

## THE NEWS.

Governor Woodberry has appointed a commission to represent Vermont at the exposition of industrial and fine arts to be held in the City of Mexico the coming winter. —Augusta College, the most historic building in Augusta, Ky., was destroyed by fire. It caught at noon, with 400 children in the building. There was a mad rush, and the greatest difficulty is rescuing them. All were saved. —Ex-Treasurer Mandrake Green Clay, of Lawrence county, O., was sentenced to five years' imprisonment in the Ohio penitentiary and to pay a fine of \$11,000, he having pleaded guilty to embezzling the county's funds. —Two freight trains on the Chicago, Milwaukee and St. Paul road collided at Summit, Mich., killing Alfred C. Mortag, of Green Bay, an engineer, and badly injuring Frank Stocks. Two locomotives were wrecked and several freight cars derailed. —It has been the custom for a number of years of the Union Pacific Railroad to sell its employees coal at reduced rates. This will be discontinued on January 12. It effects every man on the system, and the privilege has been covered by every body who could lay claim to being an employee. —A petition bearing 60,000 signatures and asking the reading of the Bible to be restored to the public schools will be presented soon to the Chicago Board of Education. The petition has been prepared and circulated by the Woman's Educational Union of Chicago. —It is believed at police headquarters in Denver, Col., that the amount of money stolen from the Wells, Fargo Express Company at Colorado Springs was \$55,000, instead of \$20,000, as given out at the time of the robbery. The officials of the company are extremely reticent. So far as known no tangible clue to the thieves has been found.

The United States Supreme Court denied the motion to advance the case of *Broder Elverson* R. Chapman, of New York, indicted for refusing to testify before the Senate committee during the Sugar Trust investigation. —The Attorney General appointed Henry Rechten, of Cincinnati, disbursing officer of the Department of Justice, vice Frank Brannagan, who resigned to accept a similar position in the Department of State. —The United States Supreme Court denied the motion of the Bell Telephone Company to dismiss the appeal of the United States in the case involving the Berliner speaking microphone. The court holds that it has jurisdiction to try the case. —A wreck occurred on the Louisville and Nashville Railroad, near Franklin, Tenn., resulting in the death of Fireman Love and the serious, if not fatal, injury of Engineer Ed. Corbett. Besides quite a number of passengers were considerably shaken. The accident was the result of the through New Orleans passenger colliding with a freight. The passenger engine was demolished, Fireman Love being buried under the ruins. —Lin Duck Dunn, a Chinese laundryman in Chicago, was shot and killed by the father of a young girl whom he had attempted to assault.

At Ottawa, Ont., the Canadian Pacific Railway Station, with all its contents was destroyed by fire. The loss will be heavy. —Messrs. John G. Moore and H. W. Cannon have resigned as directors of the Oregon Improvement Company. Mr. E. Rollins Morse, of Boston, has been elected a director.

A special from Rockport, Ind., says Mrs. Sarah Davis shot and fatally wounded Mrs. Isabel Goodman, her neighbor. They quarreled about their chickens. Mrs. Davis is in jail. —Rev. John F. Fee, founder of Berea College, Kentucky, recently withdrew from his old church at Berea on account of a disagreement with members on the mode of baptism, and has organized a new church known as Church of Baptized Believers. —Frederick Romero and James Montague fought a duel at Bisbee, Ariz., in which each received injuries that will probably prove fatal. Romero believed that Montague had alienated the affections of his wife, and challenged him to fight a duel. —The Bethlehem Iron Company shipped turret plates for the United States cruiser Oregon to the navy yard at San Francisco. The weight of the shipment was 164 tons. Another shipment, consisting of gun and mortar material, weighing 61 tons, was sent to the Watervliet Arsenal at West Troy, N. Y.

Judge Snowwater, of the United States Court, Chicago, refused an injunction asked by the New York Paper Bag Machine and Manufacturing Company to restrain the Western Paper Bag Company from making bags on the patent self-forming square system. —The Plaza, one of Boston's large apartment hotels, was sold at auction for \$370,000 to Albert Geiger. —Ward P. Bixham, John Zimbar and Frank Shields, who were accused of murdering the Hudson brothers near the Cobb's Island Life-saving Station, were acquitted by a jury at Eastville, Va. —The main building of the Randolph Paper Box Manufacturing, in Richmond, Va., was burned out. Loss \$150,000; insurance \$97,000. —One man was killed and several injured by the falling of the walls of the Heisey Glass Works in Newark, O. —The Latter Day Saints laid the cornerstone of their college at Lamont, Ia. —Benjamin Hall, a deputy sheriff, was shot and badly wounded by W. Scott Kines, who found him talking with Kines' wife. —Elizabeth Kelly, aged twenty-five years, daughter of a gardener in Philadelphia, is said to have fallen heirless to \$15,000,000. —Jacob Ferrer, a miser, who was robbed in Waterbury, Ct., of \$125 a few days ago, died, as a result of an attempt to commit suicide by shooting. The loss of his money caused despondency. —Charles Schilder, wife and child, who left Fort Worth a few days ago, were found murdered near Laredo. —The steamer Witter, Captain Phosphate, from New York, with a cargo of phosphate, sank alongside the dock at Mystic, Ct. —Four cars which were being drawn up a steep grade on the Delaware, Lackawanna and Western Railway, near Shorthills, N. J., broke away from the locomotive and ran back at great speed, crashing into the locomotive of a newspaper train. The engineer of the newspaper train was killed and his fireman badly injured.

## RAN INTO A GANG OF LABORERS.

Four Men Killed and Seven Severely Injured in a Rear End Collision.

Near America, Ala., a coal train on the Southern Railway ran into the rear of a construction train while the latter was backing up without proper signals out. Twenty laborers were asleep in the caboose of the construction train, which was smashed. Four men were killed and seven injured.

## A BIG HAUL.

Robbers Get Twenty Thousand Dollars Easily.

PUT THE AGENT TO BED.

Confronted by Robbers with Pistols the Agent Is Made to Open a Safe and Hand Out the Money—Some Money Was Saved—Thieves Not Excited.

A special to the News from Colorado Springs, Col., says: "The express office at the Santa Fe Depot in this city was robbed of \$200,000. Immediately after the departure of the night express at 2:42 George Krout the express agent, stepped from the platform into his office and was confronted by two masked men, who levelled revolvers at his head and ordered him to open the safe. This he did and they helped themselves to two packages of money containing \$5,000 and \$15,000 respectively. They then made their escape. The money was part of a consignment of \$50,000 sent from Denver to Cripple Creek, the remainder of which was in the safe, but was not found. Officers are scouring the country in the hope of capturing the robbers.

The Wells-Fargo Express Company has given out the following official statement regarding the robbery at the Santa Fe Depot. Twenty thousand dollars was sent from Denver to the First National Bank of Colorado Springs early in the afternoon.

This money was in currency of small denominations, and was received about 4 o'clock, and too late to be delivered to the bank. The package containing the money was placed in the depot safe, and both doors locked.

There was nothing to indicate its value. Evidently the thieves knew of its existence. When train No. 6 came in, about 9:43, there were other packages aboard with the currency, to the amount of \$35,000, consigned to the same bank. These packages were delivered to the agent and placed in the safe with the other.

After the train had departed, the agent, George Krout, went to the platform to straighten the trucks, which were standing there, and when he returned to the office he was met at the door by two masked men with drawn revolvers. The package containing the \$20,000 was demanded, and the agent was compelled to open the safe and give it up. The agent said nothing about the remaining packages, and the robbers left at once. The standing rewards of \$300 each for information or arrest of the robbers, of course, holds good, and the amount will undoubtedly be increased.

When Krout entered his office, after performing his duties outside, two men, one tall, the other short, confronted him with revolvers pointed at his head and commanded him to throw up his hands.

Krout, badly frightened, obeyed. Then one of the robbers, stepping close to the agent, said: "Not a word from you. We want you to open that safe, and be quick about it. Hurry up."

Krout denied that there was any money in the safe. The revolver was pressed close to him, and he was told to open the safe, or suffer the consequences.

With trembling hands he slowly turned the combination. When the door swung open Krout explained that there was only one package there, and reaching in he picked up an envelope containing \$20,000, which he handed to the short man. He then closed the door.

The robbers, seeming satisfied that the agent told the truth, stepped away from the safe. Krout's action in handing out the \$20,000 package and closing the doors of the safe saved the company \$35,000.

During all this time the thieves did not appear in the least excited.

The robbers ordered Krout to undress himself and get into his bed. After he had done so, one of the robbers took pains to see that the quilts and comforters were drawn tightly over Krout's head and tucked down. Then Krout heard one of them say: "Now, open the door and see if there is anyone about."

Krout heard the door slide back and bump, and then one of the robber's said: "Wait now, we have missed something. Let us take a good long look over the place and see."

When Krout picked up courage to jump out of bed and go outside, there was no one in sight. An alarm was given, and by 11 o'clock posse was scouring the vicinity of the depot on the eastern outskirts of the town, but no trace of the robbers was found. Finally, two bloodhounds were put on the trail, and it was found that the men had gone along Pike's Peak avenue through the heart of the city. On the theory that they would go to Cripple Creek, over the Cheyenne Mountain road, a posse started from the city to head them off. The depot agent was not 100 yards away from Krout's office while the robbery was being committed, but he did not see the robbers, and knew nothing about the matter until informed by Krout.

The express company's officials believe that the robbery was committed by A. J. Gray, alias Sam Wells, and J. G. Stuart, alias C. J. Starr, who was arrested for the theft of \$16,000 from the express wagon at Cripple Creek April 11, and who recently in company with Tom McCarthy, escaped from jail in Denver.

R. T. Montgomery, who was a prisoner at the time of the escape, notified the police at Denver several days ago that Gray and Stuart plotted when in jail to rob the express company again. The officials of the company believe that the robbers had an accomplice in the bank.

Chicago Morning Papers 1 Cent a Copy.

The Tribune in its Sunday issue announced that the price of that paper on week-days, inside the city, would be one cent. Monday morning the Times-Herald and the Inter-Ocean, the only other two-cent morning papers, announced a similar reduction in the price of those papers to meet the cut made by the Tribune. The action of these two morning papers places all the morning papers in Chicago at one-cent a copy.

## POSTAL STATISTICS.

A Saving of \$1,300,000 in the Carrier Service.

First Assistant Postmaster-General Frank H. Jones has made his annual report for the year ended June 30, 1895. Mr. Jones shows that the divisions under his supervision have saved during the year \$1,395,577, the principal items being in the saving in the carrier service by stopping overtime and reduction of the force, amounting to \$1,300,000. An estimate of \$17,000,000 for all postmasters is made for the year 1897, an increase over the present year of \$1,000,000. Mr. Jones recommends the abolition of experimental free delivery unless \$10,000,000 is appropriated for the purpose.

Of the investigation and discharge of carriers for cause, Mr. Jones says that 385 carriers have been removed. Of the conditions which made the investigations necessary the principal one was that the accumulation of overtime claims showed that something was wrong. The work has been systematically prosecuted during the eight months, and the carriers at 151 offices have been investigated.

Mr. Jones recommends the "employment of a number of men in the larger offices whose regular duty it shall be to inspect the work of carriers, make suggestions as to extensions and changes of routes, and, in fact, to have a general supervision of the work of carriers outside of postoffices."

An estimate of \$12,960,300 is made for the free-delivery service next year. The money-order report shows that there are 19,691 domestic money-order offices, and orders to the amount of \$156,709,039 were issued and \$156,159,689 paid. Mr. Jones recommends legislation requiring clerks handling money-order business to give bonds. The number of pieces of original dead mail matter received during the year for treatment was 6,319,873, a decrease of 781,171.

## NAVAL CONSTRUCTOR'S REPORT.

Commodore Hichborn Asks Increased Dry Dock Facilities.

The annual report of Commodore Hichborn, chief of the bureau of construction and repair of the navy, includes estimates for appropriations for next year, the most important of which was \$5,895,679, to be expended on vessels authorized by Congress for the increase of the navy. He also asks for \$1,500,000 for the general repairs of vessels and the purchase of stores and machinery, \$525,000 for continuance of work already authorized on the Hartford, the Chicago and other vessels, and \$500,000 for two composite sailing vessels.

He dwells especially upon the necessity of adequate money for the repair of vessels, saying that the policy of extreme economy has about reached its limit, and unless more ample appropriations are made for the care and preservation of ships and the general maintenance of the yard plants the efficiency of the fleet will be diminished and government property will suffer serious deterioration. He suggests the importance of appropriations sufficient to push the navy-yard plants, and thinks \$125,000 necessary at Norfolk, \$75,000 at New York and 70,000 at Mare Island.

Probably the most important part of the report is that devoted to the necessity of increased dry dock facilities. Mr. Hichborn notes the fact that there was no dock, government or private, in the country sufficiently large to dock the Indiana preliminary to her trial trip. He indorses the recommendation of the constructor at Boston for a dock there sufficient in size to take the largest vessel, as he does also similar recommendations from the constructors at Norfolk and Mare Island.

## BLOWN TO THEIR DEATH.

Four Killed by the Explosion of a Locomotive Boiler.

Engine 13, of the Lehigh and Hudson Railroad, blew up eight miles from Warwick, in New York. Two men were instantly killed and two men died later from their injuries.

The engine was drawing a train between Maybrook and Phillipsburg. Conductor Martin O'Neill, of Belvidere, and his head brakeman, James L. Sloan, of Phillipsburg, were in the cab with the engineer, Wm. Cooper, of Phillipsburg, and his fireman, Herbert Beemer, of Easton, Pa. The train of 30 cars had reached the top of the grade near the stone bridge and as the train started down cold water was doubtless run into the boiler. Brakeman Morris Hill saw the explosion that followed.

The heavy boiler went 50 feet in the air and fell 25 feet from the tracks, leaving the engine trucks uninjured. Hill threw himself full length on a car and clung there. He recovered himself, and he and Flagman Adams began setting brakes. The train ran a mile and one-half before it could be stopped. Hill ran six miles to Warwick and gave the alarm, and Adams went back to flag the Eastern express. Superintendent Bailey with a gang of men went in an engine to the scene.

A terrible sight met the rescuers. Conductor O'Neill was crushed and mutilated almost beyond recognition, the train having passed over him. Sloan hung unconscious on a barbed-wire fence, and Engineer Cooper lay dead under the boiler. All were nearly dead, parts of their clothing hanging in the trees nearby.

A little later Fireman Beemer was seen walking along the tracks, his trousers being his only apparel. He was dazed and said he remembered going through the air, and found himself in a field 50 feet from the tracks. He soon relapsed into unconsciousness and was taken to Easton, where he died. Brakeman Sloan died in Warwick.

## Bamboo for Building Purposes.

Secretary Olney has received a letter from Mr. Charles Strout, of Colombo, Ceylon, criticizing the American method of house-building on account of the liability of our houses to fire, and suggesting changes which he thinks would minimize, if not obviate the danger. He thinks a mistake is made in using pine lumber as building material, and in the method of construction of partition walls, most of which are hollow and are genuine fire traps. Mr. Strout says that the Ceylon bamboo is almost impervious to fire, and that where it is used as a building material in that country no conflagration has ever been known.

## TEACHERS SLAIN.

Christians in Trebizond and Erzeroum Reported Killed.

FIVE BRITISH MASSACRED.

The Porte Held Accountable for the Safety of Imperiled Americans.—Powers are Deliberating.

A report has reached Constantinople that all the Armenian Christian teachers in the Trebizond and Erzeroum districts have been killed.

It has been known in Constantinople that all of the Christian and Armenian teachers in those districts have been in a state of terror, owing to the attitude of the Kurds, who are said to be armed and actively aggressive throughout that section of Armenia.

A dispatch to the London "Standard" from Constantinople says that every day brings news of fresh massacres. It is quite clear if the Powers waste additional time in negotiations the need for these negotiations will be passed. The "Standard's" Constantinople correspondent also says that if the rumor should be confirmed that French and American missionaries have been injured in any of these outrages it is believed that these Powers will no longer confine themselves to protests. The American fleet, the correspondent thinks, is only too anxious to commence active operations.

Continuing, the special correspondent of the "Standard" at Constantinople says that recent details received from Erzeroum indicate that the massacre there was worse than at first reported. The outrages were evidently organized and planned beforehand, and the pillage was on a colossal scale.

Replying to the inquiry of United States Minister Terrell, as to the safety of the American missionaries, Commissioner Darham has sent word from Harput, saying that they are alive, but in extreme danger. Mr. Terrell has informed Tewfik Pasha that the Government will be held responsible for the safety of the Americans. The Turkish Minister of Foreign Affairs has assured Mr. Terrell that everything possible will be done for their protection. As Mr. Terrell has great influence with the palace authorities, it is to be presumed that Tewfik Pasha will keep his word.

Fresh disturbances are reported from Malatiah, in the province of Diarbekir, where a number of persons have been killed, including four Jesuit priests, who were under French protection. The French Ambassador has been appealed to, and is preparing a strong representation on the subject for the Porte.

It is now believed that the Powers will not take definite action against the Porte until all the naval squadrons have assembled in Turkish waters. In the meantime the state of suspense is wearing, and the Ambassadors themselves will be greatly relieved when the hour for action arrives. Nobody doubts that this time is coming, and it now seems to be only a question of days. A squadron of five French warships has sailed from the Piraeus, the port of Athens.

Foreign Minister Tewfik Pasha replied to the notes of the diplomatic representatives of Great Britain, Russia and France, assuring them, as he had previously assured the Ambassadors of Germany, Austria and Italy, that the Turkish Government's statement as to what measures it intends to take in order to suppress the disorders in Asia Minor will be presented to the Ambassadors "without delay."

Rumors concerning the possible deposition of the Sultan are still current, but the statement that the Imperial yacht is lying off the palace, with steam up, intimating that the Sultan is preparing to seek safety in flight, is a fabrication. The yacht is sadly out of repair and is laid up for the winter. The statement published in the United States that there has been trouble at Angora and Palus, and that 1000 Armenians there have been massacred, is also without foundation.

There has been serious trouble at Caesarea, near Jerusalem. A panic prevails at Mush, owing to the Kurdish movements. All those who can do so are fleeing from the city and neighborhood. Many persons are reported to have been robbed and murdered while escaping. The Kurds are said to be armed throughout the district. It is claimed by the authorities that troops are being hurried to the spot.

A very serious state of affairs still prevails at Zeitun. The Government is still striving to prevail upon the Armenians to lay down their arms, promising that they shall not be molested if they return to their homes and surrender the Turkish soldiers whom they hold prisoners, with the captured arms, etc., but the Armenians have so frequently been the victims of similar promises that it is not considered likely that they will do as requested.

The greatest trouble under which the Porte seems to be laboring is the difficulty experienced in carrying out the military measures decided upon in Asia Minor.

This state of affairs is particularly aggravating on account of the spread of the revolution in certain provinces, especially in Syria, where the reserves, who were recently called upon to join the army, stubbornly refuse to leave their homes. It is claimed in official Turkish circles that the refusal of the reserves to join the colors is due to their fear of being attacked by the Druses, but the real reason seems to be that they are almost certain to have to serve without any pay and on short rations.

## BIG BLAZE IN RICHMOND.

Destruction of a Large Paper-box Manufacturing—Loss, \$150,000.

The Randolph Paper Box Manufacturing, except an annex of moderate size, was destroyed by fire. Loss about \$150,000. It is said to be the largest manufacturing of the kind in the world, and contained much valuable machinery invented and made for this factory. Over five hundred hands are employed, mostly Irish. The insurance is \$97,000, distributed to nearly every company represented in Richmond. Business will be resumed in the annex.

## PENNSYLVANIA ITEMS.

Epitome of News Gleaned From Various Parts of the State.

A disastrous wreck was narrowly averted at Hazleton. The 7 o'clock express, known as the mill train, which carried the silk mill employees, mostly children, collided with a freight train at the lower end of town. The engineer of the express applied the brakes instantly and succeeded in reducing the speed of his train considerably. The caboose was smashed and the engine thrown from the track. The passengers aboard the train were thrown about rather violently and considerable excitement was created among the mill hands. Beyond slight bruises, which several of the girls sustained, no one was hurt. The north track was torn up and traffic delayed for several hours.

Agnes, a 6-year-old child of a Poland named Yarak, was burned to death in the woods, which were on fire, near her home at Morgantown. The child was sent out to drive the cows home from pasture and it is supposed she got lost in the woods and the fire overtook her before she could escape. When the child did not return a search was commenced. Her body was found charred and burned almost beyond recognition.

Burglars effected an entrance into the residence of Burgess Addison Eppelheimer, of Roversford, and in their haul got a silver watch, three silver napkin rings, \$20 worth of clothing and \$10 in cash. The thieves entered through a front window. There is no clue to the identity of the thieves, although detectives are working on the case.

The Lebanon Board of Health as the result of its examination of the Quittaphilla Creek, from which the people of Lebanon have been getting their drinking water during the recent prolonged drought, announces that the water of the creek is polluted by sewage and filth from the county almshouse and oil from several iron manufacturing, besides the drainage of scores of houses, manure piles and pasture lands in the suburban districts of Sweet Home, Hebron, and East Lebanon. The board recommends the use of the water from Gioninger's Springs, which are located between the city limits and the polluted points. The results of the investigation will be laid before City Councils for action at their next meeting.

Brakeman Albert Watkins was killed on the Southwest Pennsylvania Railroad at Greensburg.

Mrs. Catharine Flaccus, widow of William Flaccus, who was a Pittsburg pioneer, is dead, aged 74 years.

John Shemberger, a highly respected citizen of Columbia, is dead, aged 68 years. A wife and two children survive.

The twelve-inch rolling mills at the Pennsylvania Bolt and Nut Works, Lebanon, have suspended operations, owing to a scarcity of orders.

The stable and slaughter house of Theodore Goodhart, at Grason, were destroyed by fire. The loss is partly covered by insurance.

Governor Hastings has signed and forwarded the commission of Henry C. Shenck, to be Alderman of the First Ward, Lancaster, to succeed Jacob Sundaker, resigned.

Thomas J. Fretz has been appointed station and freight agent at Allentown for the Lehigh Valley Railroad, to succeed the late Benjamin M. Krause, who died about two weeks ago.

Frank Albert, the young Delaware Water Gap carpenter who recently fell from the roof of Piper's Mill, at Minst, died from his injuries. In the past two years the family have suffered the loss of a mother and eight children.

Earl Harper, 14 years old, of Boston, went out hunting with a shotgun on his shoulder and a revolver in his pocket. While climbing through the brush the revolver was discharged and the bullet entered Harper's thigh.

Joseph Morood, an Italian, while drawing water from a 60-foot well at Pottsville, slipped and fell headlong to the bottom. Several carpenters who were in the vicinity rescued the man with difficulty.

Morood, in falling, fractured his skull, besides sustaining cuts and bruises upon almost every part of his body. His right eye was knocked out. His condition is extremely critical.

Francis Kohan, aged 35 years, employed as a section foreman on the Lehigh Valley Railroad, at Pittston, met with a fatal accident. He was riding on a hand car with several laborers, which was going at a rapid rate, when one of the wheels broke and Kohan was pitched off. So violent was the force of the fall that the entire top of his head was torn off.

Frank West, a 6 year old son of Frank West, of Sixth and Highland avenue, Chester, was struck at the Thurlow Station grade crossing on the P. W. & B. Railroad and had a leg cut off. A flying switch was being made the child waited for the locomotive to pass, and stepped in front of the car which came in the rear. The child was taken to the hospital, where his life is despaired of.

In getting out of the way of a train, Mrs. Wolf, of Wiconisco, stepped off the trestle near that place and fell to the tracks of the Williams Valley Road and the creek, some twenty-five feet below. She was picked up and taken to her home, where she lies with a broken arm, broken legs and a broken nose. Her daughter, who was with her on the trestle, said her mother thought she was stepping off on a bank of earth.

John Moran, of Minooka, while going to his home was attacked by footpads on the south side of Scranton, and beaten in a most brutal manner. And when accosted by the highwaymen, he made a determined effort to retain his property. His assailants, three in number, overpowered him, and after taking his money, beat him about the head until he was rendered insensible. He had to be assisted to his home. The police are on the trail of the highwaymen.

While Bryan Durkin, of Shamokin, was walking along the Reading Railroad he was run down by a passenger train and had one leg cut off.

John Rhodes lay down to sleep on the Pennsylvania Railroad near Johnstown and an engine came along and broke his back. He will die.

Judge Emory Speer, of Georgia, will preside as one of the Judges of the Federal Court of Appeals in New Orleans, during the last two weeks in November and the first two weeks in December.

## CABLE SPARKS.

Timothy M. Healy has been expelled from the governing committee of the Irish Parliamentary party.

The Canadian Pacific Railway station at Ottawa, Ont., with all its contents was destroyed by fire. The loss was heavy.

Maximo Gomez, with a large body of insurgents, has eluded Captain-General Campos and invaded Matanzas. Another expedition has landed in Cuba.

The engagement is announced of Lieutenant-Commissioner Cowles, United States Navy, to Miss Roosevelt, sister of the secretary of the United States embassy in London.

It is understood that a feature of the treaty for the surrender of Port Arthur is that its evacuation by Japan will not be followed by a cession of the fortress by China to any other power.

The Sultan of Turkey continues to pursue a hesitating policy in regard to Armenian reforms, and it is believed in Constantinople that a display of force has been decided upon by the powers.

There is said to be a difference of opinion in the Spanish cabinet over the granting of administrative reforms for Cuba. There is no intention of recalling Captain-General Campos, it is announced.

A verdict in favor of the plaintiff was rendered in London in the suit brought by Dr. Conyers Herring, of New York, for the recovery of insurance money on his yacht *Mohican*. The jury awarded him \$15,000.

The Russian Ministry of finance will have an agent in the United States next year. The mint issue for 1896 will be 100,000,000 roubles' worth of gold coin, 25,000,000 of silver roubles in small coin and 800,000 roubles in copper.

The Beaver Line, making Montreal its terminus in summer and Boston in winter, has been awarded the subsidy to run direct between St. John's N. B., and Liverpool thus making St. John's the Canadian winter port for freight.

It is reported that all the Armenian Christian teachers in the Trebizond and Erzeroum districts have been murdered. Although the report lacks confirmation it is known that all foreign Christians in Asia Minor are in great danger.

The Norwegian ship *Mindel*, Captain Christensen, from Mobile September 11, has been towed into Newcastle-on-Tyne with eleven of her crew prostrated with yellow fever. Two other members of the crew died of the fever on the voyage.

## COLLISION AT SEA.

Bark William Hales Cut Down by the Steamer Niagara—Five Lives Lost.

News of the sinking at sea and the loss of a portion of the crew of the American bark *William Hales* by a collision during a dense fog, with the War-Line steamship *Niagara*, outward bound with a general cargo and a number of passengers, was contained in a cablegram just received in Philadelphia by the agent of the *Niagara*. It is stated *Nassau*, where Captain Combes, her master; Mate George W. Kimmette, and five of her seamen had just been landed in the *Niagara*. Five of the crew were drowned; every possible effort to save them having failed.

The *William Hales* left Philadelphia August 23 last for Havana, to return with a general cargo of bones, and shipped a crew of twelve men.

The *Hales* is known to have left Havana on October 27, and under ordinary conditions at the time of the collision should have been well to the northwest of *Hatteras*. Both vessels no doubt became enveloped in the dense fog which have prevailed in this locality for several days past, and a misunderstanding of fog signals led to the collision. The *Hales* was cut almost in two and went down so rapidly that there was little time to effect the rescue of her crew.

Dispatches say that the *Niagara* is but slightly damaged and would resume her trip to Cuba.

The *William Hales* was a regular trader out of Philadelphia. She was built in Newburyport in 1887 and was 834 tons register, 164½ feet long, 35½ feet beam, 19½ feet deep, and was owned principally in New York by Capt. John B. Stahl. Both vessel and cargo were insured.

## MURDERED WIFE AND CHILD.

And When Discovered Per a Pistol Bullet Through His Own Heart.

A murder was unearthed at Laredo, Texas. The murderer committed suicide at a hotel where he had registered with a middle aged woman and an eight-year-old girl as C. Shuler and family, of San Antonio.

About 3 o'clock in the afternoon, the man procured a horse and buggy, ostensibly to drive his wife and child to the depot. About 4:30 he returned the buggy and proceeded to the hotel, ate supper, and retired to his room very early.

Next morning a Mexican shepherd discovered two bodies lying in some brush about three miles north of the city. He immediately notified the city officials, who brought the remains to the morgue. They were identified as having been seen with the so-called Shuler.

When Shuler found that he was wanted he shot himself through the heart. Under his pillow was found an insurance policy for \$3,000 in his own favor and a deed of trust for property in East St. Louis.

## WALLS COLLAPSED.

Four Men Buried in Ruins and one of Them Still Missing.

The northwest corner of the mammoth table glass factory now being constructed in East Newark, Pa., for A. H. Heisey, of Pittsburg, collapsed about 2 o'clock in the afternoon, burying four men under the debris. Samuel Cooper, aged 30, unmarried, who was working under an arch was killed.

Albert Boss, of Vail street, and Wm. Brookins, of Riley street, were rescued by their fellow workmen, who threw off the bricks and lumber that was crushing them. Both, however, are seriously injured. Thos. Hastings and Addison Siddon, of Mansfield, were covered with debris, but were only slightly hurt.