

## MASKED ROBBERS HELD UP TRAIN

### Engineer Ordered to Stop at Muzzle of a Revolver.

#### BANDITS DYNAMITED TWO SAFES.

#### The Bandits Mounted Horses and Disappeared in the Ravines that Lead into Marshall Pass. The Sheriff at Salida and Sheriffs of Adjoining Counties and a Dozen Poses Are in Pursuit.

Salida, Col. (Special).—A report was received here shortly before noon to the effect that the Denver and Rio Grande narrow gauge passenger train, which left here during the night, was held up and robbed by several men near Sargent's west of Marshall Pass.

The robbery occurred at 8.50 o'clock at Chester, Col., 250 miles west of Denver. The engineer was compelled at the point of a revolver to stop the train by masked men, who had climbed over the tender. Two safes in the express car were blown open but it is asserted by officers of the Rio Grande Express Company that the robbers failed to secure any plunder from the safes.

The passengers were compelled to alight from the cars and line up alongside the tracks in the canyon, and they were relieved of all their money and valuables. Many of the passengers threw away their money, watches and jewelry among the rocks before the robbers searched them. There were many tourists among the passengers, and while it is not known how much the robbers secured, it is presumed that the losses were heavy.

The train was the westbound narrow gauge passenger. The cars, as usual at this season, were all filled. There were four robbers. The scene of the robbery is in a wild, mountainous country at the foot of Marshall Pass on the west slope. The bandits mounted horses and disappeared in the ravines that lead into Marshall Pass. The sheriff at Salida and sheriffs of adjoining counties and a dozen possees are in pursuit.

#### Mishap to Battleship Illinois.

Christiania, Norway (By Cable).—The United States battleship Illinois, flagship of Rear Admiral Arent S. Crowninshield, and the United States cruisers Chicago and Albany have arrived here. While the Illinois was standing in the harbor, leading the squadron, her steering gear failed and her helm jammed hard to starboard, with the ship headed straight for the shore. Both anchors were let go and her engines were backed promptly, but the port anchor chain parted. The ship struck an obstruction and a hole was punched in her bottom. Two small compartments filled with water; the crew were piped to collision quarters and the watertight doors were closed.

#### Must Not Send Snakes to Hawaii.

Washington, July 14.—Among the published orders of the Division of the Philippines is one which contains a cablegram showing that the protests of the people of Hawaii against the importation of snakes into those islands from the Philippines was successful. The cablegram follows:

Washington, May 23, 1902.  
Chaffee, Manila:  
Prohibit shipment on transports of animals and snakes to the United States and Hawaii.  
CORBIN.

#### Wood Probably Head of Commission.

Oyster Bay, N. Y. (Special).—The President has invited Gen. Leonard Wood to visit him at Sagamore Hill early in August. General Wood is one of Mr. Roosevelt's closest friends and the President entertains a high regard for his executive ability. On account of that fact General Wood is mentioned as a probable member of the isthmian canal commission, to have general charge of the canal construction. It is understood to be not unlikely that he may be appointed as the head of the commission.

#### Burn House of Nonunion Miner.

Hazleton, Pa. (Special).—Unknown persons at 1 o'clock a. m. raided the home of William Hussman, a non-union man at Upper Lehigh, and after getting Hussman and his wife out of bed attempted to burn the house. During the melee the stove upset and all the furniture was destroyed. Neighbors extinguished the fire. Hussman was led away by the marauders and is still missing.

#### Collapse of the Campanile.

Venice, Italy (By Cable).—The campanile (detached bell tower) of St. Mark's Church, 98 meters high, collapsed at 10.40 a. m. and fell with a great crash into the piazza. The campanile, which was entirely detached from the cathedral, collapsed where it stood and is now a heap of ruins. The Cathedral and Palace of the Doges are quite safe, but a corner of the royal palace was damaged.

#### To Reward Loyal Men.

Shamokin, Pa. (Special).—The Philadelphia and Reading Coal and Iron Company announced that a 10 per cent increase in wages would be paid in this region to employes who had remained at work since the strike started. The strikers say this increase is intended as a bait to lure them back to work.

#### Died Working on His Tombstone.

New York (Special).—Thomas R. Mills, 59 years old, of Clinton, S. I., who made his own coffin 20 years ago, was putting the finishing touches on his own elaborate granite tombstone when he dropped dead from heart failure. Mills was the Democratic nominee for sheriff 16 years ago. He weighed 400 pounds. He feared that his family could not secure a coffin large enough to hold him without delay, so he thought it best to make his own casket before he died. The tombstone was another pet idea of his.

## SUMMARY OF THE LATEST NEWS.

### Domestic.

Mr. Harry T. Walters called on Collector of Customs Stranahan, in New York, and surprised that official by declaring that he wanted to pay full duty on the Massarante collection, which amounts to about \$50,000.

Garfield Potter, leader of a band of outlaws in Wise county, Va., was killed by a bullet from his own pistol, which dropped from his belt, causing the discharge.

A cloudburst at Thatcher, Ind., washed away nine buildings and caused a loss of \$25,000. Residents of the town barely had time to escape with their lives.

The United States training ship Mohican arrived at Dutch Harbor, having encountered head winds and been driven out of her course on her way to Honolulu.

P. W. Lefler, of Chicago, invented a scheme to substitute electro-magnets for the trolley in street-car propulsion.

The long-missing steamer Portland arrived safely at St. Michaels, but no tidings have been received of the Jennie.

The Peary relief ship Windward sailed from New York for the Arctic regions.

General Chaffee ordered a battalion of infantry to the Island of Mindanao.

The striking freight handlers and the railroad companies in Chicago have not yet come to terms, and many of the truck teamsters refused to haul goods to the freight houses.

John Henry Varden, who eloped from Montgomery county, Va., with Jennie Austen, 13 years old, whom he married in Ohio, was arrested on the charge of abduction.

Captain Greble, instructor in artillery tactics at West Point, was seriously hurt and three cadets injured during drill there, a runaway horse causing the accident.

The engagement is announced of Bishop Potter, of New York, to Mrs. Alfred Corning Clark, who was the head of the Singer Sewing Machine Company.

At a meeting of soft coal operators in New York it was decided to hold their present stock pending the threatened trouble with the miners.

V. M. Crews, of Buckingham county, Va., was shot during a quarrel by W. S. Zimmerman, his brother-in-law.

The strike of the boilermakers on the Chicago and Northwestern Railroad system was settled by compromise.

Otto Faust, a former wealthy farmer of North Dakota, who, affected with a religious mania, gave away nearly all his lands for charity, was declared insane in Chicago and will be taken back to his Dakota home.

Dr. A. B. Ryno, a prominent physician, has been arrested at McPherson, Kan., on a warrant charging him with having some connection with the mysterious shooting of Miss Maud Holmes.

Fourteen miners still alive, and one of them a raving maniac from his sufferings, were taken out of the Johnstown mine. The dead, burned and mangled by the explosion number over 100.

The court-martial of Capt. James A. Ryan, of the Fifteenth Cavalry, at Manila, on the charge of unnecessary severity to natives was concluded and it is believed he will be acquitted.

General Maximon, convicted of treason at Cebu, the Philippines, has been sentenced to 10 years' imprisonment and a fine of \$2,000.

Rhodes Clay, a member of the Missouri Legislature, was shot and killed in a street duel in Mexico, a Missouri town.

Mrs. Frank Lavelleur, of Newton, Iowa, was bound over to the grand jury on the charge of murdering her husband.

Police Captain John Fitchette, of Minneapolis, was convicted of trafficking in positions on the police force.

A bolt of lightning shaved David Fuller's head in Richmond, the victim sustaining no other injuries.

### Foreign.

Mr. A. J. Balfour, the new British premier, made an address to his followers, in which he announced the resignation from the cabinet of Sir Michael Hicks-Beach, the chancellor of the exchequer. The Duke of Devonshire announced in the House of Lords that Lord Salisbury desired him to succeed to the government leadership in that body.

A German laborer found on a beach a pocketbook containing \$7500 which an American had dropped in the water from a yacht during the recent regatta. He returned the money and was rewarded.

Rear Admiral Crowninshield's flagship, the battleship Illinois, owing to a faulty steering gear, ran aground while entering the harbor at Christiania, Norway, and will have to be docked for repairs.

A large force of revolutionists under General Penaloza is reported to be approaching Puerto Cabello, Venezuela. The United States Government will send the gunboat Marietta to La Guayra.

The American cruiser Brooklyn arrived at Southampton with the remains of Lord Pauncefote, late ambassador of Great Britain at Washington. Full naval honors were paid to the dead diplomat.

Sir Joseph Little, chief justice and deputy governor of Newfoundland, died at St. Johns.

The United States steamer Ranger sailed from Panama for Chiriqui to protect American interests there. United States Consul Guder went to Chiriqui with important papers for General Herrera from the Governor of Panama, presumably including peace terms.

The reputation of Albert Ballin, director-general of the Hamburg-American Line, is said to have greatly increased by his alliance with J. P. Morgan. He has also won high favor with the Emperor.

### Financial.

London traded in 15,000 shares of American stocks, buying chiefly Aitchison and selling United States Steel.

Negotiations are practically closed for the sale of the Detroit & Toledo Short Line to the Grand Trunk line. Thus Grand Trunk secures an entrance into Toledo.

It is announced that the Virginia-Carolina Chemical Company's increased earnings are due to the short corn crop last year, putting the products of cotton seed in greater demand.

## LORD SALISBURY SUCCEEDED BY BALFOUR

### Retiring Premier Gives Advancing Years And Failing Health as Reasons.

#### MANY RUMORS OF OTHER CHANGES.

#### The New Chief of the Cabinet, It is Stated, Will Remain Government Leader in the House of Commons—Chamberlain is Said to Accept the New Situation in a Most Cheerful Manner.

London (By Cable).—The Marquis of Salisbury has resigned the premiership of Great Britain, and A. J. Balfour, first lord of the treasury and government leader in the House of Commons, has been appointed to succeed him. Mr. Balfour visited the King and accepted the premiership.

While it was expected in official and political circles that Lord Salisbury's retirement would be coincident with the coronation of King Edward, it was scarcely looked for prior to that event. Consequently, about the only surprise expressed as the news spread through London concerned the date rather than the fact of the resignation. The real interest was not so much in reference to Lord Salisbury's withdrawal as it was in the appointment of his successor.

The liveliest speculation is rife as to the personnel of the new cabinet. The most discussed features of the pending changes is the position of Mr. Chamberlain, the colonial secretary, who in many quarters has been regarded as the most promising candidate for the premiership.

It is learned that prior to the acceptance of his new office Mr. Balfour first had an interview with Mr. Chamberlain and then consulted with his other cabinet associates. This is regarded as assurance that the future relative positions of Messrs. Balfour and Chamberlain will be satisfactory to both. Mr. Chamberlain's friends say he always desired the reversion of the premiership to be Mr. Balfour's right as government leader in the House of Commons.

#### BOERS LOST 3,700 MEN.

Had 75,000 in the Army and 32,000 Were Prisoners.

Pretoria (By Cable).—According to an estimate of the Red Cross identity depot, which fulfilled the functions of a casualty bureau for the Boer forces, the total losses of the Boers during the war were 3,700 men killed or died of wounds and 32,000 made prisoners of war, of whom 700 died. The Boer forces in the field numbered about 75,000.

The curator of the former Boer Government's official papers has handed over to the British all documents, including confidential reports, giving a complete history of Mr. Kruger's relations with foreign powers.

There is some uneasiness here regarding the attitude of the Basutos. In consequence of supposed treachery during the war, Joel, one of their prominent chiefs, has been summoned to Maseru, capital of a military district of Basutoland, to stand trial on the charge of high treason.

The paramount chief Lerothodi is likely to support Joel in the event of the latter's refusal to obey the summons. Troops have been dispatched to the frontier.

#### KILLED THE WHOLE FAMILY.

Portland Man Shoots His Wife, Her Parents and a Boarder.

Portland, Ore. (Special).—A. L. Belding, a bartender, has shot and killed his wife, his mother-in-law, and Frank Woodward, an inmate of his house, and fatally wounded L. McCroskey, his father-in-law.

Belding married the daughter of the McCroskeys, eight years ago, but has not lived with his wife for some time. He was jealous of Woodward, whom he suspected of being intimate with Mrs. Belding.

Going to the McCroskey home Belding gained admittance, and meeting Woodward in the hallway drew a revolver in each hand, exclaiming, "You first," and fired. Woodward fell to the floor fatally wounded. Mrs. Belding rushed upon her husband and was shot down by the infuriated man. Then the parents of Mrs. Belding came to the hallway and were both shot.

#### Held Officers at Bay.

Brewster, N. Y. (Special).—John Dvalstedt, a shoemaker in this village, was arrested on suspicion of murdering John Anderson, a journeyman, in his shop, who died June 26 from what is believed to be strychnine poisoning.

Dvalstedt is said to have held insurance policies on Anderson's life. A warrant for Dvalstedt's arrest was issued by Coroner Mitchell, an analysis of the dead man's stomach having shown that he had swallowed a large amount of strychnine. On the approach of the constable with the warrant Dvalstedt took to the woods and was pursued by a posse. He resisted arrest, holding the posse at bay with two revolvers.

#### Proposed Big Labor Convention.

Chicago (Special).—Fifty thousand longshoremen of the Great Lakes will be represented at the annual convention of the International Association, to be held in Chicago this week. The most important work planned is an amalgamation of the association and the National Union of Dock Laborers in Great Britain and Ireland, with 100,000 members.

#### Dynamite in Jail.

St. Joseph, Mo. (Special).—Sheriff Spencer summoned a large force of guards and armed them heavily, in the expectation that a second attempt will be made to blow up the county jail and liberate many desperate criminals. Enough dynamite was stolen from a rock quarry to blow up half the town, a considerable part of which was discovered to have been smuggled into the jail. Sheriff Spencer sent his family away. No stranger is permitted to approach within 50 feet of the building.

## LIVE NATIONAL CAPITAL AFFAIRS.

### Loss by 1901 Drought.

It is now practicable to determine the effect of the drought of 1901 upon the export trade of 1902.

Preliminary figures on the exports of breadstuffs and provisions just completed show about 97 per cent of the total exports, and a reasonably accurate measurement of the exportation of articles affected by the drought of last year can now be made. The tables show the exports of quantities and value of corn and cornmeal, oats and oatmeal, wheat flour and other breadstuffs, also live cattle, fresh beef and other beef products, as well as other provisions. The most marked reduction is in corn, the exportation of which at the principal ports amounts to 26,000,000 bushels in the fiscal year ended June 30, 1902, against 17,000,000 at the same ports the preceding year, the value for 1902 being \$16,000,000, against \$22,000,000 the preceding year, a reduction of \$6,000,000. The complete figures probably will show the total exports at about 27,000,000 bushels against 181,000,000 in the preceding year.

Exports of cornmeal have also fallen from \$2,000,000 in 1901 to \$1,000,000 in 1902, making the total reduction in corn exports the present year, as shown by the preliminary figures, \$67,000,000. Compared with the fiscal year 1900, the reduction is still greater; the corn exports of the fiscal year 1900 were the largest in the history of American export trade, amounting to 213,123,412 bushels, while for the year just ended the complete figures will amount to about 27,000,000 bushels.

### Oil Fuel for Warships.

Oil may be adopted for coal fuel for naval vessels as a result of successful experiments made at the Washington Navy Yard.

Rear Admiral George W. Melville, Engineer-in-Chief of the Navy, believes that in time a large number of the smaller ships will be using it, and eventually coal will pass out of general use in the navy. Besides generating a quicker fire and giving greater heat, it is said it permits vessels to maintain a wider steaming radius and reduces considerably the cost of fuel.

So far but little headway has been made by the merchant marine with its use, but the few vessels experimenting with it have found that oil is superior to coal in many respects, including less weight in proportion to the number of miles the ship steams. A special board will go to the Delaware Breakwater and inspect a tank steamer from the Bannock, Texas, oil fields, which uses oil. It is one of the first ships to be fitted out on the Atlantic. The success of this fuel will mean much to traffic on the Pacific, where the price of coal is double that asked on the Atlantic Coast.

### Buffalo Exposition Claims.

The Treasury Department has perfected a plan to pay the claims against the Pan-American Exposition Company of Buffalo out of the appropriation of \$500,000 made in the General Deficiency Act.

By the terms of the appropriation these are to be made pro rata on claim for "labor, material, services and other expenses," and no payments are to be made to stockholders or for any claim secured by mortgage. The claims to be pro-rated aggregate about \$640,000. They are to be audited at the Treasury Department and the warrants drawn in favor of the individual claimants. These warrants are to be delivered through and recorded for by John G. Milburn, the president of the Exposition. In this way the necessity for Mr. Milburn giving a bond will be avoided. Mr. Milburn is anxious that every cent of the \$500,000 shall go to the creditors of the Exposition.

### Next Step for Irrigation.

F. H. Newell, chief hydrographer of the Geological Survey, has gone West to make a preliminary investigation of the irrigation problem.

The irrigation law passed by the last session of Congress makes it necessary for a survey to determine the location of the proposed extensive reservoirs, and several engineering parties already have been sent out to do preliminary work. Mr. Newell will have general supervision of the task. It is intended that the preliminary work shall be most thorough, and on this account it is not expected that the construction of any of the proposed reservoirs will be undertaken for a year or two. Mr. Newell expects to devote the entire summer to work in the field.

### Oleomargarine Tests.

The Acting Commissioner of Internal Revenue has issued instructions covering artificial tests for coloring matter in oleomargarine. Detailed directions are given for making tests to discover coloring matter principally used in coloring oleomargarine. The circular says: "If a sample gives negative results by both tests above described, it may be safely concluded that it is free from artificial coloring. If it reacts in either test, or if there is any doubt as to the results obtained, the sample should be forwarded to this office for analysis."

### Depository of Public Moneys.

In accordance with a provision of the Philippine Civil Government Act the Secretary of War has directed that the Treasury of the Philippines shall act as depository of the public moneys of the United States without being required to deposit bonds in the Treasury of the United States or to give any other specific security for the safe keeping of public money "until the further direction of the Secretary of War."

### Capital News in General.

Records of the court-martial of Major Walter and Lieutenant Day were received, showing that General Chaffee disapproved the findings of the court.

Minister Wu has expressed his hope of writing two books on the United States on his return to China.

The President has issued a commission to Director Merriam under the new Permanent Census Law as director of the census.

General Chaffee has been relieved of the command in the Philippines and ordered to take command of the Department of the East. Gen. George W. Davis will succeed him in the Philippines.

Capt. Eugene H. C. Luetzel has been designated as the first commander of the battleship Maine.

Wu Ting-lang, the Chinese Minister to the United States, has received an appointment that practically means his recall.

## PRICE OF CORN HIGHEST IN YEARS

### Present Boom One of the Wonders of Commercial World.

#### DANIEL G. REID THE MOVING SPIRIT.

#### Losses Sustained Last Fall in a 2,000,000 Bushel Deal Caused Existence; Conditions—Twenty Million Bushels of Corn Have Been Bought by the Ring for Delivery to it During the Present Month.

Chicago, Ill. (Special).—Corn is worth more than wheat. Such a relation has only twice occurred in many years, and neither time did it last longer than a few minutes.

The reason for it is even more striking than the fact. Corn has been rushed to its high price by the manipulations of the strongest and richest ring of speculators that ever joined hands to bull markets and drive bears to destruction. It is a purely speculative deal. Never before have operations been carried on with such security and confidence. Compared with the present deal, that of Joseph Leiter in what was retail trade, twenty million bushels of corn have been bought by the ring for delivery to it during the present month, and in the first 10 days of the month only 4,000,000 bushels have been turned over, although the shorts were straining every nerve to get corn and save themselves from ruin. Fourteen business days remain in the month, and during that time 10,000,000 bushels of corn of contract grade must be brought to Chicago and delivered, or else the penalty must be paid.

The shorts are fighting desperately. They are breaking threats of court proceedings against the bulls, though they are unable so far to find any possible procedure that will readily help. They have even started a petition calling upon the directors of the Board of Trade to set a "marginal price" for corn, something that has never been done in 20 years.

It is cold comfort to bears to know that not a single one of their number who has gone to the bulls thus far to effect a private settlement has been accommodated.

"If you want to settle, go out on the floor and buy back your corn where you sold it," is the answer they get to their appeals.

#### 481 MILES IN 460 MINUTES.

New Record Made by the Twentieth Century Limited on the Lake Shore.

Chicago (Special).—Reeling off 481 miles in 460 minutes, the "Twentieth Century Limited," on the Lake Shore and Michigan Southern Road smashed records for fast running on that system and verified assertions made by the officials that a 16-hour schedule could, if necessary, be maintained between Chicago and New York. The train, 45 miles west of Buffalo, was two hours and twenty-eight minutes behind its schedule, and then it was that the engineers were given a clear track and ordered to make their best time over the various divisions.

The train covered the 134 miles between Brockton and Cleveland in 131 minutes. From Cleveland to Toledo the engineer pushed along over the 113 miles at some points at a speed reaching 90 miles an hour, covering the distance in 103 minutes. The run to Elkhart, Ind., 133 miles, was covered in 115 minutes.

The run into Chicago from Elkhart was slower, on account of the necessity of slowing down while passing through three towns where the speed of trains is limited by ordinances. Slowdowns were also necessary for the 14 grade railroad crossings in Chicago. Despite these delays the 101 miles were covered in 111 minutes, and the train, which was due in the city at 9.45 a. m., arrived at the Grand Central Passenger Station only 28 minutes late.

#### COFFIN NINE FEET LONG.

Lewis Wilkins, a Western Giant, Dies in a Hospital in Chicago.

Chicago (Special).—One of the giants of the earth has just died in the Presbyterian Hospital in the person of Lewis Wilkins, who was for several months afflicted with a tumor on the brain. He was eight feet two inches tall. When in good health he weighed 365 pounds. A casket nine feet long and twice as wide as the ordinary coffin was constructed for the body.

Wilkins' great height subjected him to many discomforts. When he came to this city from Omaha to be treated at the hospital an ambulance awaited him at the Polk Street Station. The man was so tall that he could not lie on the regular stretcher, but was forced to sit on the floor of the vehicle and draw his legs up beneath him.

A special bed had to be constructed for him at the hospital. A ring that Wilkins had worn on a finger of his left hand is so large that a silver half dollar can be easily passed through it.

#### Two Men Killed in Railroad Wreck.

Peoria, Ill. (Special).—Two men killed, one fatally injured and several more or less seriously injured is the story of a wreck on the Toledo, Peoria and Western Railway. All the injured belonged to the construction crew except Legage and Meyers, who are traveling salesmen. An extra engine and cabooses were coming slowly towards Peoria, having received word to look out for the construction train, when the two met on a curve. The construction train was going at a high rate of speed.

#### Fatal Mistake of "Bad Men."

Davenport, Iowa (Special).—Christopher Leonidas and his son, long-haired medicine men, wearing sharpshooter medals and heavily armed, boarded the Diamond Jo steamer Dubuque at Rock Island, Ill., and attempted to take possession. Mate Dan Green shot and killed both when the boat was in front of Davenport. The bodies were taken off here. The boat officers were held. At the inquest Mate Dan Green was acquitted by the coroner's jury on the ground of self-defense.

## WOE IN JOHNSTOWN.

### Shocking Calamity in Cambria Company Coal Mines.

Johnstown, Pa. (Special).—Johnstown has again been visited by an appalling disaster, only less frightful than the awful flood of May 31, 1889.

Hundreds of homes are made desolate by a mine explosion which took place in the Cambria Steel Company Rolling Mill mine, under Westmont Hill.

Just how many have been killed it may take several days to determine, but that it is a long list is certain. It may reach 200, or even rise considerably above that number.

It was nearly an hour after the explosion before any general knowledge of what had happened got abroad. Men who came from the mines, escaping with their lives, told the terrible news, and soon it spread like wildfire all over the city.

In scores of homes there were pathetic scenes. Mothers, wives, daughters, sons and relatives were frantic with grief. Hundreds rushed to the point and with sobbing hearts awaited news from the mine that held their loved ones.

At the opening across the river from the Point the Cambria Iron Company police stood guard, permitting no one to enter the mine, from which noxious gases were pouring.

It was nearly 4 p. m. when all hope of sending rescue parties from the Westmont opening was abandoned.

Two men who had escaped from the mine—Richard Bennett and John Meyers—went back two miles to see what assistance could be rendered, but the fire-damp drove them back, and they fell prostrate when finally, after a desperate struggle, they reached the surface.

Doctors worked on the two men half an hour before they were restored to consciousness. Their story of the situation in the mine made it clear that the rescue could not proceed from the Westmont opening. Then hasty preparations were made to begin that sad mission at the Mill Creek entrance.

Soon after the news of the explosion reached the Cambria officials Mining Engineer Marshall G. Moore and one of his assistants, Al G. Prosser, made an attempt to enter the mine. They were followed by Mine Superintendent Geo. T. Robinson, but the deadly gases stopped their progress and they were compelled to return to the surface.

Mine Foreman Harry Rodgers, his assistant, Wm. Blanch, and Fire Bosses John Whitney, John Retallick, and John Thomas were overcome by the gases, and it is feared they perished in a heroic effort to rescue the miners. A son of Harry Rodgers then tried to reach his father, but he was quickly overcome by the deadly gas and was carried out unconscious.

William Stibich spent several hours at the Mill Creek opening. He said that he believed as many as 450 men were still in the mine. In his opinion, from all he could glean, not more than 150 men of the 600 had come out of the colliery.

Officials of the Cambria Company say that the explosion was caused by fire-damp.

The catastrophe occurred in the section of the mine known among the miners as "Klondike." The name of the section on the company's books is the "sixth west of the south main heading." It is about a mile and a half from the main entrance of the Rolling Mill mine.

The few survivors who have escaped from the depths of the mine give graphic descriptions of the disaster. Outside of the "Klondike" section the miners are safe and uninjured. Within the fatal limits of the section havoc was wrought by the terrific explosion.

Solid walls of masonry three feet thick were torn down as though barriers of paper. The roofs of the mine were demolished and not a door remains standing.

Johnstown, Pa. (Special).—In spite of conflicting reports as to the number of dead in the mine disaster, a careful and complete compilation shows that 108 is the extent of the list of bodies outside the mine.

To this number future explorations of the mine corridors may add a few, but it cannot be many.

Almost all the employes who could have been in the mine at the time of the explosion are accounted for. Few inquiries for missing have been presented the authorities or to the mine officials, and this, better than anything else, demonstrates the impossibility of many bodies still remaining in the mine.

The mine officials say there is no use attempting to estimate the number of dead. They say they simply don't know. They express the belief, however, that all, or almost all, are out of the mine.

#### Southern Railroad's Addition.

Knoxville, Tenn. (Special).—It is reported that the Southern Railway will secure the Ohio River and Charleston Railroad and will extend it from Hunt Dale, N. C., to Marion, N. C., to connect with the main line between Asheville and Salisbury in order to have a coal road nearer its Washington and Carolina branch end without the long haul from the Jellico district through Knoxville.