

A report has reached Paris, Texas, that three men were murdered in a boat on Red River, a few miles below Arthur City. No details are obtainable.—The National Household Economics Association has elected officers at Milwaukee, Wis., as follows: President, Dr. Mary Green, Charlotte, Mich.; recording secretary, Mrs. Marguerite Phillip, Charlotte, Mich.; treasurer, Mrs. Ellen F. Marshall, Chicago.—The steamship Havel, from Europe to New York, brought \$1,335,000 in gold.—Monmouth township, Warren county, Ill., has completed 3,000 feet of brick pavement, the first hard country road ever put down in the United States. The brick is single course, laid on six inches of sand, supported on each side by two and one-half feet of crushed stone. The cost will be less than \$5,000 a mile.—A disastrous collision happened on the Cincinnati, Hamilton and Dayton Railway at Wapakoneta, Ohio. The through fast freight train ran into three loaded oil car tanks, which were left on the main track by the local freight train. The freight train was set on fire, destroying it and about 12 loaded cars. The engineer, fireman and brakeman cannot be found and are supposed to be in the ruins. The fire occurred near the Manhattan Oil Company's pumping station, to which the flames spread. It will be a total loss.

The Supreme Court of Columbus, O., granted Romulus Cotel, the murderer of the Stone family, indefinite postponement of execution pending a new trial.—Alexander and Edward Day, brothers, living near Cassville, Wis., quarrelled over a trivial matter and Edward shot Alexander dead. The murderer was arrested.—Edward Hughson, convicted of murder in the first degree for killing his wife, was sentenced to be electrocuted at Dannemora, N. Y., during the week commencing December 14.—The executive warrant on which Edward E. Wilson, a Boston commission merchant, was arrested as a fugitive from justice at the request of Kansas City authorities, has been revoked by Lieutenant-Governor Wolcott, and the sureties on Wilson's bail recognizance were discharged by Judge Allen in the Superior Court.—The San Francisco Post says that the effect of transfer of artillery troops at the Presidio leaves the latter reservation with no one competent to handle artillery defenses constructed at the Presidio. The Government has spent over \$3,000,000 on these guns and defense works, which are now virtually neglected.

Gen. Morton C. Hunter died of paralysis. He was the most honored citizen of Bloomington, and was distinguished both in civil and military life. He was the hero of Snodgrass Hill, and saved the day at Chickamauga.—The Adam B. Smith Co., of Saratoga, N. Y., dry goods has been levied upon on an execution for \$17,000 in favor of Tefft, Weller & Co., New York City.—The expert commission which was appointed by direction of Congress to visit the seal islands and make a scientific inquiry into the condition of the seal herds of the North Pacific and Bering Sea has returned to this country, and their report is now nearly complete.

The University of California is to be made richer by \$4,000,000 in gifts from various persons, chief among whom is Mrs. Phoebe Hearst, widow of the millionaire Senator from California.—By the running away of a mine-car on the Midway Colliery Railroad, Shamokin, Peter Gulick, a miner, was killed, his brains being dashed out against a telegraph pole. John H. Hubert, Andrew Gertler, James Trewit and Michael Dutochke laborers, sustained injuries that may prove fatal. The runaway car crashed into several loaded cars at the foot of a steep decline.—The joint select committee created at the last session of Congress to investigate and report upon the question of the use of alcohol free of tax in the manufacture and arts will assemble in Washington soon after the middle of November for the purpose of formulating a report to Congress. This will be accompanied by the draft of a law which will place domestic industries on as favorable a basis as similar industries in foreign countries. During their sessions in Washington hearings will probably be given in order to supplement the information obtained through interrogatories to be sent out.—The call for the next annual Farmer's National Congress was issued by President B. F. Clayton, of Indianapolis, Ind., and Secretary John M. Stahl, of Chicago. The congress will be held at Indianapolis, Ind., November 10-13. The regular delegates from each State are one from each congressional district and two at large, appointed by the Governor. The heads of all agricultural colleges and State agricultural boards are members of the congress by virtue of their offices.

The British steamer Alene, Captain Zelders, which arrived from Port Limon at New York, brought Capt. Chas. F. Bunker and six of the crew of the Boston steamer F. T. Driskow, which was dismantled in the Hurricane which swept over the North Atlantic on October 11 and was abandoned almost waterlogged on October 25 in latitude 32 degrees 15 minutes, longitude 75 degrees 50 minutes, when the Alene's boat took of the crew.—The whaling bark John Winthrop has returned to the port of San Francisco after an absence of thirty-one months, during the greater portion of which time she was within the Arctic circle. There is not a barrel of oil in her hold or a pound of whalebone, and Captain A. T. Simmons' logbook shows only hard luck.—In the United States Court of Appeals at St. Paul opinion was rendered by Judge Sanborn in the case of the Adams Electric Railway Company against the Lisle Railway Company, of St. Louis. The court holds that the Sprague electric motor is not an infringement.—Judge James W. Locke, in the United States Court, at Jacksonville, Fla., ordered a postponement of the sale of the Jacksonville, Tampa and Key West Railway until the first Monday in March, 1907. The sale was to have taken place November 3, but the complainant, the Pennsylvania Company, for insurance on lives and granting annuities, petitioned for the change "on account of the disordered condition of the money market."—Elevators A and B, of the Pacific Elevator Company, at the intersection of Hines street and the North Branch of the Chicago river, were destroyed by fire. The loss is about \$1,000,000.

The Swedish government has decided to ask the next Riksdag for credits for money to build warships and begin the fortification of the Gulf of Bothnia.

BY HIGHWAYMEN.

A Woman Killed and Her Husband Wounded.

HELD UP BY MEN IN A WOOD.

The Woman's Love For a Few Trinkets Costs Her Her Life—Robbers Take Deliberate Aim.—The Place's Reputation.

A special despatch from Norristown, Pa., says:—A terrible tragedy and highway robbery took place at half-past 6 o'clock Wednesday evening in upper Merion Township on the outskirts of Bridgeport. The victim was Mrs. Emma Kaiser, wife of Charles Kaiser, Jr., of this borough. She and her husband were returning from a pleasure drive in a one-horse buggy, when near the old Crooked Lane School House, a lone some locality fringed by thick woods, two men jumped from ambush and seized the horse's head.

When the horse was brought to a standstill the man demanded money and valuables. Kaiser at once handed over his pocketbook, but the robbers, not content with that, compelled him to alight and cooly proceeded to relieve him of his watch, pen-knife and jewelry. Mrs. Kaiser was next asked to deliver up her valuables. In complying with the request she extended her purse, but asked that she be allowed to retain some small amount and a few trinkets she valued as souvenirs.

Her reluctance to make an immediate transfer of the money and her petitions for generous treatment were cut short by a pistol ball. The robber who was next to her raised his revolver and taking deliberate aim at his helpless victim discharged the weapon. The ball struck its mark, piercing her left temple and crashing through her head. Without a groan she fell back a corpse. With fiendish devilry the robber then discharged his pistol at the husband, who was shot through the biceps muscle of the left arm. The robbers then ran for the woods and disappeared.

Crazed with pain and fright and frantic with grief, Kaiser called lustily for help, not knowing which way to turn in that strange and isolated spot. Frank S. Mandell, of Norristown, appeared on the scene five minutes after the murder. He was accompanied with Kaiser and induced him to re-enter the carriage and drive his wife to a nearby physician, under the pretext that Mrs. Kaiser had only fainted.

Arriving at Dr. C. H. Mann's office in Bridgeport the suspicious of the husband that his wife was a corpse were confirmed by that physician, who then turned his attention to caring for the wounded arm.

The amount of booty secured was forty dollars, which Mrs. Kaiser had in her pocketbook, two gold watches, a diamond shirt stud and a small amount of money which Kaiser had in his purse.

The scene of the robbery and murder is the exact spot where the two Hungarian women say they saw a bicyclist stabbed and carried away one day last summer. Persons who were disposed not to give credence to that occurrence are now regarding the murder of the unknown bicyclist as probable.

CURRENT EVENTS.

Maine railroads are giving more of the crossing tending jobs to women.
A house in Bradford, Mass., was said to have been moved three feet from its original position by the wind of the late storm.
In one house in Nashua, N. H., every one of the families who have lived in the house during the eight years have had scarlet fever.
Deatur county (Ga.) farmers who planted tobacco instead of cotton have been well repaid for the change. Some of them got \$300 for their crops per acre.
A Hollis (N. H.) man recently received a letter containing \$200, which the unknown writer said he had stolen from the Hollis man while the latter was in business in Boston years ago.
An enterprising Vernon county (Mo.) contractor is credited with something of a record-breaking performance in his line of work. He has completed sixteen county bridges there within a period of eight weeks.

One of the greatest lead prospects ever discovered in the mineral district was struck at a depth of 10 feet in Dueneweg, Me., the other day. Solid chunks of lead weighing 75 to 100 pounds each are being taken out.
A Bangor (Me.) man was sitting in a local drug store recently when he caught a faint whiff of smoke that smelled as though it came from burning woolen. He got up and looked around, but could find no blaze. As soon as he was seated again the odor was again perceptible. He repeated this operation several times, and at last he discovered that he had been sitting on a spot where the sun was brought to a focus by the water bottles in the pharmacist's window. The rays focused in different places on his back as he changed position, and burned little holes each time.

FATAL BULL FIGHT.

Pleaser Pierced and Mangled by an Infatuated Brute.

A bull fight, with fatal results, occurred at Nogales, Sonora, Ariz., and for a short time caused a panic in the audience.
One of the bulls booming more enraged than usual at these rather tame fights, rushed about the arena goring everything within its reach. A horse was disembowled. A pleaser, Jose Angulo, in an attempt to place a thorn in the side of the wild animal, was caught on one of his long horns, which pierced him like a sword. He was tossed and fell to the ground bleeding and mangled, where the beast held him between his horns and bit and pawed him.

He was frightfully injured and died a few minutes later. There was intense excitement in the audience, and at one time it was on the verge of a panic, but was quieted by the killing of the bull.

PENNSYLVANIA ITEMS.

Epitome of News Gleaned From Various Parts of the State.

Pedestrians were horrified to see a man on his back, clinging to the brake chain, dragged under a trolley car on Market Street, Chester. The man was Motorman B. Hyland, and he narrowly escaped with his life. He had attempted to put on the brake as he approached the P. W. & E. crossing when the lock slipped and he was thrown off the car. He fell in front of the moving car and with rare presence of mind grasped the brake chain. His absence from the car was not missed for some time, when the rear brake was put on and the car stopped. Hyland was taken out from beneath the car quite badly bruised and out and his clothing torn in shreds.

A "head-on" collision occurred on the Reading & Columbia branch of the Philadelphia & Reading Railroad, near Cordelia Station, three miles from Columbia. Through a misunderstanding of train orders two freight trains came together, badly wrecking both engines. Fireman John Hartman, was painfully injured, his condition, however, is not serious. Fortunately the engineers saw each other's lights while still some distance off, and managed to check the speed of their trains.

The deputy State veterinarian examined the cattle of the Forrest Stook Farm of Robert Holmes, three miles south of Birdsboro, and condemned thirteen Holstein cows as being afflicted with tuberculosis.

The official also visited the farm of Joseph Clemmer, at Douglassville, and ordered the killing of four Alderney cows.

D. Goodluck, a Slavonian, was killed by the engine drawing the early train out of Wilkes-Barre over the Wilkes-Barre & Easton Railroad. He was picking coal on the tracks near Brookside, and it is supposed that on account of the heavy fog did not see the train approaching.

Samuel Welsh, aged 19 years, was perhaps fatally injured by accidentally shooting himself with a shot gun. He was about to shoot at a rat when, while taking aim, his foot slipped, causing him to fall in such a position that as the gun went off the contents entered his right side, penetrating the ribs and tearing the side of the body in a frightful manner. His recovery is doubtful.

A runaway team with a load of lumber was dashing across Main Street, Wyalusing, when a wheel struck the curb, suddenly stopping the wagon, but sending a plank crashing through a plate glass show window in Hallcock's jewelry store. A clerk, seeing the missile, jumped out of its path, broken glass, clocks and other articles being scattered about the place he had just occupied.

George B. Mackey, ex-assistant postmaster of Allegheny, was indicted by the Grand Jury in the United States District Court, charged with having embezzled \$150 Government funds while in office.

Mr. Mackey says the shortage is merely technical and can easily be explained.

An execution against the "Morning Republican" was placed in the hands of Sheriff Ingram, West Chester, and it is understood that the paper will be sold this week. The execution creditor is Samuel Hall, of Philadelphia, and his claim is for \$6600.

The parents of Clara Pifer, the 6-year-old girl who was killed at the Trenton cut-off crossing in Plymouth Township at the same time Artist Hovenend met his death, were awarded \$1400 in court at Norristown.

The inquest into the deaths of Mrs. Harriet C. Walker and her daughter, Mabel Walker, was concluded at Pittsburg and failed to solve the mystery of their taking off except to establish that they were poisoned. None of the theories advanced a murder, suicide or accidental death were sustained by the evidence produced, making the case more mysterious than ever. It was established that the supposed poisonous tea was pure, and were other eatables in the house. The dying depositions of the women were read. They blamed the tea for their illness.

The verdict rendered declared the two women came to their death through poison.
A house and barn at Newton Square owned by Dr. J. D. Thomas and occupied by Charles Essay, were burned. Martin Ryan who has been working for Essay, was arrested on the charge of being implicated in starting the fire. He claims he is innocent.

RAIDED TOWN OF CARNEY.

Armed Bandits Plundered Many Citizens and Public Buildings.

Full particulars have just been received of the raid of the little town of Carney, about twenty miles east of Guthrie, Okla. About 9 o'clock Saturday night six masked and heavily armed outlaws, supposed to have been headed by the notorious "Dynamite Dick," one of the associates of the Daltons and Bill Doolan, rode into the place and literally "held up" the town.

Carney is a town of about 300 people. The robbers entered the village from the north, with a great show of firearm. Two of the outlaws entered the general store of R. Fouts and compelled him and his son to open the safe. After securing about \$300 from them they bound both the father and son, threw them upon horses, and carried them about two miles out of town, where they tied them to a tree.

In the meantime the rest of the gang had entered the postoffice, but failing to secure anything of value, they raided the hotel, compelling the proprietor and several traveling men who were stopping there to turn over their money, watches, and jewelry. Several smaller stores were also raided. Before entering Carney the outlaws had taken the precaution to cut the telephone wires leading to Chandler, so that there might be no chance of a failure. During the raid the bandits kept up a fusillade of bullets in all directions, terrorizing the inhabitants so that very little effort was made to resist the raiders.

It was some time after the bandits had left before order could be restored and an organized pursuit begun. Finally, after considerable delay, about 100 armed men began the chase. The pursuers were divided into three bands, and went into different directions. Saturday morning a band of four men, believed to have been members of the gang that raided Carney, appeared at Mulhall, held up a livery stable keeper, and compelled him to supply them with a relay of fresh horses. Several United States Marshals headed by Deputy Colcord, are in pursuit.

MINE HORROR.

An Explosion of Gas Costs About Twelve Lives.

A TALE ONLY HALF TOLD.

Two of the Heroes Succumbed to the Deadly Fire Damp, While Searching for the Bodies of Other Victims.

A special despatch from Wilkes-Barre, Pa., says:—A terrible explosion of gas occurred in No. 3 mine of the Lehigh and Wilkes-Barre Coal Company, in South Wilkes-Barre, between 1 and 2 o'clock Thursday afternoon. Six men are known to be dead and three injured.

It is not yet known how many men were in the mine at the time of the explosion, but 12 are reported missing and, it is believed, all of them have perished.

The cause of the explosion will possibly never be known.

The mine was idle for the day. Usually there are from 400 to 500 men employed in the mines. Had they all been at work when the explosion occurred the loss of life would have been fearful. The only men in the mine were the company hands and the fire bosses, who were at work in the rock tunnel, changing the air course.

David Williams, driver boss, was at the head of the slope, 500 feet away, when the explosion occurred, and was hurled some distance and injured. He was the only one in that vicinity who escaped alive.

The explosion was so severe that it was plainly felt at the mouth of the shaft. The roof of the fan house was blown off and all the airways and brattices inside were wrecked and blown away. The alarm was promptly given and hundreds of men, women and children rushed to the head of the shaft. The grief of the workmen, who had husbands, sons or brothers in the mine, was heartrending.

The work of organizing rescue gangs was begun without delay. It was a perilous undertaking, as the sequel proved, but no man faltered. Fire Boss Wm. R. Jones and Assistant Mine Foreman John Joseph selected the men for the first party, and themselves led the way. All were overcome by the dread after-damp, but not until they had found Driver Boss David Williams.

All except Joseph succeeded in reaching the foot of the shaft, and were removed to the surface, but the old fire boss, Wm. R. Jones, succumbed to the deadly fire-damp and died in half an hour after being brought out, despite the efforts of Drs. Stewart and Petty, who did their utmost to revive him. John Joseph, the other hero, became separated from the first party, and the second rescuing party found his body and removed it to the surface.

Superintendent Lawall and other officials of the Lehigh and Wilkes-Barre Company were early on the scene and did all in human power to aid the men below. Large streams of water were sent down the shaft to establish a temporary air current while the work of rescue was in progress. Lawall believes there may be six men inside yet, but an old miner insists there are 12. It is the general supposition that all are dead.

On March 2, 1890, in the same colliery, eight men were imprisoned and died before they could be reached by the rescuing party. The accident occurred a little after 4 P. M., and was caused by an explosion of gas. A feeder was ignited by the naked lamp of a driver boy named Jameson, the coal was set on fire, and it was not extinguished until the mines were flooded.

PELAGIC SEALING.

The American Commission Favors Its Total Suspension.

The expert commission which was appointed by direction of Congress to visit the sea islands and make a scientific inquiry into the condition of the seal herds of the North Pacific and Bering Sea has returned to this country.

The United States commissioners, Messrs. Jordan, Lucas and Stejneger, were accompanied by a British commission, composed of Messrs. D'Arcy, Thompson and Macocou. The two commissions will make independent reports to their respective governments.

The American commissioners favor a total suspension of pelagic sealing if possible, and while it is hardly probable that the British would be willing to concede this much, it is believed they may be disposed to recommend further restrictions upon pelagic sealing, either by extending the boundaries of the closed zone, lengthening the close season, or both. The Russian and Japanese governments, having seals of their own to protect, are interesting themselves on the United States side of the case.

ENTOMBED 28 HOURS.

Bernard McNeeney Was Saved by a Mass of Timbers Being Smothered.

Bernard McNeeney, a laborer, was entombed in a trench 20 feet deep in Newark N. J. He was taken out alive at 6 o'clock P. M., after having been buried twenty-eight hours.
During all that time a gang of men were incessantly at work in the attempt to extricate him, and fifty men, under the supervision of experts, were engaged in the rescue. Sufficient liquid nourishment to keep McNeeney alive was sent down to him through a gas pipe.

At 3 o'clock in the afternoon the rescuers uncovered his head and it was found that he was standing erect among a mass of timbers, which had kept the earth from smothering him. The danger of a further cave-in was imminent and the rescuers had to work so slowly and carefully that McNeeney, fearing they would leave him altogether, began walling piteously. He was sent to the hospital, where it was found that he had sustained no injury beyond that of shock.

LABOR'S PROGRESS.

Ohio has 17,500 oil wells.
Australia has 3,379 Americans.
Toledo carpet layers organized.
America has 30,000 bookkeepers.
London has 4,500 flower makers.
In China labor unions are growing.
Washington detectives use bicycles.
There are 9,174 union cigar factories.
Boston garment workers won a strike.
Buffalo has an Italian labor union.
The Krupp works has 1,500 furnaces.
Paris department stores board employes.
Grand Rapids is to have a central union.
America now has 1,000,000 trade unionists.
New York has 1,500 A. D. T. messenger boys.

Baltimore is to have a credit men's association.
City laborers in Adelaide, Australia, get \$1.66 a day.

Washington stonemasons want alien labor prohibited.

Fall River Unionists protest against working overtime in a textile mill.

Kansas City union stereotypers must not work more than six days a week.

Detroit machinery workers won a strike for a minimum wage of \$2.50 a day.

The convention of retail liquor dealers at Duluth decided to handle only union cigars.

A Catholic priest addressed a mass meeting at Manistee, Mich., and advocated unionism.

The Brotherhood of Railway Trainmen has paid out since its organization \$2,111,959.59 in sick and death benefits.

The first international convention of the Amalgamated Woodworkers of America was held at Detroit last week.

All night cars, free transfers, illuminated signs, lower steps and other improvements are guaranteed by the consolidation of Cincinnati street railways.

Windsor (Canada) union bricklayers struck for the discharge of Americans. The latter were union men, but the Canadians insisted that they must join the Canadian union.

In New South Wales, Australia, it has been suggested that if the free postage of newspapers in the colony were discontinued the department would soon become self-supporting.

The problem of State railways appear to have become successfully solved in New South Wales, where the annual report of the Railway Commissioners shows that the total traffic earnings from the colonial railways and tramways amounted to \$4,109,589, and the expenditure to \$1,788,171, leaving a balance after paying working expenses of \$2,321,417.

At Paris the great department stores have a medical service for their employes, which includes an infirmary and out-patient in the country or at the seashore. In addition, when a man or woman completes seven years of service at the Louvre, a sum of 1,000 francs is credited to him in the pension fund, and afterwards 200 francs a year up to his fiftieth year of service.

CABLE SPARKS.

Dr. William Campton, president of Queen's College, Cambridge, England, is dead.

The Spanish colony at Buenos Ayres has raised \$2,000,000 with which to present to Spain a new cruiser.

The London grand jury indicted Lady Scott, mother-in-law of Earl Russell, who is charged by the Earl with criminal libel.

Lord Brassey, Governor of Victoria, proposes a grand defensive league of the Angli-Saxon races to secure the peace of the world.

The missionary ship Day Spring has been wrecked on a rock north of New Caledonia Island. Nine persons are supposed to have perished.

Mr. and Mrs. Walter M. Castle of San Francisco, were held in \$150,000 bail for trial in London on the charge of shoplifting.

The town of Karoff, in the government of Lublin, Russian Poland, has been almost totally destroyed by fire and 3,000 persons are left homeless.

A drought has occurred in the Northern part of South Australia, as a result of which the harvest is a total failure. Numbers of farmers are destitute.

Rebels in the Philippine Islands are reported to have hanged several priests, roasted others to death, and tortured others to death by cutting off portions of their bodies piecemeal.

A party of Austrian scientists, headed by Baron Foulton von Norb-ek, engaged in making investigations in the Solomon Islands, were attacked by natives and the Baron and three others were killed.

The anniversary of the battle of Trafalgar in which the British fleet defeated the combined French and Spanish fleets, was celebrated in London. The celebration was looked upon as a reminder to France and Germany that England has been able to make herself respected in the past.

WENT ASHORE IN A FOG.

Steamer Arago Runs Aground and Twelve People Were Drowned.

The steamer Arago, plying between Coos Bay and San Francisco, went ashore in a heavy fog just north of Coos Bay jetty, near where the whaleback Whitmore was lost in attempting to land a boatload of passengers.

Twelve were drowned, four passengers and eight of the crew.

The accident occurred during a heavy fog. What is left of the steamer to be seen is two spars projecting upon the ocean beach. The survivors were brought to Empire City on the tug Columbia. None of the bodies of the lost were recovered.

The Arago was built by the Union Iron Works in 1885. Her gross tonnage is placed at 347 tons. The craft has long been in the coasting trade, and is one of the best known boats of this sort.

SNEEZED HIS EYE OUT.

A Man Took a Pinch of Snuff With Strange Results.

Charles Doran, a business man of Glen-dale, Ohio, took a pinch of snuff for a cold, and so severe was the result of sneezing that the inferior oblique muscle of the left eye was ruptured, and, as he continued to sneeze, the exertion forced the eye out of its socket.

The eye has been replaced and bandaged so that it cannot fall out again. The doctor believes the eye is not destroyed.

KILLED IN A WRECK.

Eight People Crushed in a Railroad Collision.

RESULT OF DISOBEDIENCE.

An Excursion Train Containing Grand Army Veterans and Their Families Crashes into an Accommodation—Several Cars Telescoped.

A despatch from St. Louis, Mo., says: Shortly before ten o'clock Sunday forenoon two passenger trains on the St. Louis and San Francisco Railroad, collided nearly opposite Windsor Station, about thirteen miles from the city, instantly killing eight persons and injuring more than thirty, three of whom will probably die.

The collision occurred between the second section of an excursion train bound West and the Frisco Valley Park accommodation, eastbound.

From what can be learned the accident was the result of disobedience, or neglect of orders, on the part of the excursion train crew, who should have remained at Spring Park for orders, and let the accommodation through.

Filled With Old Soldiers.

The excursion train was the second section of a special bound for St. James, Mo., one hundred miles from St. Louis, where the Missouri Home for Aged Veterans was dedicated under the auspices of the G. A. R. and Woman's Relief Corps. The first section had gone through safely, and the second, which consisted of eleven coaches heavily laden with G. A. R. men, their wives and children left St. Louis about 9 o'clock. According to J. D. Dishman, the telegraph operator and station agent at Spring Park, it should have stopped at that place. Instead of doing so, the second section passed by the station, and soon after met the accommodation coming down grade at full speed.

Engineer Hohl, of the accommodation, was not aware that the second section was on the road, and in trying to make the switch at Kirkwood, crashed into the ill-fated train in a cut, just thirteen miles from the St. Louis Union Station. There was only one car, a combination baggage and coach, on Engineer Hohl's train, but the collision was terrific, both engines being demolished and a number of cars telescoped. The wreckage was piled high on the track, and above the sound of escaping steam, could be heard the cries of the frightened and injured passengers.

Next to the engine of the excursion train was the commissary car, filled with refreshments. Barney McKenna was in charge of edibles, and with him was his fourteen-year-old daughter, Maud. Both were instantly killed, being scalded and crushed. A number of passengers, mostly young men, were grouped around the temporary counter, eating and drinking. Almost all were either killed or injured. This and the next car, in which were seventy passengers, suffered the worst, and most of the killed and injured were taken from them. Engineer Hohl, of the accommodation, which was running on time, was killed, and his fireman, Frank Hasler, badly wounded.

Immediately after the wreck occurred people began to come in from all directions on wheels, in buggies and wagons, and on foot, and within an hour after the accident thousands could be seen grouped around the pile of debris. No wrecking train was available, but everybody turned to and in a short time had rescued the injured and taken out the dead. Doctors came from surrounding towns, hurried to the scene and rendered what assistance they could to the suffering who were transported to places of safety. All the medical resources of St. Louis were placed at the disposal of the Frisco Railroad. Dr. Starkof, the city physician, set out for the scene of the wreck with a corps of assistants and ambulances, but owing to the delay experienced, their services were not needed.

HOLD-UP ON THE ALTON.

Four Masked Bandits Rob the Express Car

A special from Kansas City, Mo., says: A passenger and express train on the Chicago and St. Louis at seven o'clock, was held up and robbed by four masked men Friday evening at Blue Springs, Mo. The scene of the robbery is less than twenty miles distant from Kansas City. The train was flagged at the cut. While two of the robbers stood guard over the passenger coaches, the other two covered the conductor, engineer and fireman with their pistols, and compelled them to go to the express car. There the robbers commanded the messenger to open the door of the car, threatening to break in the doors should he refuse.

After some delay the robbers were admitted to the car. They compelled the messenger to open the safe, and extracted from it several packages. Having secured the packages, the robbers left the train and entered the woods. Though several shots were fired no one was injured. The train proceeded to Independence, and information of the robbery was telegraphed from there. A deputy sheriff and posse left Independence at once, and a squad of policemen were detailed from here, but it is thought the bandits are now safely out of the way. There have been three hold-ups in the Blue Springs Cut. The James gang held up a train there in 1881.

The express messenger, however, had surmised what the trouble was. While the bandits had been demanding admission he had quickly opened the safe, taken out the money packages and tossed them into a chicken coop, and when he finally admitted the robbers to the car and opened the safe for them the strong box contained but two or three packages of jewelry. Even at the point of the robbers' pistols and Winchester's the messenger insisted that he carried no currency. Taking the very little booty at hand, the outlaws uncoiled the engine, jumped aboard and pulled out, having held up the train without having fired a shot.