

AWFUL DISASTER.

Fast Train Crashes Into a Trolley Car.

EIGHTEEN WERE KILLED

The Car Struck in the Center and Cut in Two—Both Sections of Its Train Into Splinters—People Hurled Into the Air with the Flying Timbers—Several Beheaded.

A Special from Cohoes, N. Y., says: An appalling disaster occurred in this city, shortly before 8 o'clock a trolley car of the Troy City Railroad Company was struck by the night boat special of the Delaware and Hudson Railroad at a crossing at the west end of the Hudson River bridge, which connects this city with Lansingburg, and its load of human freight was hurled into the air. Eighteen of the thirty-five passengers are dead, and at least ten of the remainder will die.

The cars entering the city from Lansingburg were crowded with passengers returning from a Labor Day picnic at Ronselaer Park, a pleasure resort near Troy. Car No. 192 of the Troy City Railroad, was the victim of the disaster. It came over the bridge about 7:35 o'clock, laden with a merry party of people fresh from the enjoyment of the day.

The crossing where the accident occurred is at grade. Four tracks of the Delaware and Hudson road, which runs north and south at this point, cross the two tracks of the trolley road. It was the hour when the night boat special, a train which runs south and connects with the New York City boat at Albany, was due to pass that point. The tracks of the street line run at a grade from the bridge to the point where the disaster took place.

In consequence of this fact, and of the frequent passage of trains, it has been the rule of each motor-car conductor to stop his car and go forward to observe the railroad tracks, and signal his car to proceed if no train were in sight. It cannot be ascertained whether this rule was complied with on this occasion, for all events prior to the crash are forgotten by those who were involved.

The motor-car was struck directly in the center by the engine of the train, which was going at a high rate of speed. The accident came without the slightest warning. The car was upon the tracks before the train loomed in sight, and no power on earth could have saved it. The motorman evidently saw the train approaching as he reached the track and opened his whistle, but in vain. With a crash that was heard for blocks, the engine crashed into the lighter vehicle.

The effect was horrible. The motor-car parted in two, both sections being hurled into the air in splinters. The mass of humanity—for the car was crowded to overflowing—was torn and mangled. Those in the front of the car met the worst fate. The force of the collision was there experienced to the greatest degree, and every human being in that section of the car was killed.

The scene was horrible. Bodies had been hurled into the air, and headless and limbless trunks were found, in some cases, 50 feet from the crossing.

The pilot of the engine was smashed and amid its wreckage were the maimed corpses of two women.

The passengers of the train suffered no injury in addition to a violent shock. The majority of the passengers of the trolley car were young people. They included many women. Within ten minutes after the collision fully one-half of the population of the city were surging about the vicinity in an endeavor to ascertain if relatives were among the unfortunates.

The injured were taken to the City Hospital and to the Continental Knitting Mill, the former not having sufficient ambulance service to care for them all.

The bloody corpses were placed in boxes and taken to a neighboring mill shed. Many of them were unrecognizable. The crash was frightful in its results. Headless women with ray summer dresses bled in their own and the blood of others; limbs without trunks or any means of identifying to whom they belonged; women's and men's heads with crushed and distorted features; bodies crushed and flattened—these sights constituted a spectacle most horrible to behold.

The train of the Delaware and Hudson road, immediately after the accident, proceeded to Troy. The engineer stated that he did not see the car until it was upon it. He tried to prevent his train from striking the car, but his efforts were fruitless. His train was going at a very high rate of speed at the time. He was some minutes late, and was trying to make up lost time.

In consequence of the caution taken by the trolley road to ascertain if the tracks were clear at this crossing, the engineers of trains have always felt safe in running by at a high rate of speed. The engineer says that the first he knew that the car was coming was when it bore in sight at the corner of the street at which the crossing is situated. He was but a short distance from the car at the time.

It was utterly impossible for him to bring his train to a standstill in order to avoid the accident. He thinks that the motorman when he saw the train was upon him tried to get beyond the danger line. The grade of this crossing and the speed at which his car was going also made it impossible for him to stop before he reached the Delaware and Hudson tracks. It was the front of his car that caught the crash, and he was killed outright.

Fatal Fight of Miners. Two miners at Geneva, Ind., Allen Scott and Aaron Nelson, became involved in a quarrel over the searching of some houses for stolen clothes recently, which led Nelson to kill Scott. He used a revolver and shot him several times. Nelson fled and escaped arrest.

New St. Louis Headquarters. The Baltimore and Ohio and Baltimore and Ohio South Western Rail Roads have secured a long lease on a magnificent room at Broadway and Locust Street, in St. Louis, for the purpose of consolidating under one roof the freight and passenger offices, now located in that city. The new location is the ground floor of the American Central Building with 65 feet on Broadway and 85 feet on Locust Street. The ticket office will be in the center fronting on Broadway, the freight department on one side and the passenger department on the other, with General Agent O'Connell's office in the rear.

It is quite probable that these offices will be even handsomer than the B. & O. New York headquarters, which are the finest in that city.

BRIDGE FALLS; 30 MEN LOST.

Huge Mass of Timber and Iron Crashes Down Sixty Feet.

A despatch from Hogsansburg, N. Y., says: Two south spans of the international bridge of the New York and Ottawa Railroad, now under construction across the St. Lawrence river, about three miles above the St. Regis Indian village, fell without warning, with sixty men at work on the bridge.

All were thrown into the river, sixty feet below. Many were picked up and taken to Cornwall Hospital, and thirty are now missing.

The bridge consists of three spans, of which two were completed and the third was nearly completed when the south pier gave way at its foundation, causing two spans to fall.

The immediate cause of the disaster seems to have been the washing away of one of the large piers.

An eye-witness of the fall of the bridge says he was sitting on the bank of the river, watching the busy workmen above him, when suddenly without warning, there came a fearful crash. Two spans of the bridge collapsed, the immense mass of timber and iron dropped and the agonizing shrieks of the men who were being crushed in the wreck were almost lost in the rushing waters. Then he saw bodies coming to the surface and the work of rescue began. This was helplessly inadequate, there being only a few boats in the vicinity and few men who would undertake to swim out into the turbulent waters.

Many who might have been saved were drowned before help could reach them. Piteous appealing faces sank beneath the waters before the eyes of helpless onlookers. Mangled bodies came to the surface for a moment and then passed out of sight. Even those who were gotten to land alive were in such condition that many died on the way to the hospital. Some had their backs broken, others both legs, while others were crushed by the heavy irons.

GLADSTONE'S WEALTH.

Will Show Personal Estate Valued at \$39,500.

A London special says: The will of the late Right Hon. William E. Gladstone has been probated. It shows that his personal estate is valued at \$39,500.

Mr. Gladstone's will was written by himself in an ordinary memorandum book. It is a document of about 2000 words, and is a remarkable specimen of penmanship. The second clause of the will has reference to the funeral arrangements and says—

"Commending myself to the infinite mercies of God in the incarnate son as my only aid and sufficient hope, I leave the particulars of my burial to my executors, specifying only that they be very simple and private, unless there be conclusive reasons to the contrary. And I desire to be buried where my wife may also lie. On no account shall a laudatory inscription be placed over me."

After appointing his sons as executors, the will charges the future possessor of Hawarden to remember that as the head of the family, it will be his duty to extend good offices to other members thereof, according to his ability and their manifest needs and merits. The rest of the document leaves sundries to servants and bequeaths to his grandson, William, as heirloom, all patents of crown offices held by the testator and books and prints presented to him by the Queen, letters from the Queen, etc.

The will bears date November 26, 1896.

INDUSTRIAL COMMISSION.

The President Appoints Nine Members of the Body.

A Washington special says: President McKinley announced the names of his appointees to the industrial commission. They are: Andrew L. Harris, of Ohio; S. N. D. North, of Massachusetts; Frank P. Sargent, of Illinois; Elison A. Smythe, of South Carolina; John M. Farquhar, of New York; Eugene D. Conger, of Michigan; Thomas W. Parilla, of Pennsylvania; Charles J. Harris, of North Carolina, and M. D. Hatchford, of Indiana.

The commission is composed of nineteen members, including ten Congressmen, as follows: Senators Kyle, of South Dakota; Mallory of Florida; Daniel, of Virginia; Mantle, of Montana and Penrose, of Pennsylvania; Representatives Gardner, of New Jersey; Lovering, of Massachusetts; Lorimer, of Illinois; Bell, of Colorado, and Livingston, of Georgia.

Hurricane swept. A Hurricane swept over St. Joseph, Mo. Rain and hail accompanied the wind. Buildings were unroofed, stacks and barns were torn down and many buildings were utterly demolished.

The St. Joseph rolling mills were wrecked—damage, \$10,000; Carey's saloon, five other houses and a field full of tents in the packing house district were scattered to the winds. Many families were rendered homeless. The monetary loss is placed at \$150,000.

Army's Losses in the War With Spain. The official records of the War Department, as far as completed, show that there were thirty-three officers and two hundred and thirty-one enlisted men of the army killed in battle during the war with Spain. These casualties include all the lives lost by the army in the battles in the Philippines, as well as those in Cuba and Porto Rico. The percentage of officers killed is strikingly large and is said to be unprecedented.

The President in Washington. The President and Mrs. McKinley and their party reached Washington at 7:30 A. M. Tuesday. The Chief Executive and his wife show the beneficial effects of their brief outing.

ABOUT NOTED PEOPLE. Miss Hamilton Griffin, a half-sister of Mary Anderson, is cultivating her voice in Germany, and will make her debut as a singer next year. Superintendent E. Benjamin Andrews, of the Chicago public schools, intends to introduce the study of Spanish in the schools, and is in favor of giving the pupils hot lunches.

Mr. Lawrence Irving, the son of the great actor, is staying with M. Sardou, and is usually engaged in translating the Robespierre play which the French playwright is writing for Sir Henry.

The report that Mr. George Carron is the youngest Viceroy of India is untrue. Mr. Carron is 92, whereas Lord Dalhousie, who succeeded Lord Hardinge as Viceroy, was only 35 when he left England.

Professor Woodward, of Columbia College, whose name is mentioned as Assistant Commissioner-General, is one of the foremost linguists in this country, and is a member of innumerable societies for the promotion of language studies.



—From Baltimore Morning Herald.

COL. JOHN HAY.

FAREWELL TO COL. HAY

England's Tribute to the American Diplomat.

ADDRESS PRESENTED.

Stars and Stripes—The British Union Jack and the Royal Standard Flouted Over Salisbury Plain During the Manoeuvres—Permanent Friendship and Cordial Co-operation.

A London special says: A committee of the Anglo-American League, headed by its chairman, James Brice, presented the United States Ambassador, Col. John Hay, with an address congratulating him upon his acceptance of the portfolio of Secretary of State at Washington.

The address expressed regret at his departure from this country, where "you have discharged the weighty and delicate duties of Ambassador with such eminent tact, judgment and courtesy as to win the cordial appreciation and confidence of the British people." Continuing the address says:

"It has been your fortune to represent your country here at a time of exceptional interest, when the war, now happily ended, gave occasion for an expression of the feelings of affection and sympathy toward the United States which the British people have long entertained, but never before have they been so conspicuously shown. You carry back the assurance of the depth and strength of these feelings. The principle that there ought to be permanent friendship and cordial co-operation between the British Empire and the American Republics is one that all parties and all statesmen here agree in regarding as a fundamental principle of British foreign policy, and by it the whole people desire that their Government should be guided.

"We rejoice to believe that in your country corresponding sentiments are entertained and that a corresponding principle is now largely accepted."

Mr. Brice, during the course of the remarks which he made upon the occasion, dwelt upon the "admiration for the splendid gifts and boundless energy of the people of the United States and the sympathy with the principles of their Constitution," which have been quietly ripening among the British people, and which this year found a sudden and hearty expression.

Colonel Hay, in reply, referred to the gratification he experienced in hearing such words from men so qualified by experience and character to speak for the British with certainty. He added:

"My voice has no sanction as yours; but I give it for what it is worth, to assure you that your sentiments of kinship and amity are reciprocated to the utmost in my country."

"On both sides of the ocean the conviction is almost universal that a clear, cordial and friendly understanding between Great Britain and the United States is a necessity of civilization. I shall hold myself signally fortunate if I am able to do anything to continue and strengthen the relation of fraternal amity between our two nations."

The Stars and Stripes were raised with the British Union Jack and the Royal Standard on the Marquee, erected on Salisbury Plain during the march past of the troops at the end of the army manoeuvres as a compliment to Col. Alfred H. Bates, the United States military attaché, and Henry White, Secretary of the United States Embassy, and Mrs. White, who went there by a special train with Lord Wolesey, the commander-in-chief of the British forces; Prince Christian, the Duke of Connaught and other nobilities.

STEAMER MEIGS DESTROYED.

While Removing Torpedoes at Fort St. Philip One Explodes. A special from New Orleans, La., says: At Fort St. Philip, seventeen mines below this city, a terrible explosion took place. The United States steamer John R. Meigs, while removing torpedoes at that fort, was totally destroyed by one of them. The killed are: Capt. Starr, commander of the boat; Sergt. John Newman, of Engineers; Pat Carlos and Ralph Rogers. Lieutenant Jarvey had a very narrow escape. The Meigs was built of iron and steel, at St. Louis, in 1879, and cost \$30,000.

The government engineers had been unable to recover the mines and torpedoes from shore by means of the cables, owing to the fact that the sand in the river had weighted them down and caused the cables to part. On this account a crew was ordered down on the Meigs to grapple for the mines. The crew had almost completed the work when the accident occurred.

Carlos and Newman, among those lost, belonged to the United States Engineer Battalion that came here some time ago from Willie's Point, N. Y.

Miss Jessie Schley in Havana. Miss Jessie Schley, Commodore Schley's cousin, who went to Madrid on a peace mission last July as a delegate of the Women's International Peace Association, has arrived in Havana.

ALGER'S DEMAND.

Requests the President to Order an Inquiry.

GEN. CORBIN JOINS HIM.

Should the Investigation Be Ordered Which Now Seems Likely, It Will Include All Matters Relating to the Conduct of the War, so Far as They Concern the War Department.

A Washington special says: Secretary Alger has requested the President to order a thorough and searching investigation of the War Department. In this request the Secretary has been joined by Adjutant-General Corbin.

No decision has been reached yet by the President as to what course he will pursue. He has the request of Secretary Alger under advisement, but has not determined whether he will grant it or not.

Secretary Alger had a long conference with the President before leaving the city, and impressed upon him his earnest desire that an investigation, such as he had requested, be ordered. The question was thoroughly discussed in all its phases. Secretary Wilson participated in the conference and General Corbin was present during a greater part of the time.

It seems now not unlikely that the investigation will be ordered, but it is the wish of the President to further consider the matter before announcing a definite policy. The question probably will receive consideration by the Cabinet, while all the members of the Cabinet are not in the city. Secretaries Alger and Long and Attorney-General Briggs being among those not present. It is said to be the wish of the President to take up the whole subject with those of his advisers who may be there.

Scope of the Investigation. Should the investigation be ordered, it will include, probably, all matters relating to the conduct of the war, so far as they concern the War Department. Secretary Alger expresses himself as confident that such an investigation, if conducted promptly and thoroughly, will result in much good.

Such an investigation as has been requested, it is pointed out, beset with some difficulties. No charges of a definite character have been filed by any responsible person or official. Sensational stories and rumors, for which the Administration has present knowledge that there is no foundation, have been circulated, and objection is made to dignifying them by the ordering of an investigation. By those who desire and advocate an investigation it is maintained it can do no possible harm and may be of positive benefit in clearing away manifest error from the minds of many people, and in placing the blame, if any is to be placed, where it rightfully belongs.

ARMY OF 30,000 MEN.

Aginaldo Has That Number of Well-Armed Men. The Manila correspondent to the London Times says:

"There are active movements among the insurgents everywhere north of Manila. Vigan has lately been occupied and a campaign has been directed against Bamaran, where the Spanish are supposed to be concentrated. The insurgents are in possession of the whole of Laguna Bay except a single position."

"This does not support the stories of serious disaffection among the insurgent leaders, although Aginaldo's unpopularity is undoubtedly increasing. He is evidently using every effort to secure a recognition at the Hispano-American peace conference in Paris. His army doubtless numbers over 30,000 men, well armed and equipped."

PAGO PAGO COALING STATION.

Contracts for the Buildings Invited By Commander Tanner. A San Francisco special says: Contracts for the erection of a coaling station at Pago Pago have been invited by Commander Z. D. Tanner, who has the work in charge. The commander will not state the amount to be expended, but he says the work will be of a substantial character, and at least a year will be required for its completion.

Lieut. Chambers, of the Civil Engineering Department of the Navy, will supervise the construction of the wharf and coal sheds. He will also provide for a water supply and make a complete topographical survey of the United States land surrounding the harbor. Commander Tanner says that no fortifications are to be erected.

KILLED IN EXPLOSION.

Four Men Meet Death and Four Others Fatally Hurt. A Vicksburg, Miss., special says: The millstones at the gin at the Nitta Yuma plantation burst with a terrific force, instantly killing four men and injuring four others, two of them fatally. Three of the dead, Ralph Holmes, Jessie Gowen and Andrew Chaik, were driven through the walls of the building by the force of the explosion.

KILLING CHRISTIANS.

Mobs of Fierce Mohammedans Pillage Candia.

PASHA BEGS FOR HELP.

Turkish Troops Refuse to Aid British, Who Are Soon Overpowered—Insurgents Surround the City—Over 750 Christians Thought to Have Been Massacred.

The Athens correspondent of the London Daily News, telegraphing, says: "Reports have been received here of fierce fighting in the streets of Candia, and of a brisk bombardment by the Camperdown. Nearly 100 British soldiers are among those already killed or wounded."

In the first uprising twenty-two Englishmen were killed and forty-five wounded.

The correspondent of the Times at Candia, telegraphing, fully confirms the earlier reports of most serious events there. He says:

"Lieut. Haldane was killed and Lieut. Seagrave wounded. The soldiers pluckily carried Lieut. Haldane's body to the boat under a hail of bullets."

"The telegraph office was repeatedly set on fire and the father of the telegraph superintendent was killed. The wire is still working."

Hundreds of Christians Killed. "The worst is feared as to the fate of a majority of the Christians."

It is reported that only 250 have been saved out of over one thousand. The situation was extremely difficult. The Turkish troops refused to aid the British, who being exceedingly few in the town, were soon overpowered. The forty wounded were attended to by the warships.

"The necessity for a large garrison in Candia has been repeatedly pointed out, and the blame lies in the quarter responsible for leaving against heavy odds a handful of men to represent our occupation and enforce our authorities."

The Mohammedans are pillaging Candia. Edhem Pasha, the Governor, declares that the mob is uncontrollable, but the general opinion is against him.

"Re-enforcements are expected from Canes, and the Christian insurgents are massing around the city."

Admirals Urged to Act. Canes, Island of Crete, (via Paris).—Numerous insurgents have attacked the Ottoman troops at Candia, and are forming a cordon around the city.

Edhem Pasha, the Governor, has urged the Admirals of the international fleet to take immediate steps. The fighting continues. The British naval commander has threatened to bombard the town if the disturbances are renewed.

Malta, Island of Malta.—Half a battalion of the Dorsetshire regiment and a detachment of the medical corps sailed tonight for Crete. Other troops will follow.

The Constantinople correspondent of the Times says:

"The Yildiz Kiosk is greatly annoyed because the Admirals of the international fleets in Crete waters persist in the collection of Cretan tithe, notwithstanding the protests of Evedad Pasha, the Turkish military commandant in Crete."

Sir A. Biliotti, the British consul at Canes, cables that the rioting at Candia was caused in the following manner:

A British soldier on guard at the tax office was suddenly stabbed in the back and he dropped his rifle, which exploded, killing a Mussulman. The firing then became general, and a party of twenty British blue-jackets from the British torpedo gunboat Hazard was almost annihilated before the sailors could reach their ship. In addition, a detachment of forty-five British soldiers were driven from their quarters, near the telegraph station, and many of them were wounded.

The total casualties so far as known are twenty killed and fifty wounded. The fate of the Christians in other towns is uncertain, but it is feared that only those who succeeded in obtaining refuge in the court-houses have been saved.

DERVISHES WERE ANNIHILATED.

The Sirdar Reports the Killed at Omdurman 10,800. A London special says: The British War Office has received a despatch from Gen. Sir Herbert Kitchener, the commander of the Anglo-Egyptian forces, dated from Omdurman on Monday last, saying that over 500 arabs, mounted on camels, were dispatched after the fugitive Khalifa Abdullah that morning. The General added that the Dervish leader was reported to be moving with such speed that some of his wives had been dropped along the road followed by him.

The Sirdar says also: "Officers have been counting the Dervish bodies on the field and report the number of dead found as about 10,800. From the numbers of wounded who have crawled to the river and town, it is estimated that 16,000 were wounded. Beside the above, between 300 and 400 Dervishes were killed in Omdurman when the town was taken."

"I have as prisoners between 3,000 and 4,000 fighting men."

INSURGENT MASS-MEETING.

Philippines to Meet Near Manila to Discuss Their Future. A Manila special says: The Philippine insurgents are convening a mass-meeting, to assemble shortly at Malolos, thirty miles north of Manila, for the purpose of deciding from their standpoint, upon the future of the Philippine Islands. Aginaldo, the insurgent leader, insists that the insurgent forces should remain in their strategic positions and strengthen them, lest the Americans withdraw from the islands, in the meantime threatening Manila, commanding the railroad, and threatening the food supply.

A dispatch from Iloilo says Gen. Rios, the Spanish commander there, has given orders that American vessels be permitted to have free access to Spanish Philippine ports.

LEITER HAS SETTLED UP.

Mortgages Aggregating \$5,500,000 Placed on Property. A Chicago special says: Joseph Leiter has cleared up his famous wheat deal. Every creditor has been paid, obligations to banks whose assistance was enlisted have been cancelled and 14,000,000 bushels of wheat have been liquidated since the announcement of the voluntary assignment, nearly three months ago. This has been done only by great sacrifice, including the giving of mortgages on property belonging to the Leiter estate aggregating nearly \$5,500,000 in value.

THE KEYSTONE STATE.

Latest News Gleaned from Various Parts.

GAVE HIS FARMS AWAY.

John Forney, of Dauphin County, Will Now Take His Ease—Little Joseph Ward Terribly Hurt Trying to Save Burning Children—Woman Jumps From Car Backwards and Fractured Her Skull.

John Forney, a Lykens Valley farmer in the upper end of Dauphin County, has given all his real estate to his children, making an even distribution. Mr. Forney and his wife are well up in years, and expect to spend the balance of their days with their children untroubled by cares. The property given away consists of eight handsome farms aggregating 655 acres of land, worth about \$43,000, all located in Upper Paxton Township except a mill property and two farms. His son Jacob gets the mansion and 143 acres; J. Frank is given 86 acres, George W., 58 acres; Daniel 72 acres; Mrs. Bornawitz, a daughter, 55 acres; Mrs. H. W. Koffer, 70 acres and a mill; Mrs. J. E. Matter, 68 acres, and Mrs. C. S. Kramer, 65 acres. In the disposition of the property those who got the lesser number of acres in a farm were compensated in the fact that their land was more valuable than that of those who got the larger farms. The children made their own selections so that everybody is pleased all around.

A 7-Year-Old Hero. Joseph Ward, 7 years of age, attempted to rescue May Wendell, aged 2½ years, who was burned to death at 198 Freble Avenue, Allegheny, and was terribly burned. Ella and May Wendell had locked themselves in a room back of the house. They lighted a candle, which ignited May's dress. Ella, the eldest attempted to get out, but failed. Joseph Ward, on the outside, heard their screams, and also attempted to open the door. He failed and got in through a window. He picked May up, dropped her out of the window and placed the burning child beneath a hydrant and turned the water on. The child was too far gone, and died later. He also rescued Ella, who was almost suffocated with smoke. The little hero is now in a precarious condition from burns received while attempting the rescue.

Woman's Fatal Error. Mrs. Margaret Munsbower was almost instantly killed on the Chestnut Hill & Norriswood Trolley Railway. With her five-year-old son, Raymond, she boarded a car at the home of her father, George Striver, in Plymouth. Shortly after she mislaid her purse; another carelessness to regain it she jumped backward from the car, fell and struck the roadway on her head. When picked up she was unconscious. With her child she was carried back to her father's home, where she died shortly afterward from fracture of the skull. She was 26 years old.

Bold Jail Breakers. When Deputy Sheriff George Baker was locking the prisoners in the county jail at Somerset, Ben Eddy and Harry Zerfos, charged with horse stealing and attempting to wreck a train, respectively, shoved him into a cell and attacked him with a club, beating him horribly. The cell floor was covered with blood and the walls showed bloody marks of a terrible struggle. After beating the deputy the prisoners took his keys, locked him in the cell and released two other prisoners, Russell Shroyer, charged with highway robbery, and Pat Morgan. It was not yet dark when the four prisoners rushed from the jail and made their escape to the woods. The court house bell was rung and the town was soon in a high state of excitement. Morgan was captured and brought back, but the other three made good their escape. Deputy Sheriff Baker is lying at the home of Sheriff Hartzel suffering from his injuries. His head is horribly cut and bruised, but it is thought he will recover. Sheriff Hartzel has offered \$100 reward for the capture of Shroyer.

Shot by a Neighbor. Andrew McCormack, of Pittsburg, in going home, got into the house of James Louter, 1500 Forbes street, and was shot three times in the body, two bullets passing through him. The third was removed at Mercy Hospital.

McCormack while delirious after the operation attempted to clean out the hospital. A patrol wagon was called and he was taken to the Central Station. He recovered sufficiently and wanted to prefer charges for attempted murder against Louter. Judge McKennar refused to entertain charges and the police sent him away. At 3:30 A. M. McCormack was found unconscious on the steps of Mercy Hospital, where he made his way after he left the station.

Was Shot in the Dark. Morris Lawrence, aged 22 years, of Chester, was shot in the thigh and admitted to the Chester Hospital. Lawrence is said to have been on Market street homeward bound when he was shot at by some one unknown. On August 21, while Mrs. F. E. Lawrence and her nephew Edward were sitting late at night on their doorstep three shots were fired at them by some one concealed in a corn field adjoining the house. The police are endeavoring to unravel the affair and if possible capture the would-be assassin.

Tortured by Robbers. Three robbers entered the residence of James S. Bidwell, at New Hamburg, and tried to extort money from him. He was placed in a chair and a lighted lamp applied to his feet, but he would not divulge the hiding place of his money. He fainted from the pain. After attempting, without success, to force the wife to tell, the men fled. Bidwell is in a serious condition.

Shot Playing Soldier. James Smith, aged 8 years, was shot through the left lung in the rear of the West End Carnegie Library, Pittsburg, where a crowd of boys were playing soldiers at target shooting. Edward Hayes, aged 16, it is said, did the shooting, and Joseph Lawrence owned the gun. Both lads were arrested. Smith will die. The lads belong to well-to-do families.

Accumulations in the Klondike. Citizen—By the way, I have been told that the Klondike gold is not worth so much to the ounce as some other brands.

Returned Klondiker—I couldn't say as to that. We never measured by less than a ton. I haven't any idea as to ounce values—Odds and Ends.