

A DESTRUCTIVE FIRE.

HEAVY LOSS TO THE PENNSYLVANIA RAILROAD CAUSED BY A WRECK.

On Thursday evening the shrill whistling of locomotives on the Pennsylvania railroad gave warning that a fire was in progress in the vicinity of the railroad. All persons near the station in that direction and the clouds of smoke could be seen in the neighborhood of St. Charles furnace.

People commenced running in that direction and found a most terrible fire raging on the Pennsylvania railroad. The flames could be seen rising from the side of the cars. The engine No. 405, coming from Harrisburg, had run into the rear end of a train at the weight scales, a side of the engine west of the scales. The engine was piled into the rear end with terrific force, throwing cars from the tracks and piling them in great confusion.

In the forward train there were five oil cars, five lumber cars and the cabin wrecked. In the rear train five cars were wrecked. A car loaded with fuel was thrown on the side across two tracks and badly wrecked. The cars loaded with coal were scattered about the tracks and the coal piled in all directions. In the midst of this wreck was thrown a car loaded with merchandise, the whole presenting a sight of great confusion.

As soon as the wreck occurred the oil tanks burst and for over twenty minutes smoke came from the tanks to a great distance in the air. One of the cars contained oil in barrels which was totally destroyed. An oil tank car was also consumed with its contents, and the car is now a blackened mass of iron. All the oil tank cars had great quantities of coal, and fortunately the oil did not ignite. In twenty minutes after the alarm was given the Columbia fire department was in working order, and did heroic service. On all hands can be heard expressions of praise of the noble work of the firemen.

In harmony with the general feeling, rendering assistance wherever needed. The Columbia engine stood on the hill back of the furnace, the Vigilant went up the towpath and obtained water from the canal, and the Shawnee stood at Second and Cedar. As soon as the heat would permit the Shawnee was taken across the canal to the time the engine first issued from the wreck six engines were playing on the flames and surrounding property. George Fisher and Wash Noll went across the canal with the bench pipe of the Vigilant in order to get as close to the fire as possible. One time Martin Smith, of No. 2 engine, was seen mounting the cinder banks with the branch pipe to save the property of the furnace. The Wrightville steamer and how carriage came across the bridge at 6:15 p. m., and went into service, greatly assisting the hard work of the firemen.

The buildings were on fire company. The blacksmith shop was the only building destroyed. A switch box of the P. R. R. was also burned to the ground. The flames set fire to the property of the furnace company on the left side of the track, and for a long time the entire furnace was in jeopardy. The flames set fire to the entire coal roasting platform, a portion of the travelling and three cars of the company having suffered from the flames. The stock is badly mixed and everything is in confusion. Manager E. B. Eckman stated that the loss cannot be estimated for several days. The working of the furnace will be delayed about thirty-six hours. The tracks are badly warped and twisted and the ties are burned and charred for some distance on both sides of the fire.

Engineer Jacob Good, of engine No. 405, states that Fireman Henry Thomas, of the forward train, was not far enough to prevent the collision. The engine was sent too late to stop the train. The engineer and fireman jumped from the engine within 100 feet of the rear end. The engine is not greatly damaged, the headlight and pilot being wrecked, but to what extent could not be seen, as the cabin of the forward train was in a state of confusion. An iron bar was struck by the wreck and went to work to clear up the debris and open the tracks for trains.

A visit to the scene of the wreck and fire yesterday showed that the wreck occurred from Parkersburg, Middletown and Columbia had been busy during the night. Almost every portion of the wreck had been cleared away and traffic was resumed. The visiting crews left for home at 6 o'clock and the town wreckers completed their labors about 8 o'clock. The Shawnee and Columbia steamers remain on the scene during the night ready for action in case the flames would burst out afresh. The engine 405 is not much damaged, the headlight, pilot and stack being the only portions wrecked.

The fire was caused by the oil from the tanks running on the hot cinders of the train. The carpenter of the furnace is at work in making the repairs. The furnace was in the fire visited by many thousands of people last night and this morning.

Death of Mrs. C. Craig. Mrs. Sybilta Craig, widow of the late Alexander Craig, died on Thursday night at 10:40 o'clock at the home of her son, Dr. Alexander Craig, on Cherry street below Third. The death was caused by softening of the brain following apoplexy. The deceased was in the 80th year of her age and had been an invalid for some years, not being able to walk for the past year. Mrs. Craig was born in Greensburg, Westmoreland county, on December 20th, 1808, and was among the first settlers of Western Pennsylvania. Her first husband was Dr. Alexander Craig, of Greensburg, and her second husband was Alexander Craig, a two children survive of the first marriage, Mrs. E. C. Hanna, of Kansas City, and D. C. Norris, of Greensburg, of the second marriage, Dr. Alexander Craig, of Columbia, Mrs. J. G. Thomas, of Westing, W. Va., and J. P. Craig, of Rock Island, W. Va., and two sons have been living in town for the past four years with her son. The remains will be taken to Greensburg, on Saturday morning at 10 o'clock where the funeral will be held. A broken heart was the cause of a slight stroke on the P. R. R. on street yesterday afternoon. The trucks of two cars

PHILIP HUBER'S CRIME.

He Admits His Guilt and Explains Why He Committed the Crime.

Among the passengers on Niagara Express through Lancaster at 9:50 yesterday morning was Philip A. Huber, the thief-express agent, who was on his way to his home in Sunbury, in charge of a large trunk containing \$5,000 in gold. He was taken before a magistrate, where he admitted in default of bail to the county jail for trial at court, in working up this case the detective, at the start, all thought that Pratt was the guilty man. A very close watch was kept upon him, and a "shadow" detective boarded at the same house with him and watched his every movement. Pratt once had a talk with a detective in which the former said that if a man would get more than five years for stealing \$50,000 he would be paid well. The detective was then positive that he was guilty, but they concluded to watch every employe of the company against whom there was the slightest suspicion. Huber had always lived modestly on his \$75 per month, but a prominent feature had been his spending overalls while at work and began to don new clothes.

One of the detectives in time made himself a great friend of Express Agent Huber. The agent's new friend organized a mineral ore mining company and induced Huber to join it. He had \$1,000 on the strength of promissory notes and the money in gold cash and the detective secretly noted the fact that the money was in the same denominations as that of the stolen money.

Then Mrs. Huber began to wear silk dresses and to buy jewelry. In time the Huber home was refurbished in good style and some time later a costly sewing apparatus was introduced. The winter following the loss of the money, Mrs. Huber began to give elaborate receptions at her home. The following spring and summer Mrs. Huber invited her friends to delightful lawn parties at which lawn tennis was a prominent feature. Her hot weather arrived the Hubers gave river parties, and Mrs. Huber thought nothing of the cost of taking frequent trips to Harrisburg.

A story that she had received a legacy was found to be untrue. The detective didn't know where Huber went to find the money, but he had the "planted" and he soon afterwards paid back the debt and a little while later brooded another thousand from his friend Huber. This time the other detective watched Huber as he left the express office and went to the bank and returned with a cash. He had got an amount of money again had the order of cash about it. That was in the early part of this week. Huber was then decoyed to Philadelphia and the search of the house followed. In all \$15,335 in cash and \$4,200 in securities was recovered. When arrested in Philadelphia Huber had a letter in his pocket, the cash in his house by stating that he had failed years ago and cheated his creditors. When the detective told him that he had only received \$1,500 by this transaction he broke down and confessed. He said that he made a great mistake when he told his wife that he had a letter in his pocket, as she desired to cut a swell and in two years past he has had hell on earth.

The excitement that was caused by the exaggerated reports here that a big fire was raging in Columbia, and asked that assistance be sent to that town. The chief engineer of the fire department was notified and was in charge of the engine and hose carriage at the Pennsylvania railroad freight station. They were loaded on a flat car attached to a freight train. By this time most exaggerated reports had been circulated around town concerning the fire, and people began to think that the whole town was in danger. Besides the firemen crowd soon gathered at the station and the train bearing the fire apparatus and firemen was packed with men and boys. These were all doomed to disappointment, however, for when the train reached Dillerville, the locomotive was stopped and the fire was extinguished. The train was not in danger, but it was necessary for the Lancaster people to come with their engines, as the fire was under control. The result of this was the people who were anxious to get a free ride to Columbia were compelled to walk back to Lancaster. The engine and firemen were afterwards brought back by the railroad company.

On account of the fire Harrisburg accommodation, which left this city at 6:30, was run by Mr. Joy and the one from the West, due here at 6:45, was very late, having been made up in Columbia.

Accident to Thad. Henry, Jr. Thad. Henry, Jr., made a narrow escape from serious injury on Thursday evening. He had charge of a baby party and on their return to this city he drove to his home, where he was cooking. While taking a walk on the street, he was seized and started to run when he reached for the lines and made an effort to stop the horse. He was dragged for a half square and was very badly bruised though he was fortunate in escaping with his life. The horse ran down North Street to Anderson street and then to Water, on which street he was caught near the neighborhood of Harry Halder, bartender at the Coogan house, who happened to be in the neighborhood. The horse was afterwards taken to the livery stable of Haverstick & Son, to whom he belonged. The buggy was not damaged.

A Moonlight Fete. The Young Ladies Aid society had a most delightful fete at Rocky Springs last evening. A storm of wind that passed over the city on Saturday night interfered with the party tended only to moderate the excessive heat and render the temperature of the air delightful. There were about fifty couples in attendance, a number of them being from distant cities. The evening was spent in dancing, boating and promenading in the park. Taylor's orchestra furnished the music and Mr. George Scheetz, the caterer, provided an ample and excellent lunch. The swains and maidens danced until 2 o'clock this morning and then returned to the city in bus.

A Cellar Robbed. On Wednesday night thieves broke into the house of Benjamin Knevel, who resides at No. 31 West King street. They tried to open the door by pulling up stairs, but found it locked. They then entered themselves in remaining downstairs and carrying off all the edibles, such as butter, eggs, &c., that were in the refrigerator. This morning when the family awoke they found that there was nothing in the cellar for breakfast.

Hail Storm in Ephrata. The eastern section of Ephrata township was visited by a hail storm on Thursday evening, for the fourth time within as many weeks. The storm lasted for twenty minutes, but no great damage was done, for the reason that the previous storm destroyed all the crops in that section. Hail also fell in Brecknock, but it did not damage the Ephrata township line, but the damage done was slight. The fall of rain about Millway and other places were very heavy.

Head for a Hearing. John Dougherty was arrested yesterday for drunken and disorderly conduct, exposing his person, and Alderman Hervey held him for a hearing.

PENNY PARK.

Improvements That Have Recently Been Made in the Park.

John Copland, who has leased Penny Park for the coming season, visited the grounds yesterday when he found that great improvements had been made. A fine paling fence has been constructed along the railroad track, which reaches from the bridge of the canal and of the Pennsylvania tracks in the northern part of the grounds. This is to prevent accidents, as heretofore people, in their anxiety to get on trains, crowded upon the track. A large iron gate will be made in this fence at the station. The buildings on the grounds have all been repainted and they look very well. Several new booths have been erected. The little telegraph office north of the station will be used as a ticket office only and a telegraph tower is now in course of erection.

The grounds look very pretty at present. The first picnic of the season will be held on Thursday, June 28th, by Harrisburg parties. They expect to bring a large crowd.

STRUCK AT A CROSSING. The Chicago Limited Hits Two Horse Team at Landisville.

Thursday afternoon about half past three o'clock as the New York and Chicago Limited was passing through Landisville it struck a two-horse team in charge of Michael Schmidt, a German driver for J. R. Minnich, with whom was Jonas Fry. The wagon was broken all to pieces, one of the horses was instantly killed, and the other severely injured by being thrown down an embankment. Mr. Fry escaped without injury, but the German driver received bad injuries about the head and legs.

Death of Mrs. Nicholas Nary. Mrs. Sarah Nary, wife of Nicholas Nary, died at her residence, 608 Church street, this morning, aged 82 years. Deceased was the mother of John Nary, a printer, who is now living in Washington Territory. Her funeral will take place on Monday morning at 9 o'clock with services at St. Mary's Catholic church.

Brought Three Suits Against Her Husband. Before Alderman Spurrier the wife of Harry Gallagher has brought suits against her husband, charging him with surety of the peace, malicious mischief, and carrying concealed weapons. Warrants were issued for Gallagher's arrest, but he does not seem to be in town.

Collision of Wagons. This morning the truck wagon of Samuel Fox and one of Hartman's large ice wagons collided at Orange and Mary streets. The truck wagon was much the lighter of the two and its boiler was broken, besides being otherwise damaged.

A Game This Evening. This evening the Inquirer Junior and Ivory ball clubs will play a game. The battery for the former will be Russman and Geritzki and for the latter Sauer and Hartley.

A Handsome Business Wagon. One of the handsomest business wagons in the city is that of D. N. Burk's, the East King street grocer, made to his order by Philip Doerflinger, carriage manufacturer, of the city. It has an elegant and artistically painted. The color of the spring gear is orange with black stripes, the lower part of the body is a bottle green, with a band of orange and black stripes, and the carmine, and on the side is Mr. Burk's name and business. The wagon is used by Mr. Burk in the delivery of goods and is greatly admired by all who see it.

The Willow Street Reformed church, Rev. D. W. Weir, pastor, has been undergoing repairs recently. There will be a social on Sunday at 10 a. m. and 7:30 p. m.

A colored campmeeting under the auspices of the M. E. church of Faegleyville, of this city, will be held in John Conrad's grove, Providence town-ship, Saturday and Sunday.

DEATHS. In this city, on the 21st inst., Mary, wife of Robert A. Kwing, in the 43rd year of her age.

The relatives and friends of the family are invited to attend the funeral, from the residence of her husband, the East King street, on Saturday morning, at 10 o'clock. Services at St. Anthony's church at 10 o'clock. Interment at St. Anthony's cemetery.

NARY.—In this city, on the 22nd inst., Sarah, wife of Nicholas Nary, aged 82 years.

The relatives and friends of the family are respectfully invited to attend the funeral from her husband's residence, No. 608 Church street, on Monday morning, at 9 o'clock. Services at St. Mary's church at 9 o'clock. Interment at St. Mary's cemetery.

PINKERTON.—June 20, 1888, John Pinkerton, General from his residence in Mennt Joy, Monday at 10 o'clock a. m. Interment at DeSoto.

PETERMAN.—Emma Peterman, wife of William T. S. Peterman, in her twentieth year, died on the 19th inst. at her residence, No. 41 Rockland street, Mass. at St. Anthony's church.

EWING.—In this city, on the 23rd inst., infant child of John and Mary Ewing.

Funeral to-morrow (Saturday) morning at 10 o'clock, from the residence of the deceased, No. 41 Rockland street, Mass. at St. Anthony's church.

MARKETS. Grain and Provisions. Furnished by S. K. Yundt, Broker.

CHICAGO, June 21, 1888. O'Clock p. m. Wheat—No. 2, 13 1/2; No. 3, 13; No. 4, 12 1/2. Corn—No. 2, 47 1/2; No. 3, 47; No. 4, 46 1/2. Soybeans—No. 2, 3 1/2; No. 3, 3 1/4; No. 4, 3 1/4. Rice—No. 2, 10 1/2; No. 3, 10; No. 4, 9 1/2. Sugar—No. 1, 24 1/2; No. 2, 24; No. 3, 23 1/2. Cotton—No. 1, 18 1/2; No. 2, 18; No. 3, 17 1/2. Hops—No. 1, 12 1/2; No. 2, 12; No. 3, 11 1/2. Tallow—No. 1, 11 1/2; No. 2, 11; No. 3, 10 1/2. Lard—No. 1, 11 1/2; No. 2, 11; No. 3, 10 1/2.

NEW YORK STOCKS. New York, June 21, 1 p. m.—Money closed at 1 1/2 per cent. Exchange steady. U. S. 4s, 107 1/2; 5s, 108 1/2; 6s, 109 1/2; 7s, 110 1/2; 8s, 111 1/2; 9s, 112 1/2; 10s, 113 1/2; 11s, 114 1/2; 12s, 115 1/2; 13s, 116 1/2; 14s, 117 1/2; 15s, 118 1/2; 16s, 119 1/2; 17s, 120 1/2; 18s, 121 1/2; 19s, 122 1/2; 20s, 123 1/2; 21s, 124 1/2; 22s, 125 1/2; 23s, 126 1/2; 24s, 127 1/2; 25s, 128 1/2; 26s, 129 1/2; 27s, 130 1/2; 28s, 131 1/2; 29s, 132 1/2; 30s, 133 1/2.

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PHILADELPHIA PRODUCE MARKET.

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NEW YORK STOCKS. New York, June 21, 1 p. m.—Money closed at 1 1/2 per cent. Exchange steady. U. S. 4s, 107 1/2; 5s, 108 1/2; 6s, 109 1/2; 7s, 110 1/2; 8s, 111 1/2; 9s, 112 1/2; 10s, 113 1/2; 11s, 114 1/2; 12s, 115 1/2; 13s, 116 1/2; 14s, 117 1/2; 15s, 118 1/2; 16s, 119 1/2; 17s, 120 1/2; 18s, 121 1/2; 19s, 122 1/2; 20s, 123 1/2; 21s, 124 1/2; 22s, 125 1/2; 23s, 126 1/2; 24s, 127 1/2; 25s, 128 1/2; 26s, 129 1/2; 27s, 130 1/2; 28s, 131 1/2; 29s, 132 1/2; 30s, 133 1/2.

ST. LOUIS STOCKS. St. Louis, June 21, 1888. O'Clock p. m. Wheat—No. 2, 13 1/2; No. 3, 13; No. 4, 12 1/2. Corn—No. 2, 47 1/2; No. 3, 47; No. 4, 46 1/2. Soybeans—No. 2, 3 1/2; No. 3, 3 1/4; No. 4, 3 1/4. Rice—No. 2, 10 1/2; No. 3, 10; No. 4, 9 1/2. Sugar—No. 1, 24 1/2; No. 2, 24; No. 3, 23 1/2. Cotton—No. 1, 18 1/2; No. 2, 18; No. 3, 17 1/2. Hops—No. 1, 12 1/2; No. 2, 12; No. 3, 11 1/2. Tallow—No. 1, 11 1/2; No. 2, 11; No. 3, 10 1/2. Lard—No. 1, 11 1/2; No. 2, 11; No. 3, 10 1/2.

PHILADELPHIA STOCKS. Philadelphia, June 21, 1888. O'Clock p. m. Wheat—No. 2, 13 1/2; No. 3, 13; No. 4, 12 1/2. Corn—No. 2, 47 1/2; No. 3, 47; No. 4, 46 1/2. Soybeans—No. 2, 3 1/2;