## TRANSPORTATION PALACE.

The Gorgeous Golden Door-American and Foreign Exhibits of Everything Relating to Travel on Land and Sea-Ancient and Modern Methods Contrasted.

A tramp over the extensive acreage of the Transportation Building is calculated to give one respect for the dimensions of the World's Fair. Just to walk by and look at the ex hibits is a day's work.

The Golden Door of the Transportation edifice is celebrated—just as a black sheep is
—because it is so different from its fellows.
This palace is unlike all the others in color and general design. It is nearly a thousand feet long, and one-quarter as wide, and is surmounted by a cupola 165 feet high, in which eight elevators are constantly run-

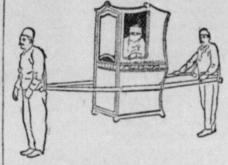
Its grand portal, or "Golden Door," the lagoon and the shores of "Wooded Isl-and." It consists of a series of receding arches entirely overlaid with gold leaf. But its general effect is gorgeoùs and not har-monious. Along the stairways which lead from the entrance are typical statues—a brakeman, a heimsman, Stephenson, Fulton, Watt, the apostles of Progress, the Aristoc-

racy of Invention.

Evidently the masses from the West think more of this building and of Machinery Hall than of the Art Palace. This is natural, says a Chicago correspondent of the New York Journal. The railroad as the developer is almost superhuman in Western eyes. To it are due such marvels as the growth of Chicago. Then why not have a temple to celebrate its greatness? And what a temple it is! Long lines of massive yet superbly graceful cars, mighty locomotives, exquisitely decorated, and watched over by men who treat them as if they were steeds which can think and act; gigantic snow plows, fit to cleave the most stubborn drifts of the Sierras; quaint groups of early locomotives—little old-fashioned tea-pots, which look as if they could be carried in the tenders of modern en-gines; vast collections of photographs illustrating railroad machinery; air brakes op-erating on a hundred cars at once; limited trains equipped like palaces—what is there not in this wonderful place?

HOW THE WORLD TRAVELS are fine displays by the Philadelphia & Reading, the Old Colony, and the Chicago & Northwestern Railroads. The latter exhibits the "Pioneer," a little puffing billy-goat of an engine, the first ever sent into Chicago. The Pennsylvania Railroad is richly represented.

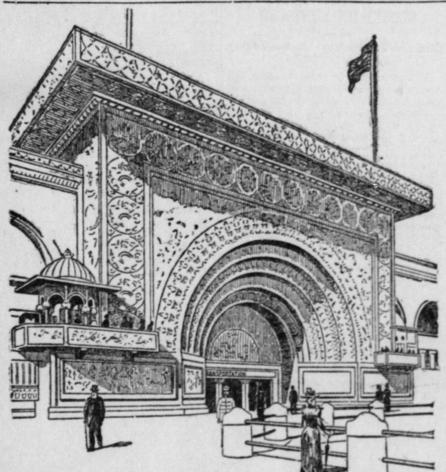
The marine exhibit of America is good : I can but briefly allude to it. Perhaps the most striking thing is the section of an Atlantic liner, showing the interior arrange-ments; it is so realistic that it fairly makes you seasick. Here is an exquisite model of the Puritan; and here are steam and electric dories, schooners and racing yachts until the wearied vision can no longer contain them.



THE TURKISH SEDAN CHAIR.

More than sixty thousand square feet are covered by the exhibition of land and sea travel in France. The French line mail steamers are well represented, the display steamers are well represented, the display consisting principally of six large paintings or dioramas, representing an arrival at New York Harbor of two of the company's steam-ers; "Going on board at Havre," showing the dock with one steamer ready to go, and taking passengers and baggage, and a special train arriving from Paris; the dining-room of a steamer at night, lighted with electricity; the arrival of an African steamer at Mar-seilles; a view of Algiers, with blue sky and sea, and steamer in harbor: the coast at Penhoet in St. Nazaire, with two steamers in process of construction. These pictures were painted by Philpot, Hoffbaur, Montenard and Motte. The remaining portion of the exhibit consists of models of coast steamers.

Just to the right of the main entrance is the British section, extending through the main building into the annex. In front is a carriage and saddlery exhibit. Then comes the splendid marine exhibit of Great Britain. Nearly all the great ship building firms are represented by models, one, that of the war-ship Victoria, being thirty feet long, and cost

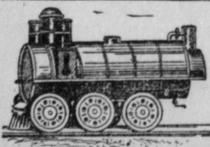


"GOLDEN DOOR" OF THE TRANSPORTATION BUILDING.

very oldest locomotive ever run in America, and was brought from England in 1831 by an English company. Near it stands Robert P. Burt, of Janesville, Wisconsin, who has the honor of being the oldest engineer in the

I wonder how he feels when he gets in the shadow of such monsters as that locomotive from the Baldwin Works, in Philadelphia, which weighs 195,000 pounds? There is another giant on its pedestal, an engine from the Brooks Works, weighing 180,000 pounds. When the Corean Embassy saw these leviathans, they stood as if stupefied. Finally ey asked if they would really run on tracks and the assurance that they would filled

Another very interesting exhibit is the old tocomotive "Samson," cne of the first engines ever introduced into America. This engine was built in 1838, at New Sheldon, Durham, England, and brought to this country about the same time. It was used in the Albion coal mine, near Stellarton, Nova Scotia, until few years ago. Accompanying the locomotive is the passenger car. It is a clumsy affair, containing two seats, with room for about four or five passengers. The doors



open on the sides, the same as many English coaches of to-day. The engine and coach are in a pretty fair state of preservation. The tender in those days went ahead of the logomotive, while the engineer stood on the rear. The engine is a standard gauge, inverted direct-acting, with four-foot drivers, Two other ancient locomotives are also mong the exhibits, the "Albion" and "Old Ironsides." Both of these are more primitive in their construction than the "Samson,"

and are not quite so large.

The original "John Bull" is standing on the New Yor's Central tracks, and the De Witt Clinton, with its historic train of

coaches, is also here in its counterfeit.

One of the gigantic exhibits in the south end of this Transportation Building is the model of the great 125-top steam hammer of the Bethlehem (Penn.) Iron Works. The original hammer weighs 2336 tons. The model is of staff and wood. It is exhibited here because the Bethlehem hommer forges steamship shafts and cranks, as well as gu and armor plates. It is shaped like a letter A. Its highest point stands ninety feet above the floor line, and is thirty-eight feet wide. The supports are each composed of two parts, the lower ones weighing seventy-one tons each, and the upper ones forty-eight tons each. The Bethlehem hammer is one-quarter larger than the 100-ton hammer used in an Italian dockyard.

Central Railroad, which includes complete and luxurious trains and a model railroad and flat boats of the station, is out of doors. It is admired by tens of thousands of visitors daily.

In the southern section of the Annex there

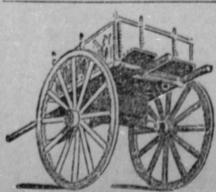
Look at the old "Comet" here. It is the | \$20,000. It is said to be the finest marine very oldest locomotive ever run in America, | model ever made. The Fairfield Shipbuildmodel ever made. The Fairfield Shipbuild-ing Company, builders of the new Cunarders, shows models of merchant marine. The Thames Iron Works & Shipbuilding Company has models of every variety of war ves-sels. There are exhibits of naval armament and coast defense, In this section is a model twenty feet long, of the great bridge over the Frith of Forth, in Scotland. The railway section of the British exhibit includes a con plete frame and locomotive shown by the London & Northwestern Railway Company, the first exhibit of its kind in this country. This company also shows models of railway stations, and one of the original Stephenson ocomotives, the "Rocket." There is also own the Trevitchick locomotive, the first that ever drew cars. The London & North-western exhibit includes a section of ideal railway track : also an exhibit of a section of the actual strap railway on which the Trevit chick locomotives ran in 1804. The latter exhibit includes two of the original cars, the whole shipment having been sent directly from Wales, and weighing five tons. The Great Western Railway Company, of England, exhibits in this section the original seven-foot-guage locomotive, "Lord of the Isles," built in 1851, for exhibition at the first Norld's Fair.

The Canadians show a complete transontinental train, such as are in use on the anadian Pacific. The cars are of solid ma-

hogany and lighted by electricity.
In striking contrast with this is the "dog train," such as is still in use in the far North-west, with the energetic dogs obeying the nands of the half-breed drivers.

The German exhibit covers the entire southern portion of the main building and a part of the annex. All the decorative features of this exhibit, which are elaborate and beautiful, were furnished by the German Commission. A special feature of the display is an exhibit of the Siemens & Halske system of interlocking switching apparatus, Two locomotives and all kinds of railway cars, including ambulance cars used by the Red Cross Society in war times, are shown. There is a great track museum from Osna-

What else can I tell you of such a vast show? Here is everything relating to transportation; here are bicycles in every stage of development; sedan chairs from Turkey and "rickshas" from Japan; Mrs. French-Sheldon's palaquin, in which she was car-



A MEXICAN CART.

outiful exhibit of the New York ried in Africa : Mexican leathern hammocks Spanish mule trains, dahabean and flat boats of the muddy Mississippi.

It is the museum of go: the epitome of push; the summing up of our modern

### NEWSY GLEANINGS.

BROOKLYN has 90,000 shade trees. ITALY's army costs \$96,000,000 a year. FODDER and grain are scarce in Prussia. THERE is great depression in iron mining.

AUSTRALIA protests against the influx of THE Bible is now printed in 304 languages

CALIFORNIA's fruit output this year is 720,-000,000 pounds Insurance rates in Illinois have been in-

creased fifteen per cent. CHOLERA has made its appearance in a

number of Russian cities. THE total paid admissions to the Chicago Fair in May were 1,050,037; in June, 2,699,-

A MILLION and a half dollars will be dis tributed among 13,880 Choctaws, beginning

July 25. DROUGHT in many sections of Europe bids fair to ruin the agriculturists. Fodder is a

total failure. Hawman lepers are in rebellion and have

killed an officer. They object to being removed to Molaki. A society has been formed in New York to

agitate for "the abrogation of the Russian Extradition Treaty." News from Australia shows that busine

is at a stand. The banks are closed and tens of thousands are idle. Indianapolis, Ind., is practically penniless

through the failure of a New York firm to take its refunding bonds. REPORTS to the State Department say

American agricultural implements are taking well and trade is increasing. TACOMA, Washington, is to be the terminus of the Canadian-Australian Steamship Company, whose steamers will make monthly trips between Tacoma and Sidney.

San Luis Porosi, Mexico, has just had a heavy rainsform, breaking a drought which had lasted for four years. The water in the lowest part of the city was several feet in

THERE were 176 train accidents in the United States in May, of which sixty-eight were collisions, 102 derailments, and six other accidents, with sixty-six persons killed, and 175 injured.

C. A. PILLSBURY, the Northwestern mill magnate, estimates the wheat crop in Minne-sota and the two Dakotas at less than 70,000,-000 bushels, and thinks if the farmers are not forced to sell too soon they will get good

CHIEF HARRINGTON, of the Weather Bureau, says: "Special attention has been given to the forecasting of tornadoes this year by the Weather Bureau, and with marked success." He claims the late disaster in Iowa was fore told twenty-four hours in advance.

The railway construction for the first half of 1893 amounted to 1014 miles, the smallest for a long time. The largest amount of building was in Pennsylvania, 181 miles; Texas, 125; Missouri, ninety-nine, and West Virginia, sixty-nine miles. In no other State or Territory did the building reach sixty miles.

### PROMINENT PEOPLE.

PRESIDENT CLEVELAND is still suffering from THE late Duke of Bedford was one of the

richest and most miserly men in England.

THE Duchess of Teck, mother-in-law of the future King of England, is fair, fat and sixty. Sin Gronge Tayon was the fourth British Admiral who lost his life by disaster unconsected with warfare.

GENERAL NELSON A. MILES Was a clerk in a oston store and familiar with a yardstick before he took hold of a sword.

Docton Guzman, the Nicaraguan Minister at Washington, has presented his letter of recall, his Government having abolished his post.

ATTORNEY-GENERAL HENDRICK, of Kentucky, prides himself on the fact that he rose from a farm laborer to his present place of

CHARLES NORDHOFF, the New York Herald nan, who has returned from Honolulu, says Minister Blount wouldn't stay in the islands for \$60,000 a year.

JAY GOULD'S sons, George, Edwin and Howard, do not frequent any of the big New York fashionable clubs, but confine their attendance to athletic clubs.

CHEW SHU SUM has landed at San Fran sco. He is the agent of the Six Companies of China, the combination which controls millions of dollars and practically owns several hundred thousand Chinaman.

MISS ELLA KNOWLES, who was the Populist candidate for Attorney-General at the last election in Montana, has been selected by the Republicans in that State as counsel in their

effort to secure control of the Legislature. THE death of Guy de Maupassant, the French author at the age of fifty-three, removes a genius who in his way was the equal of Edgar Allan Poe. His short stories are remarkable for their brilliancy, but it is the brilliancy of insanity.

ADMIRAL TRYON, who was lost on the Victoria, was a descendant of Governor Tryon, the English Colonial Governor of New York, who assisted at the burning of Norwalk, Conn., watching the con-flagration from a safe distance.

THE Duke of Veragua has recently lost his entire fortune. President Thomas W. Palmer, of the World's Fair, has started a subscription for him and the people of the United States, South America and the West Indies will be appealed to for contributions.

Ex-Senaton Hill, of Colorado, has made a fortune by smelting gold and silver by a secret process of his own, by which his big refinery in Denver is able to do some of the best refining in the world. He is said to be one of the best judges of metals in the United

SECRETARY SMITH is making a tour of al the important Indian agencies and will also visit the Yellowstone National Park. The land grant railroads will likewise receive his attention, and he intends, as far as possible to investigate all the details connected with his department. He will probably make a few speeches along the route, especially in the far Northwest. He will be absent three or four weeks.

## POSTAL CARD CHANGES.

Postmaster-General Bissell Decider to Make All Cards of One Size.

Postmaster-General Bissell has decided to abandon the three sizes of postal cards now in use, and to substitute one size for single and reply cards. The specifications which have been sent to prospective bidders for the contract of furnishing the postal service with cards for the next four years call for single cards of the uniform size of 314 by 514 inches. This is what is known as the international size, it being used generally by the countries comprising the International Postal Union The double, or reply card, now in use, will be continued, with the size, when folded, reduced to that of the international card. These two cards will take the place of the small, or "ladies" card," the medium, and the large card, and the large return card.

## PUBLIC MEN SMIRCHED.

Over 200 Senators and Deputies Implicated in Italian Bank Scandals.

Out of the 420 members constituting the Italian Senate, 120 are charged with complicity, either direct or indirect, in the bank scandal. About 100 members of the Chamber of Deputies are similarly impli-cated. It is proposed that the Senate, sit-ting as a high court of justice, demand that the accused Senators resign.

## MANGLED IN A WRECK.

### A TERRIFIC RAILROAD COL-LISION AT NEWBURG, N. Y.

The Day Express Jumped a Switch Near the Station and Crashed Into a Freight Train in the Freight Yard-A List of Those Killed and Injured-Heroic Rescuers.

Six persons killed outright and tweutytwo mangled human beings, three of whom were fatally injured, is the record of a railway disaster at Newburg, N. Y. The Chicago Express, on the West Shore road, due there at 12.04 p. m. was runfling forty miles an hour when the locomotive left the main track, and, running about 500 feet, collided head on with locomotive No. 206, standing in the yard ready to go out as soon as the ex-

press had passed.

The train was filled with people in five coaches, one of them a Wagner. Coach No. 71—the third from the locomotive—struck against a freight car which stood on a side track. The west side of the coach was torn and the passengers thrown to the tre of the aisle. When the collision with the locomotive came they were again hurled to the rear of the car. It was in this coach that early all the casualties occurred. The dead

Mrs. Eliza Klemm, wife of Antoine Klemm, of Highland Falls, N. Y. An unknown weman, apparently about thirty-four years old, of Hebrew east of countenance. She had an open-faced gold watch, turquois eardrops, and wore a blue calico dress with white stripes.
Mrs. Pauline Wright, Brooklyn, mother of
Mrs. Leopold Michael. Miss Ross Reilly,
West Park, N. Y. Addie Elberson, aged
three, of Setauket, Long Island; skull
crushed. Julia Michel, aged ten; fractured
skull and right leg broken.
The train was composed of locomotive No.
200, a baggage car, three passenger coaches
and a Wagner parlor car. The train was
filled with passengers. Every seat in car No.
71, which was attached to the baggage car,
was filled. At Cornwall, the first station ore a blue calico dress with white stripes

was filled. At Cornwall, the first station outh of Newburg, the express was twelve minutes behind time, and to make it up the train ran at the rate of forty miles an hour

between those points.

A mile south of Newburg station and at the and a bend in the line is the West Shore Railroad yard. A freight train stood on a siding in the yard ready to move on to the main track and go south to New York City. The nose of the locomotive of the freight train was about 150 feet from the switch at the main line. Frederick West Malket at the main line. Engineer Fred Holland was in the cab. The freight was not to move until the north bound express had passed. James T. Quinn is the switchman at that

The express came whizzing along, and for some incomprehensible reason the switch was open, so that the train ran on to the sid-ing, and was rushing into the engine of the freight train. Both engineers saw the danger, and though the time was short, Skelly of the passenger train whistled down brakes and shut off steam.

The distance was so short that Skelly's ecautions were of little avail. An instant later his engine struck the locomotive of the freight. By the awful force of the impact both engines reared up and then dropped completely wrecked and enveloped in clouds of steam. The firemen and engineers jumped from the cabs before the engines

came together and, though the men were badly hurt, they saved their lives.

The weight of the cars behind No. 71 and the immovability of the freight train in front crushed No. 71 into junk. Twisted iron, huge slivers of wood and trucks were wiled up in the attention while to piled up in the utmost confusion, while in the middle of this mass of wreckage half a hundred passengers were fighting for their lives. The cries of the imprisoned ones, the groans and shrieks of those who were wounded were agonizing. Car 71 was so completely destroyed that nothing but the wheels were unimpristed. A peak seized wheels were unimpaired. A panic seized the occupants of the other cars, and in the mad rush to get out many of them had their clothing stripped off. Many were so ocared that they broke the glass in windows and

crawled out head first and dropped to the William H. Callihan, of the Pennsylvania Coal Company's force, whose office is near-by, telegraphed to Newburg calling for all the doctors in town. Axes and levers were procured and the work of rescue went on ike wildfire. A row of workmen's cottages to the left of the road were thrown open for the reception of the wounded who were not badly hurt. Those seriously hurt were laid on the grass on the right side of the track, where they were attended by the physicians. The dead bodies of two women were found pinioned under a lot of broken seats. Another dead woman was taken from under the remnants of the front trucks. fourth dead woman was discovered beneath the fragments of the rear end of the car. The dead child was not found until two hours later, when one of the company's wreckers removing cars came upon the little one crushed in between two cross ties.

## THE VIKING IN CHICAGO.

#### Enthusiastic Reception of the Norsemen on the Lake.

The United States steamship Michigan and the Blake, accompanied by a flotilla of exeursion steamboats and yachts bearing an enthusastic number of Norsemen, steamed north from Chicago to meet the Viking ship in tow of the revenue cutter Andy Johnson. Every vessel was draped in rainbow fashion, the flag of Norway and the Stars and Stripes being prominent. When the Viking was being prominent. When the Viking was sighted north of Evanston a salute of twenty one guns was fired. Captain Anderson and his crew were taken aboard the Ivanhoe, where they were received by the Norwegian

There was some speechmaking and lunch-eon was served in the Ivanhoe's cabin, after which the procession started for Jackson Park. When off Van Buren street Mayor Harrison, from the deck of the City of Co-lumbus, welcomed the Norsemen to the city. Captain Anderson replying from the prow of

e Viking.
The flotilla steamed on to Jackson Park, where, amid the thunder of camons and shricking whistles, the Godstadfind dropped anchor off the White City.

Representatives of all Nations in uniform.

with native costumes, were grouped about on the pier and welcomed the Norsemen. A parade was formed and the visitors escorted to the Administration Building, where they were formally welcomed by the Exposition

## BULLETS AT A PICNIC.

#### A Drunken Idiot After Shooting a Boy is Killed.

While a score of excursionists were seated on the porch of Nick Schenville's fishing station at Chef Menteur, twenty miles from New Orleans, La., Rudolph Bienvenue, a half idiotic deaf mute, whose drunken actions

half idiotic deaf mute, whose drunken actions had led to his ejection from Schenville's house, fired two loads of buckshot into the party at a distance of fifty feet. None of the shots took effect and Blenveaue moved away across the bridge spanning Chef Menteur.

Reloading his gun, he walked back to the party and again fired upon it. Tony Schenville returned the fire, but failed to hit the mute. Blenvenue fired a fourth time, wounding Tony Schenville. The seventeen-year-oid brother of the wounded man caught up a weapon and fired twice at the mute. The a weapon and fired twice at the mute. The second load took effect and killed him in-stantly. The body fell from the bridge into

## THE NATIONAL GAME.

BALTIMORE'S fielding is hard to beat. HEMMING is pitching great ball for Louis-

Louisville is now playing as good ball as

WARD, of New York, leads the second base-

men in batting. Down, Brodie and Bannon make a fast

outfield for St. Louis. SOUTHERN Leaguers still think Denny the king of third basemen.

CATCHER GRIM, of Louisville, has developed

into a terrific slugger, THE Clevelands are hitting the ball harder than any of the Western clubs.

KENNEDY is fast pushing out Stein as the premier pitcher of the Brooklyns Philadelphia is in the best shape for pennant ball of all the League teams.

BREITENSTEIN has been doing nearly all of the successful pitching for St. Louisthis year. STAFFORD, the new outfielder signed by New York, comes from the Augusta (Ga.)

The pitchers have lost more in accuracy than efficiency by the increased pitching dis-

It is generally conceded that Washington has the best all-round hitting team in the League,

Long has made about one-third of Bos on's errors, more than any other player in the League. RADFORD, of Washington, is the best waiter

in the League, having gone to first on called balls forty-eight times.

The increase in the pitching distance makes it almost impossible for two men to do the twirling for a club. VICKERY, of Washington, is the hardest

hitting pitcher in the League. He has made eleven hits out of twenty-four times at the

Since 1868 Yale has won forty-one games from Harvard to thirty-four victories for the crimson. Yale in that time has scored 506 runs to 441 for Harvard.

New York closed a deal for a new battery. securing Pitcher Lester German and Catcher Park Wilson, of the Augusta (Ga.) team. These players have been winning many games for the Augusta Club. Sigsby was re-

Pirchen Colcologia, of the Charleston (S. C.) Club, accomplished the feat recently of disposing, under the new rules, of an opposing team, without a safe hit. The hardhitting Montgomerys faced him on this oc-casion. This is said to be the first time this season that this feat has been performed.

INTENSE interest in the National game continues to pervade the country. If the umpire gauge be used, the measurement shows a steady increase of enthusiasm. The more umpires there are mobbed the intense is the baseball enthusiasm. If there were no interest in the game the cranks wouldn't care a copper how the umpire de-cided points in the game.

RECORD OF THE LEAGUE CLUBS.

Clubs. Won. Lost. ct. Clubs. Won. Lost. Philadel. . 42 22 . 656 St. Louis. . 29 34 . Boston. . . . 41 23 . 641 New York. 28 36 Pittsburg. 37 28 .569 Baltimore .27 35 Cleveland .33 25 .569 Chicago . . .27 36 Brooklyn . 35 28 .555 Wash'ng'n 26 39 Cincinnati 31 33 .484 Louisville .18 35

### BEST ARMOR MADE.

#### It is Made in the United States, and is Also the Cheapest.

A successful test of nickel steel armor plates took place at Indian Head, near Washington. Two plates were tested, one a nineinch plate representing the side armor for the monitor Monadnock and a seventeenh plate representing the armor to be for the barbettes on the new battleship Indians. The nine-inch plate was fired at with an eight-inch rifle, and while two of the shots penetrated it, it withstood the test successfully and was accepted.

In testing the seventeen-inch plate a

twelve-inch rifle and Carpenter's projectiles veighing 850 pounds each, were us plate was placed 320 feet from the muzzle of the rifle. For the first shot a charge of 300 pounds of powder was used.
The projectile penetrated the plate
16 6-10 inches. The second shot, hurled
with increased velocity, penetrated the
plate and three inches of the heavy oaken
backing behind it. The third shot, sent with still increased velocity, passed clear through the seventeen inches of armor, thirty-six inches of heavy oaken timber behind and a bank of earth four feet thick, and was lost,

No cracks were developed in the plate. Even more satisfactory than the showing made by the plates was that made by the projectiles. The eight-inch shells were of the Holzer conical pattern and the tweive inch of the Carpenter conical pattern. four of the shells that were recovered apticed eve of the layman, and the gauge showed that they were disturbed to such a small degree that they might again be fired with the attachment of a new strip of rifling, Some idea of the force with which the she struck the face of the plates may be gained from the fact that the energy of the last shot fired was equivalent to the force necessary to move a mass of 21,600 tons through one foot of space. The cost of the test was \$23,000, and falls on the Government

Commodore Sampson said . "The tests today demonstrate that the United States makes the best armor in the world, and makes it much cheaper than other Nations are able to produce it. We pay for the addition of nickel to the steel plate nall a cent a pound, or \$11.20 a ton. Mr. Bouvard, or are able to produce it. alls me that the French Government pays \$140 a ton for the addition of nickel to the

## THE FRUIT CROP.

steel plates,

#### Prospects in New England Bright, in New York Fair.

Reports received from all the fruit growing sections indicate that the crop prospects in New England were exceedingly bright up to July 1. Peaches will probably give the largest yield in years. Appies are doing fairiy well. In Maine, New Hampshire and Ver-mont the truit season is exceedingly backward, and in many cases the strawberry crop has been a total failure. lieports covering all sections of New York show a fairly good average crop prospect, Reports are convincing that if fruit growers would apray their orenards a double yield

# would be realized.

#### DEATH AT THE CROSSING. Three Persons Struck by a Train and Instantly Killed.

Panhandle train No. 9 on the Indianapolis division struck a buggy with three people in it at Rich's Crossing, near Richmond, Ind.,

and killed all three of the occupants. Mrs. Elizabeth Ganz, aged thirty-nine, wife of John Ganz; son, aged eleven, and the daugh-ter Mary, aged nine. They had been visiting Mrs. Ganz's brother and were returning home.

THE ADARCHISTS of New York City held a meeting in the Windsor Theatre to celebrate the freeing of the Chicago Anarchists by Governor Altgeld, of Illinois. The speaker-principally devoted themselves to applicating the action of Governor Altgeld and as a first the faction of the United States. sailing the institutions of the United States, The meeting was an orderly one, and was andisturbed by the police.

THE Russian Minister of Public Domains has under consideration a plan for the culti-vation of 1,000,000 acres of cotton in Merz.

## A WORLD'S FAIR HORROR,

## NEARLY A SCORE PERISH IN A FIRE TRAP.

The Cold Storage Building Burned to the Ground - Firemen on a Tower Cut Off From Escape-They Leaped to the Roof, Seventy Feet

Below, Only to Perish. Amid a scene of horror and confusion on the World's Fair Grounds at Chicago a filmsily constructed building erected by the Hercules Iron Company, used as a cold storage warehouse and ice skating rink, was burned to the ground between 2 and 5 o'clock in the afternoon. As far as was known at midnight eighteen men were killed and nincteen others injured. At least eleven firemen, probably two lemonade girls and four other

were killed and about forty persons were injured, many of them fatally.

Just how the fire started will probably never be known. Fire showed itself in the tower of the cold storage warehouse at 1.30 o'clock. The entire brigade of the World's Fair Fire Department answered an alarm. Reaching the scene of the blaze, Chief Murphy ordered his men to the roof of the building, whence a score or more clear. the building, whence a score or more clam-bered up the ladders of the tower to the top balcony, where, 150 feet above the earth, the

flames were curling about the eupola. The grounds were thronged with visitors. The heavens were blue above. A brisk north wind swept over the park and the gaudy en-gines and carts seemed but to add to the holiday appearance of the scene.

A line of hose was dragged up to the wait-

ing firemen on the top balcony. A truck Captain came to the edge of the roof and shouted the signal for a steamer to begin pumping. Before the order had been trans-mitted to the engineman the fire suddenly burst through the white sides of the tower, midway of its height.

The treacherous element had eaten its way down the wooden siding between the iron chimney and the exterior until the men on the balcony were cut off. A shout from the assembled thousands told them of their danger. They had been watching the flames above them, and discovered those below only when it was too late. Chief Murphy himself had led his men on

their perilous climb to the balcony, and when the fire burst forth below he ordered them to save themselves. They could not go down as they had come up, for the interior of the tower was a roaring crater.

The men of the hook and ladder trucks. seeing the peril of their comrades, sprang to their machines, and the big tadders were slowly hoisted against the roof. Meantime the flames spread with incredible rapidity. The men worked like trojans, but it was almost instantly apparent that the heavy lad-ders could not be drawn to the roof in time to save the men in the tower. The poor fel-lows rushed to the south side of the balcony

and swarmed down the line of hose. nen slipped down the smoking tube and then surged back to the north balcony. A rope was made fast to the chimney, and a fireman started to slip down to the roof, seventy-five feet below. Twelve feet from the balcony the rope met the flames and snapped, dash-ing the poor fellows who clung to it to the

The calmness of despair settled on the men still in the balcony. To remain where they were meant cremation; to jump meant to be dashed to pieces. Silent and grim the little band hung over the side of their death 'rap, and watched their fellows struggling hopelessly to raise the ladders. Over, under, and all about them, surged the fire. Not a man lost his head. None shrank back. None

When every vestige of hope was gone, one by one they dropped through the sea of flames that surrounded them to the roof below. Strong men in the crowd sickened and turned away as the blue-clothed forms shot

through the air.
Women fainted as the mangled bodies bounded up after striking the roof. Sixte men jumped from the burning balcony, and as the last one sprang out, the tower, completely enveloped in flames, tottered and fell with a crash. The burning mass smashed through the roof, carrying with it the dead and wounded who had not been dragged to

a place of safety.

But the horror did not end here. Two minutes after the fall of the tower the entire roof was ablaze. One hundred men were on it. So quickly did the fire spread that the ladders on the east and south of the building were cut off only way of escape for the gallant hundred was down a single ladder at the north end of the SuitMing. The deeds of beroism, of self-sacrifice and courage performed in the few minutes that it took to clear the roof will never be told.

broken bodies, the result of the leap from the tower. Every one who was not buried in the burning debris was lowered to the ground by ropes or in strong arms. Then the blis-tered heroes sought the north ladder. About them surged the fire. Flames curled around their legs, stabbed at their faces and licked off their moustaches and eyebrows. But here, as in the tower, there was no out cry, no struggle for precedence, no coward-ice. Down the ladder they swarmed, by twos and threes and on both sides. The last

The able-bodied men rushed to save their

man had scarcely left the roof when it fell with a roar. The work of the hospital corps, the Columbian Guard, and the World's Fair officials was admirable. When it became apparent that the fire would be serious, Colonel Rice established fire lines, and, calling out the full force of guards, placed a cordon about the building to hold back the crowds. The United States regulars, the French marines and the sailors from the Spanish caracteristics are also called interesting the sailors from the Spanish caracteristics.

vels were also called into service Twenty thousand people saw the horror. When the tower fell on the unfortunates on of, the groan that went up seemed to shake the skies. Army officers, whose faces never blanched in the face of death, covered their eyes, turned away, and shuddered. Bearded men cried out. Women swooned, and children stood transfixed with horror. The fire was an intense hot one. Firemen,

guards, and workmen about the building were prostrated by the heat. When the fire had been burning an hour the World's Fair stables, to the south of the cold storage warehouse, caught fire. Both buildings were completely destroyed.

By 4 o'clock the fire was under control, and at 5 the melancholy work of searching the ruins for the bodies of the brave men who were lost was commenced. The cold storage warehouse was not in any way a part of the Exposition. It was far from all the main buildings in the southwestern corner of the groundr, and was several rods below the Sixty-third street en-

The cold storage building had a capacity for 600 car loads of perishable provis-ions, with an ice-producing plant, cap-able of freezing 120 tons each day, besides a summer skating rink 180 feet long and eighty-five feet wide. It was perhaps the and eighty-five feet wide. It was perhaps the largest building on the grounds used for a private exhibit, and in it was some of the most valuable and recent inventions in refrigeration. It was five stories high, of Romanesque design, with four corner towers shaped like the big centre one in which the men were killed. At the entrance was a massive arch, with eight Roman columns supporting it. The engine rooms containing three 120-ton machines, filled two of the stories, and on either side of the main hall was a gallery intended to allow visitors to witness the entire process of artificial ice making. The loss or the building and its contents is estimated at \$600,600.

THE world demands of a Christian all that the Bible requires.

