

THE NEWS.

Executions aggregating over \$20,000 have been issued against the carpet and wallpaper firm of H. & F. Woly, 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. Elmer Craddock, who killed a man named Pollan in Parkersburg, was convicted of murder in the first degree, with a recommendation to imprisonment for life. 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. The postoffice at Shiloh, N. J., was robbed. The safe was blown open and all the money in it taken. All last evening's mail remaining there was carried off. Samuel M. Tomlinson is postmaster. The thieves then robbed a bakery and stole a horse and buggy. Laborers digging a trench in the Carnegie steel works at Homestead were covered under several feet of clay by a cave-in. Andrew Dursk and John McManus were dead when taken out. Both men leave families residing in Homestead. Five other men were seriously, but not fatally injured. The annual statement of the Northern Pacific was made. A number of papers on financial topics were read at the closing day of the nineteenth annual convention of the American Bankers' Association in Chicago. The building occupied by the Canada Banknote Company in Montreal was burned.

John M. Adler, a New York shoe dealer, made an assignment. M. Soudar, a New York tailor dealer, committed suicide in Harrisburg. The Eau Claire (Wis.) Pulp and Paper Company, whose paid-up capital stock is \$100,000, was placed in the hands of a receiver. 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. Alfred Jergens, of Cloverdale, Ill., was asphyxiated by escaping gas in Chicago, and Henry Hopper, of Philadelphia, was so badly smothered that his recovery is doubtful. The engine crew of the Pennsylvania limited were injured in a wreck that occurred at Wellesville, O. United States Marshal Coleberry received an order from Attorney General Olney to have brought back to Philadelphia Ching Gun, who, with Ah Me, were directed by United States Commissioner Edmunds to be deported to China for being unlawfully in this country. Both started on Saturday for San Francisco by way of New Orleans. Dr. W. B. Shumaker, a prominent citizen of Ackerman, Miss., was shot five times and instantly killed by W. H. Hefflin, against whom he had preferred charges of keeping a "blind tiger." Hefflin escaped.

Bill Wade, a notorious desperado, was shot at Webb, Miss., while attempting to terrorize a quiet citizen. John Nell, a seaman in the United States navy, committed suicide at Mare Island because he had been reprimanded. The mystery of Annie Orr's disappearance from the home of her father, Castlevlew, on Holland Heights, Bridgeport, Ct., has been cleared up by the finding of her body in an old well. The statement of the assignee of the insolvent Grant Locomotive works filed at Chicago shows assets of \$1,156,338.07. Receipts on transactions from June 6 to September 23 are placed at \$26,438.83, and the disbursements for that period were \$26,141.23. The British steamer Mowera was stranded at the entrance of Honolulu harbor. Mary Carey, aged seventy, of Worcester, Mass., was murdered. Her husband is suspected. A pitched battle between Poles and Italians in a Chicago hall wound up a dance. One man was killed, two fatally injured and ten others carved. The Upper Michigan Brewery Company at Iron Mountain, capital stock of \$150,000, went into the hands of a receiver. The liabilities \$201,000; assets \$110,000. An unsuccessful attempt was made to wreck the Keystone express train on the Fort Wayne Road. George M. McDonald, president and general manager of the Guarantee Investment Company, came into the United States Court at Chicago, and was admitted to bail in the sum of \$1,000. The statute under which the indictments were brought provide for a penalty of not more than \$500 fine or one year's imprisonment. A serious wreck happened on the Canadian Pacific near Grand River, when a special train of fourteen cars came into collision with a west-bound freight. Fireman Wilbridge and Brakeman Elliott are reported killed, and a cargo of tea is said to be in Lake Superior and scattered on the tracks.

The British steamer Daylight, from New York to Wilmington, N. C., is ashore near Cape Lookout. Sixteen small sailing vessels were driven ashore at Mulberry Point during the recent storm. The second biennial convention of the World's Woman's Christian Temperance Union opened in Chicago. A barge founded off Fort Rowan Out., and fourteen lives were lost. Thirty-one new cases of yellow fever in Brunswick, Ga. The first biennial convention of the Brotherhood of Railroad Trainmen was opened in Boston. The French exhibitors at the World's Fair, who opposed John Boyd Thacher's system of awards, now want the committee to send jurors through their sections; but as the time is so short they are likely to miss the medals. The Wittwick Chapter of the Daughter of the American Revolution celebrated the one hundred and sixteenth anniversary of the burning of Kingston, N. Y., by a public meeting in the old town, at which addresses were delivered by Gen. George H. Sharpe, Gen. Horace Porter and Lieut. A. W. Greeley.

ATLANTA, GA., which is preparing to celebrate the fiftieth anniversary of its incorporation, was known for the first four years of its existence as Marthasville, a name given in honor of Martha Atlanta Lumpkin, Gov. Lumpkin's youngest daughter, who is still living. It is thought in England that the miners' strike is nearing an end. Collieries at Bolton have resumed and in other districts the miners are willing to accept the proposals of the mayors for opening the mines.

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. It had been standing at the station twenty-six minutes when the second section came crashing into it at the rate of forty miles an hour. The locomotive plowed under the standing train, throwing the cars in all directions and crushing them. One car was driven completely through another and others were turned over.

Nine persons were killed and about thirty injured.

TRAINMEN'S STATEMENT.

The first section of the excursion train was called the "Oswego" and the last section the "Webb" special. F. J. Peid, conductor of the "Oswego" special, sent the following despatch to the officers of the road in Detroit: "I was stopping at Jackson for breakfast and had just started when the 'Webb' special, going west, struck my train in the rear part and broke three coaches. My train was protected in the Jackson yard by the semaphore."

Engineer 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. The failure of the air-brake made it impossible to stop. I never had such an experience before."

Whalen is badly injured. One of his legs is broken but he will live.

No less than nine specials had already passed through Jackson going west, in addition to the regular trains.

AN INSANE WOMAN.

One of the most horrible sights in connection with the accident was a woman carrying a head by the hair around through the crowd moaning and weeping, and apparently a raving maniac. She was taken care of by the police, and the head which she carried was taken to police headquarters.

A COINCIDENCE.

This wreck is the first one of consequence that has occurred on the Michigan Central Road in fourteen years. The anniversary of that last fatal wreck was on Tuesday last. It is a singular coincidence that both these terrible disasters occurred in the yards of the Central Road, in this city, and in the same month and on the same day of the week—Friday.

On October 10, 1879, the west-bound Pacific express crashed into a switch engine, killing eighteen people and injuring thirty-five others.

A BRAKEMAN'S ESCAPE.

Rear brakeman Walsh, of the first section, had a narrow escape. He had finished trying the air-brakes on the first section and was walking to the rear of his train, a distance of only a half-car length. He looked up and saw the engine of the second section almost on top of his train. Both engine and car raised up and left him underneath. He made a rush and got out just as the engine fell back on the track and plunged on through the car. The car was thrown sideways, just missing him. He escaped with bad arm injuries.

A trainman who also escaped death by a miracle says that the "Webb" special came rushing into the yards at full speed. He heard the engineer whistle for brakes and then for hand-brakes. The hand-brakes were applied, but it was too late, and the crash came before they could even check the momentum of the train.

WRECKED BY A BLUNDER.

Several Casualties Attend a Collision Between Two Trains.

A head-end collision occurred on the Chicago, Rock Island and Pacific Railroad at Paxloo, twenty miles west of Topeka, Kans., between a freight and passenger train. Two colored tramps riding on the mail car were instantly killed. The passenger train left Kansas City and arrived at Paxloo one hour behind time. The train hands misunderstood the train dispatcher's orders, and were not expecting to meet the freight train, which was about to go on a side track to permit the passenger train to pass.

The dead and wounded were brought to Topeka on a special train. The engine, baggage, mail, and express cars were completely wrecked, and the freight train was piled up in a great heap.

DISASTERS AND CASUALTIES

Five men were badly scalded and burned two probably fatally, by the explosion of a steam pipe in Marshall, Field & Co.'s power house, Chicago.

Ten giving way of props in worked-out coal mines beneath Louisville, Colorado, caused a sinking of the ground on which the town is located.

The schooner David Stewart was sunk in Lake Erie in the gale, about 250 yards off Point Pelee, Ontario. Her crew of five men, a woman and a boy clung to the rigging and were rescued by two steamers. Another schooner, name unknown, was sunk about a mile and a half off shore, and it is feared her crew are lost.

The Cleveland fast express on the Big Four road ran into a barouche, near Kyle's Station, Ohio. Matthew Foley was seriously injured, and his wife and two sons were instantly killed.

Martin Eates, Jr., & Co.'s fur cutting factory at South Norwalk, Conn., was burned. Loss, \$125,000; insurance, \$100,000.

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 voted, and Kyle as being present when the votes were taken on Monday. Mr. Dolph having expressed himself as "tired" of all the obstruction, was told by Mr. Harris, of Tennessee, that if he would be had better sit down and rest, and that would be a relief to the Senator himself and the Senate. Mr. Hoar made a statement that all questions which affect the welfare of the American people by rules, through rules, or over rules, by the Senate, through the Senate, or over the Senate, the irresistible will of the American people will have its way. Mr. Hill, of New York argued in favor of Mr. Dolph's contention, and said the art of "having to do" is the essence of the effort of the Senate. The great speech of the day was made by Mr. Sherman. He criticized the Democratic Senators very severely for their failure to come to some agreement among themselves, and counseled them to do so. Without arriving at any decision on the question the Senate took a recess until Thursday.

62nd DAY.—The session of the Senate lasted from 10 o'clock to 12:30. 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. The four principal speeches of the day were made by Senators Morgan, of Alabama; Teller, of Colorado; Daniel, of Virginia, and Mills, of Texas. But there were many interesting and exciting literary statements made during the delivery of these speeches.

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. The dialogue was broken in upon, near the close of the performance by a witty suggestion on the part of Mr. Palmer, of Illinois, that as Mr. Teller himself had presented the question, he should be allowed to answer. The dialogue was broken in upon, near the close of the performance by a witty suggestion on the part of Mr. Palmer, of Illinois, that as Mr. Teller himself had presented the question, he should be allowed to answer. The dialogue was broken in upon, near the close of the performance by a witty suggestion on the part of Mr. Palmer, of Illinois, that as Mr. Teller himself had presented the question, he should be allowed to answer.

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. During the brief period that the Senate was open and the galleries were filled, a few important events occurred. Chief among them was the introduction of a closure rule by Mr. Voorhees, practically the same as that fathered by Mr. Hill. An amendment to the Silver Purchase bill was offered by Mr. Peffer, and occupies the position of being the first amendment that must be voted. It is a free coinage amendment, but it specifically revives and carries over the silver purchase bill.

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 was inserted in the bill. Mr. Gates, who had charge of the measure, courteously withdrew the pension clause, and the bill was passed. Then came up the proposition for the better control of national banks, and after a verbal exchange of views between its supporters and opponents, it was agreed to without even a division. The remainder of the day was consumed in consideration of the public printing bill, without disposing of it.

66th DAY.—The only incident of note in the House was a personal controversy between Messrs. Geary, of California, and Warner, of New York, over the New York and New Jersey Bridge bill. It was a question of veracity, and both gentlemen were rather excited, but the Speaker was firm in preserving order and the gentlemen became calmer. The bill was passed. The remainder of the day was consumed in the further discussion and consideration of the Printing bill.

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 of the bill was passed granting certain public lands to the territory of Arizona. A bill requiring government-aided railroads to provide stations at town sites, within the territories, where such stations have been authorized by the Interior Department, was discussed, but disposed of. The Printing bill was further considered without final determination. The remainder of the day was consumed in an adjournment to the 10th inst.

68th DAY.—Although the House transacted more than the usual amount of business, its proceedings were almost entirely devoid of interest. The only incident out of the ordinary was an incident on the subject of the Simpson of Kansas, that Mr. Curtis, of Kansas, was the agent or attorney of railroads running through the Cherokee Strip, which the latter vigorously denied. This discussion was followed by a brief passage before Representative McKee, of Arkansas, and Deigant Flynn of Oklahoma, respecting the attitude of the Harrison and Cleveland administration towards the opening of the Strip to settlement.

YELLOW FEVER CASES.

C. of Weather Favors a Decrease of New Subjects, Deaths Increase.

The new cases of yellow fever reported in Brunswick, Ga., number thirty-four, whites, eleven; colored, twenty-three; dead, Manuel Thomas, colored; discharged, white, fourteen; colored, five. Recapitulation: Cases under treatment, twenty-five; discharged, 183; deaths, twenty-four; total, 462, mortality percentage, 11.6.

The cool wave is favorable to a decrease in the number of cases, but unfavorable to patients under treatment. Surgeon Fagets expects a great decrease in cases after six days more have passed, but fears the death roll will pile up heavily on account of number of cases now under treatment and insufficiency of proper food and clothing to prepare them for the cold.

Ten employees of the Portage Iron Company, at Dunoonville, Pa., refused to accept a reduction of wages from 23 to 33 per cent. and quit work.

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 was in charge of Conductor Burt N. Scott and Engineer Harry Wolley, both residents of this place.

All went well until the Battle Creek Depot was reached. This was at 8:35 o'clock. From here to the railroad yards, a distance of a mile and a-half, there is a double track. When the Whitecomb special came to a full stop in the depot the night operator handed to Conductor Scott two copies of an order for the train to proceed to the double track east of Main street, about a-half mile distant and there await the passing of the west-bound Pacific Express, known as No. 9.

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. Every one of the faded number was packed with Eastern people, the majority of whom, taken advantage of the low rates, were on their way to take in the last week of the exposition. The Pacific Express was in charge of Conductor John Bird and Engineer Gilchrist, both of whom had received orders at Lansing to look out for the east-bound train on the double track, and were accordingly on the alert. After receiving orders at the Battle Creek Station Engineer Wolley proceeded up the double track, but instead of stopping in accordance with his instructions until the west-bound express had passed, he continued on and entered again on the single track.

He had hardly gone more than an eighth of a mile when the headlight of the Pacific Express was seen coming around the slight curve behind the telegraph office of the railroad yards. It was speeding westward at a rate of 40 miles an hour.

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. With fearful force the engine of the special plowed half way into that of the express, driving it backward into the baggage car, and the latter in turn the day coaches behind.

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. To add to the horror the wreck took fire from the stoves or lamps, and as the flames mounted up the groans and shrieks of the mangled and injured were succeeded by heartrending agonizing cries and appeals for help from the scores imprisoned by the heavy timbers, or held down by the seats and iron frame work.

The travelers on the special, nearly all of whom had been shaken out of their berths by the shock, poured out of the cars, but before the fury of the flames they were almost powerless to render any assistance except to the injured in the fourth car. At the moment of the crash Henry Canfield, one of the night clerks in the Grand Trunk office, a short distance away, pulled the fire alarm box and also telephoned to the engine house for aid. As ill-fortune would have it however, the key to the tower was mislaid and several minutes were lost before the alarm bell was sounded to awaken the citizens.

The fire department was prompt in responding, but the nearest hydrant was nearly 2,000 feet away, and when a line of hose was laid the pressure was not sufficient to throw a stream. Finally, a stream was secured from another hydrant, the fireman meanwhile attacking the blazing wreck with axes, hatchets and lengths of rails found in the yard, but by the time a supply of water was available the telescoped coaches had been reduced to fragments of charred timber little more than the trucks remaining.

\$75,000 FOR HIS LEGS.

A Big Verdict Against the Michigan Central for a Boy's Injuries.

The heaviest verdict for personal damages ever given at Detroit, Mich., was returned in the Wayne County Court against the Michigan Central Railroad Company. It was for \$75,000 in favor of William Luckin, seven years old, who had both legs cut off April. The boy's foot became caught in the guardrail, and before he could extricate himself the train backed down upon him. His parents live in Detroit.

At the present time there are seventy-one public buildings in course of construction in the United States, and the plans for forty-nine new ones, for which appropriations have been made, are being prepared in the Treasury Department.

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 company agreed to reinstate every discharged man who did not actually participate in the recent riots.

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. The Amalgamated Association having declined to reopen the scale conference, it is thought that several other large concerns will operate on a non-union basis.

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. "The strikers left last week but were ordered back, whereupon Mr. Plant at once discharged them, stating that he does not care to hire workers who will leave without cause."

KILLED BY DYNAMITE.

Five Men Dead and Five Others Seriously Injured by an Explosion.

Five people killed and five seriously injured two of whom cannot possibly live, is what premature explosion of dynamite accomplished at Emington, Ill.

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. They intend to explode dynamite down in the bottom of the hole already made by the Wylies. They had filled a piece of 1 1/2-inch gas pipe, two feet long, with the explosive and were engaged in capping it when in some way it exploded.

The two Eyer's and Corwell 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.

BOLD OUTLAWS.

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. They were not molested and no deprecations were attempted. The desperados were heavily armed and prepared for trouble. They departed at midnight. Officers and citizens seemed unwilling to attempt their arrest.

A posse of United States Marshals left Guthrie determined to capture or exterminate the band and a desperate battle is looked for. The offer of \$10,000 for the capture of the leaders has stimulated a vigorous pursuit of the outlaws, who are thought to be in the neighborhood of Ingals.

PEOPLE AND EVENTS.

Mrs. Ada M. Bittenbender, the Prohibition candidate for supreme judge of Nebraska, is in the law practice at Lincoln, with her husband as senior partner of the firm. She is a native of Bradford county, Pa., about forty-five years of age, and a very bright, well-educated woman.

The government of Saxony has adopted a novel method to secure the payment of taxes. The names of persons who did not pay their taxes last year are printed and hung up in all the restaurants and saloons. The proprietors dare not serve those mentioned on the lists with food or drink, under penalty of losing their licenses.

A fire balloon is a recent invention for signaling by night. The balloon is made of paper, is portable and is inflated by burning spirits or even straw or wood. When ready to ascend a message string is appended. This is made of combustible beads strung at intervals on a piece of quick match. Different combinations of large and small beads are used to express the signals.

THREE cats of a species said to be unknown were discovered recently in the spire of a church at Brighton, Mass. The cats are covered with a coat of long shaggy fur; their teeth are long and are almost like tusks. On the nose of each is a large tuft of hair resembling a tusk. They are very agile, and spring from rafter to rafter with the ease of a squirrel.

Rev. Alden Groat, who is living at Springfield, Mass., is his ninetieth year. was an explorer of the Dark Continent long before Stanley or even Livingstone was heard of. Mr. Groat went to Africa in 1834 as a missionary, going right into the interior of the country, where, among the Zulus, he remained for thirty-six years, returning to this country in 1870.

James Magrath, who is said to have a well authenticated record of his birth one hundred and eleven years ago, is living in Fairfax, Va., though he is now sinking gradually from old age. Mr. Magrath is a native of Ireland, and came to America in 1848, finally settling as a farmer in Virginia, where he now lives under the care of his grandchildren and great-grandchildren. His wife is nearly a centenarian, but is still hale and hearty, and does the household duties of the farm.

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 DAUBENBERG, 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, Mrs. Mary R. Livezey and 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.

One of the bodies washed ashore at Van Buren Point was a record and as that of John Logan, engineer of Dean Richmond, and the other two are sailors whose names are not known.

The Dean Richmond was last seen above water about 12 o'clock. Captain Tierney, of the Steamer W. H. Stevens left Buffalo for the upper lakes. The storm soon caught him and he tried to get into Erie, falling in this he put back to Buffalo. When about four miles east of Erie he saw a steamer which resembled the Richmond in great distress and evidently trying to make the port. One of her stacks was gone and the topmast as well.

Captain Tierney was having all he could do to carry his boat toward Buffalo and could offer no assistance to the Richmond. The Richmond was running a trough of the sea and working as if she had lost her steering gear. While the Stevens was still in sight the Richmond lost her other smoke-stack.

Soon after Captain Tierney made this report the Captain of the Helena, who was also driven back into port told of having seen the Richmond off Long Point with one stack gone and trying to make the port of Erie. This was about two hours before the Stevens sighted her.

These reports of her whereabouts agreed so well that the agent of the Toledo, St. Louis and Kansas City line, to which the Richmond belongs immediately telegraphed to Erie to see if the vessel had arrived there. The aid of the telegraph was invoked to obtain intelligence from all the lake ports and all the towns along the coast without result, but the Dunkirk wreckage leaves no doubt of her loss.

The Richmond was the property of the Rotifers, of Port Huron. She had on board eight cars of merchandise consigned to Buffalo.

FRENCH newspapers are intimating that England is anxious to interfere in the affairs between Spain and Morocco.