gone down with her crew, just off Gravelly Bay, on the Canadian side, a few miles from the city. She is owned by the Hargrove Company, of Detroit.