STRICTLY BUSINESS.
THE DISPATCH always aims to advance the interests of Pittsburg and contiguous territory. It spares neither expense nor enterprise in this direction.

The Pittsburg Dispatch.

PUSH AND PROGRESS
Is the motto of THE DISPATCH. While it furnishes all the news, it also advocates measures that will redound to the benefit of Pittsburg.

FORTY-FIFTH YEAR. PITTSBURG, MONDAY, MARCH 10, 1890. ONE CENTS

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WANTON WORK

Of the Boodlers Who Seek to Destroy the Chesapeake and Ohio Canal.

WASHINGTON'S FOND HOPE

That the Trans-Allegheny Plan Would be Carried on to Success.

OVER SIXTY YEARS AGO

Pittsburg Pioneeers Met in Convenvention and Urged the Adoption of the Scheme.

THE ESTIMATES OF THE EXPENSE.

Colonel Merrill Figures the Cost of the Ditch From Cumberland to This City at $25,000,000.

THREE DISTINCT SURVEYS WERE MADE

In 1876 Congress was told by Colonel William E. Merrill, the United States Engineer in charge of the Ohio river and tributaries, that a canal could be built across the Allegheny Mountains, from Cumberland to Pittsburg, for $25,000,000. The plans he mapped out were for a canal greater than the famous Erie Canal in New York. Two earlier plans and estimates placed the cost at a smaller sum than this, but they were for a canal no larger than the present canal running from Cumberland to Washington City. THE DISPATCH has had collated the fullest possible data from the reports of all three of these surveys, and has secured a copy of the map on file in the War Department, giving an outline of the three routes proposed. At this time this information is useful in two ways, viz: It shows the belief of all the prominent men of the country, from George Washington down to the members of a recent Congress, that a trans-Allegheny canal would be of incalculable value to internal commerce; and, second, how wanton would be the destruction which now threatens the Chesapeake and Ohio Canal.

[FROM A STAFF CORRESPONDENT.]

WASHINGTON, March 9.—The age-stained minute book of a convention held in this city on November 6, 1823, contains some information that will be interesting to Pittsburgers at this time. It was a gathering of delegates appointed by various States to take steps toward carrying into execution the objects of "The Potomac Company," formed years before by George Washington, to connect the Potomac Valley navigation with that of the Ohio river. At this convention these resolutions were adopted:

A GRAND OBJECT.

WHEREAS, A connection of the Atlantic and Western waters by a canal leading from the seat of the general government to the River Ohio, regarded as a local object, is one of the highest importance to the States immediately interested therein, and, considered in a national view, is of inestimable consequence to the future union, security, and happiness of the United States:

Resolved, unanimously, That it is expedient to substitute for the present defective navigation of the Potomac river above tidewater, a navigable canal by Cumberland to the mouth of Savage creek, at the eastern base of the Allegheny Mountain, and to extend such canal, as soon thereafter as practicable to the highest constant steamboat navigation of the Ohio or Monongahela rivers.

Resolved, That the most eligible mode of attaining this object will be by the incorporation of a joint stock company, empowered to cut the said canal through the States interested, and with this enlarged purpose to change the name of the corporation to "The Chesapeake and Ohio Canal Company."

PITTSBURG PIONEERS INTERESTED.

The second convention was held at Washington, December 6, 1826, and the following Pennsylvania delegates attended:

Allegheny county—Judge Alex. Breckenridge, Neville B. Craig, James S. Crafts, James Adams, J. S. Stevenson and R. T. Stewart.

Beaver county—John Dickey, Wm. Marks, Robert Moore.

Butler county—John Bredin and John Negley.

Somerset county—Chauncey Forward and Abraham Morrison.

Greene county—Joseph Morrison.

Fayette county—John Dawson, George Craft, Andrew Stewart, James Todd and Samuel Trevor.

Westmoreland county—J. B. Alexander, A. W. Foster, George Plummer and Jacob M. Wise.

Washington county—Thomas M. T. McKennan, George W. Reed, T. H. Baird, Joseph Lawrence and Thomas McGriffin.

Adams county—Thaddeus Stevens, J. L. Fuller and James Wilson.

Cumberland county—Samuel Alexander, Andrew Carothers and John Reed.

Dauphin county—Joel Bailey, Jacob Beecher, William Grimshaw, Robert Harris and Valentine Hummel.

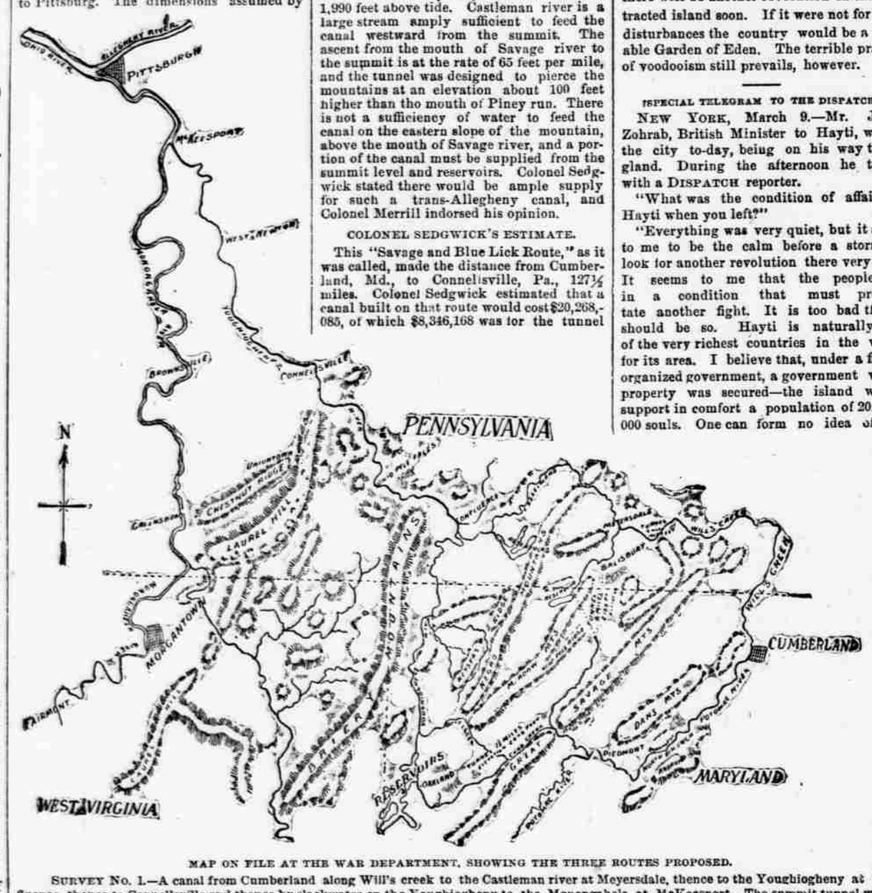
OF PROFIT AND ADVANTAGE.

These conventions resulted in the surrender of the Potomac Company's charter to the Chesapeake and Ohio Canal Company. New charters were at once obtained from the States of Maryland, Virginia and Pennsylvania, and the United States. The preamble in all these charters stated that "a navigable canal from the tidewater of the Potomac to the mouth of Savage creek, and extending thence across the Allegheny Mountain, to some convenient point of the navigable waters of the river Ohio, or some one of its tributary streams, would be a work of great profit and advantage to the people of this State and adjoining States, and will ultimately tend to establish connected navigation between the eastern and western waters, so as to benefit the two great sections of the United States.

THE EARLIEST SURVEY.

Here among the archives of the War Department I find the report of a survey of the route for the proposed canal made in 1825 and revised in 1826 by General Bernard, Chief of the United States Corps of Engineers. He reported all the facts and figures to the President, who messaged them to Congress on December 7, 1826.

In this early survey the Board of Engineers divided the line into three sections, which they denominated eastern, middle and western. The eastern began at Georgetown, D. C., and, pursuing the Maryland side of the Potomac, ended at Cumberland. The middle division began at Cumberland and ended at the mouth of the Castleman river, on the Youghiogheny river. The western division extended from that point to Pittsburg. The dimensions assumed by



MAP ON FILE AT THE WAR DEPARTMENT, SHOWING THE THREE ROUTES PROPOSED.

SURVEY No. 1.—A canal from Cumberland along Will's creek to the Castleman river at Meyersdale, thence to the Youghiogheny at Confluence, thence to Connellsville and thence by slackwater on the Youghiogheny to the Monongahela at McKeesport. The summit tunnel would only be at 1,940 feet altitude.

SURVEY No. 2.—A canal from Cumberland down the Potomac's north branch to the Savage river beyond Piedmont, thence by a tunnel, 2,100 feet elevation, to the Castleman river at Salisbury, and thence by way of Castleman and Youghiogheny rivers to McKeesport.

SURVEY No. 3.—A canal from Cumberland by route No. 2 to Crab creek and Deep creek, with a tunnel at 2,400 feet altitude, to the Youghiogheny river a short distance north of Oakland; thence north to Confluence by way of above routes to McKeesport.

General Bernard were for a canal 48 feet at the water line, 33 feet at the bottom and 5 feet deep. He estimated the cost of constructing the entire work from Georgetown to Pittsburg, which by the route proposed was stated to be 341 miles, with an ascent and descent of 3,158 feet, to be overcome by 398 locks, at $22,375,427, exclusive of land purchases, condemnations and contingencies. The following table made in the report of that survey exhibits the respective lengths, lockage and computed cost of these several sections:

Sections.	Distances. Miles.	Ascent or Descent Feet.	No. L'ks	Estimated Cost.
Eastern.....	186	578	74	$ 8,177,081 05
Middle.....	70	1,961	246	10,028,122 86
Western....	85	619	78	4,170,223 78
	341	3,158	398	$22,375,427 69

In 1829 the western section to Pittsburg was resurveyed by James Geddes and Nathan S. Roberts, two engineers in the employ of the newly organized canal company, and they made the distance 340 miles, and estimated the total cost of the work from Cumberland to Pittsburg at $8,048,673, or $52,404 per mile, or $12,528,619 entire between Georgetown and Pittsburg, which was vastly less than General Bernard's estimate.

THE SECOND SURVEY.

To dismiss this part of the subject, it may be merely added that when the Chesapeake and Ohio Canal was completed from Georgetown to Cumberland the total cost of the work that far had been $11,071,176. The State of Maryland gave the great bulk of the money.

Passengers by the Baltimore and Ohio Railroad and freight by the canal were hauled to Cumberland, reshipped there by wagons and stages on the national turnpike to Brownsville, Pa., and from there sent down the Monongahela river by steam navigation. This route of 312½ miles from Washington City to Pittsburg seemed to answer all purposes for many years. Apparently the scheme to extend the Chesapeake and Ohio Canal across the mountains had been forgotten.

But the act of Congress approved March 3, 1873, making appropriations for rivers and harbors contained the following clause: "And not to exceed $5,000 of the above appropriation may be expended in an exploration of routes for the extension of the Chesapeake and Ohio Canal to the Ohio river by the north and south branches of the Potomac river." The next session of the same Congress increased this appropriation to $25,000, and the surveys which began in July of 1873 were continued through 1874 and 1875. Colonel William E. Merrill, the United States engineer in charge of the Ohio river and its tributaries, employed Colonel T. S. Sedgwick to take charge of the explorations.

NEARLY 100 MAPS ON FILE.

The reports of Colonels Merrill and Sedgwick of these surveys embrace nearly 100 maps, all of which are filed away in the office of the Chief Engineer of the United States Army at this city. The descriptive matter accompanying these maps was printed several years ago for the information of Congressmen, and all together would form a printed book of 141 pages. All this data will be immensely useful if a future survey of the Alleghenies is ever undertaken for a navigable water passage of the mountains to Pittsburg.

For a canal to connect the Chesapeake and Ohio, at Cumberland, with the Ohio river at Pittsburg, the Board of Engineers, in 1825, reported a feasible route via North Potomac Branch, Savage river, Crabtree creek, Deep creek, and the Youghiogheny. In 1826 they reported a much better route, at a lower elevation, by way of Will's creek, Flaugherty's creek and Castleman river to its junction with the Youghiogheny and the other canal line. The route over the mountains, which Colonel Sedgwick selected in 1873 for examination, was intermediate between these two. Commencing at Cumberland, it followed the North Branch, Savage river and Blue Lick, and then, by a five-mile tunnel, struck Castleman river at Plucher reservoir of the Will's creek route; thence it followed down the Castleman until it joined the Will's creek route at the mouth of Flaugherty, at Meyersdale, Pa.

PLENTY OF WATER.

The summit level of this route was taken at an elevation of 2,100 feet above tide. Cumberland has an elevation of 603 feet, and the mouth of Savage river 960 feet above tide, while the Castleman river, at the mouth of Piney run, has an elevation of 1,990 feet above tide. Castleman river is a large stream amply sufficient to feed the canal westward from the summit. The ascent from the mouth of Savage river to the summit is at the rate of 65 feet per mile, and the tunnel was designed to pierce the mountains at an elevation about 100 feet higher than the mouth of Piney run. There is not a sufficiency of water to feed the canal on the eastern slope of the mountain, above the mouth of Savage river, and a portion of the canal must be supplied from the summit level and reservoirs. Colonel Sedgwick stated there would be ample supply for such a trans-Allegheny canal, and Colonel Merrill indorsed his opinion.

COLONEL SEDGWICK'S ESTIMATE.

This "Savage and Blue Lick Route," as it was called, made the distance from Cumberland, Md., to Connellsville, Pa., 127½ miles. Colonel Sedgwick estimated that a canal built on that route would cost $20,268,085, of which $8,346,168 was for the tunnel and $95,000 for reservoirs and feeders. The idea was to slackwater the Youghiogheny river from Connellsville down to McKeesport, thus ending the canal at Connellsville. In this survey, however, Colonel Merrill did not think Colonel Sedgwick had contemplated a large enough size for the canal from Cumberland to Connellsville, and that his estimate therefore was under the work. So, with the increased appropriation for surveying purposes in 1874-5, Colonel Merrill directed the Sedgwick exploring party to examine the Will's creek route and report an estimate for a canal westward by that pass of the mountains.

II.

The Best Route Surveyed.

The route by Will's creek and Flaugherty creek to Meyerdale, on Castleman river, and thence by Castleman river and the Youghiogheny and Monongahela rivers to Pittsburg, was 50 years before this time fully demonstrated to be the best and most practicable route between Cumberland and Pittsburg, but 1874 found it occupied and controlled throughout its entire length by the Pittsburg branch of the Baltimore and Ohio Railroad and partially by a Pennsylvania Railroad branch road. This added to the difficulties of building a canal in the narrow Will's Valley, but the advantages in other respects, both Colonels Merrill and Sedgwick thought, made it the most practicable route to the western rivers.

In his report of the survey of the Will's creek route in 1874-5, Colonel Sedgwick says:

The difficulties encountered on the survey were many and troublesome. Nearly the whole route from Meyersdale to Ohio Pyle Falls lay through an unbroken woods, with a dense and heavy growth of laurel, through which the line of the survey had to be cut day by day and mile by mile, as was the case also on the first division as far east as Bridgeport. The section from Ohio Pyle Falls to Connellsville was very difficult to survey, being extremely rough, and along steep mountain slopes, covered with rocks, and with a dense growth of laurel reaching down to the edge of the river, and the party had to cross the river twice each day in a frail boat built for that purpose at Ohio Pyle.

To persons unfamiliar with the wild character of the mountains in that part of Pennsylvania the above abstracts will be of some aid in forming their conclusions.

A GREAT CANAL.

This survey was for a first-class canal, having a width at the water-surface of 70 feet, and a depth of 7 feet, with locks 120 feet long, and 20 feet wide. This size of lock will pass boats carrying 180 tons, and themselves weighing about 94 tons. The summit tunnel is located at the same place, and on the same line selected by the surveys of 1824, the design being to take the feed-water from a large reservoir to be provided on Castleman river. The elevation of the bottom of the tunnel above tide at Georgetown, D. C., is 1,944 feet. The line for the tunnel was carefully surveyed and its length was found to be 3¾ miles, the tunnel being 46 feet in clear width, and 28 feet in clear height. The cut at the western approach is 6,800 feet in length, and that at the eastern approach 1,450 feet. A basin 1,300 feet long is provided in the village of Meyersdale.

DOWN THE WESTERN SLOPE.

Continuing westward, the line is often laid close along the bank of the river at the foot of steep, rocky slopes, and frequently requires to be supported by a retaining wall founded on the rocky bed of the river. Three inclined planes have been located on this portion of the line; one of 54 feet height at 2½ miles below Garrett station, Pittsburg and Connellsville Railroad; one of 38 feet height just opposite Castleman station, and one just below Pinkerton of 36 feet height. Between Meyersdale and Confluence the canal is fed from the river at three places, at about equal distances, by dams to be built across the river with heights of from 16 feet to 18 feet, forming reservoir pools. The canal line is planned to cross the Castleman just above the town of Confluence, by an aqueduct 330 feet long, to the tongue of land

[Continued on Eighth Page.]

A REVOLT IN HAYTI,

With the Usual Blood and Fire, Likely to Break Out any Time.

THE ISLAND'S WASTED WEALTH

Is Sufficient to Sustain a Population of Twenty Million.

THE HORRIBLE RITES OF VOODOOISM.

Tales of the Sacrifice of Human Beings Pronounced Literally True.

The British Minister to Hayti states that there will be another revolution in that distracted island soon. If it were not for these disturbances the country would be a veritable Garden of Eden. The terrible practice of voodooism still prevails, however.

[SPECIAL TELEGRAM TO THE DISPATCH.]

NEW YORK, March 9.—Mr. James Zohrab, British Minister to Hayti, was in the city to-day, being on his way to England. During the afternoon he talked with a DISPATCH reporter.

"What was the condition of affairs in Hayti when you left?"

"Everything was very quiet, but it seems to me to be the calm before a storm. I look for another revolution there very soon. It seems to me that the people are in a condition that must precipitate another fight. It is too bad that it should be so. Hayti is naturally one of the very richest countries in the world for its area. I believe that, under a firmly organized government, a government where property was secured—the island would support in comfort a population of 20,000,000 souls. One can form no idea of the wealth of the island without a visit there. There are the coffee forests, for instance. The coffee bush is not cultivated at all but the tree grows wild in such luxuriance that it is utterly impossible for a man to penetrate them. It is a very conservative estimate when I say that for every 1,000 tons gathered 800 tons go to waste.

LIVE LIKE THE BIRDS.

"It is much the same with the sugar cane. The people do not cultivate the sugar cane. It grows wild. Everything grows in such profusion that the people live in spite of revolutions. In no other country could the drain in such constant warfare be sustained. The ordinary government is terribly expensive. Every year when the coffee season comes around the Government collects from $4,000,000 to $5,000,000.

"But under the system there the officials in power know that their turn to go into exile will soon come. I have been there two years, but the third set of officials is in power. Each set, knowing that its time would soon end had to prepare to go so they pocketed all the money in sight."

"What is the real feeling there in the matter of the talked of acquisition of a coaling station by the American Government?"

"To understand that you must remember that Dr. Nemours Auguste came to the United States as a representative of the revolutionary party. His letters to your State Department were all published in the white book. There is just now undoubtedly a prejudice against the United States among the people."

THE RECEPTION OF DOUGLAS.

"You were there when Mr. Douglas arrived. How was he received?"

"There was no demonstration over his arrival. He was received as any Minister might have been."

"But was there nothing said one way or the other about his color?"

"Oh, yes. They are like people in the East in that respect. We have to send white natives of England to all but the most fanatical Mohammedans among the people of the East. If we send one of their own countrymen to them they ask why they are not treated as well as other nations are; why an Englishman is not sent to represent the English Government?"

"To return to the subject of the prosperity of the island it is a peculiarity of the people that they seem to think that the proper way to promote peace in a revolution is to fire the towns. In my two years there I have seen three revolutions and three fires. The last fire was a little one—only 30 of the 40 houses were destroyed. Something like 1,300 were burned in the others. Each faction accused the other of setting the fire. The fact is the town of Port au Prince was burned by both factions.

A HARD FIRE TO FIGHT.

"I was there trying to fight the fire, but while I would be at work at one end of a house the other would mysteriously burst into a blaze. The fire would mysteriously travel against the wind. A house 200 yards up wind from the fire would burst into flames. But the smoke was always pitch black and smelled of kerosene."

Mr. Zohrab had his family consisting of his wife, three daughters and a son, all old enough to go in society, but they found no society in Hayti, he said. The only people there whom the family could visit were the French Minister and the Spanish Consul. It was a pretty stupid place socially, though exciting enough during the revolutions.

Mr. Zorab talked briefly of the voodoo worship. He said that tales told in Sir Spencer St. John's book about the sacrifice of human beings were true. He had seen the Voodoo practices in their worst forms, and in towns at that, and not in the country, where Mr. St. John supposed the practice alone existed.

Robbers Make a Good Haul.

GREENVILLE, TEX., March 9.—The postoffice at this place was robbed of several thousand dollars Friday night. The thieves succeeded in breaking open the mail boxes of the First National Bank and other firms, and abstracted the contents. No clew obtained.

BATTLE WITH INDIANS.

United States Troops Kill Two, Wound One and Capture Two—The Murder of a Mormon Freighter Avenged—A 300-Mile Chase.

[SPECIAL TELEGRAM TO THE DISPATCH.]

DENVER, March 9.—The pursuing party of United States troops and Indian scouts who followed the trail of the renegade Indians who murdered George Herbert, a Mormon freighter, on Sunday last, for over 300 miles of the roughest and most rugged country of Arizona, overtook them to-day on Salt river, about 30 miles north of Globe, in an almost impenetrable locality, and as could be expected, a fight immediately commenced. After the first shots were exchanged the Indians took the rocks and continued the firing, evidently determined to sell their lives dearly. The fight was kept up until two of the renegades were killed and a third wounded and the two remaining, seeing their efforts were useless, surrendered.

The troops and scouts, although exposed, miraculously escaped any casualties. The dead were buried where they fell, and the prisoners were taken to Globe, where they arrived this afternoon. The two horses stolen from their victim were the only ones the Indians had, and were almost fagged to death on account of being so hard pushed by the troops. To-morrow the prisoners will be escorted to San Carlos and placed in close confinement, and the soldiers will proceed to their respective stations.

It is safe to predict that the days of wild riot and revolting crimes of this particular lot of Apaches have passed away, and in due time they will meet, by the hemp route, their forefathers in those happy hunting grounds.

SHE DENIES THE CHARGE.

A Young Girl Arrested for Poisoning Her Employer's Two Children.

[SPECIAL TELEGRAM TO THE DISPATCH.]

ROCKVILLE, MD., March 9.—Alice Page, a little girl in the employ of William Smith, of this city, was arrested here to-day charged with poisoning her employer's two children. The girl, who is only 13 years old, had been in the family's employ about a month and appeared to be very attentive to her duties. Several days ago one of the children was taken ill from the effects, it is thought, of something it had eaten while away from home. The girl was reprimanded for not taking better care of her charges. She made no reply, but it was noticed that she became very sullen. She continued, however, to play with the children. On Friday night the youngest became very ill, and the doctor who attended her said the symptoms were arsenical poisoning.

Immediately after the other child was similiarly affected and the girl was then taken into custody. It was remembered that she had given the children some bread with sugar, and the inference is the arsenic was mixed with the sacharine batter. The girl was taken to jail where the authorities tried to obtain a confession from her. She stoutly maintained her innocence, however, and said that her mother advised her to say nothing. She is remarkably bright and controls herself in the presence of strangers. When alone she moans and cries. One of the poisoned children may recover, but there is little hope for the other.

IT LOOKS LIKE MURDER NOW.

Chicago Police Are Looking for the Dead Body of Rowland Leach.

CHICAGO, March 9.—It is now believed that Rowland Leach, the young New York commercial traveler who disappeared from the Palmer House several days ago, has been murdered. It has been discovered that after leaving his room at the hotel last Sunday night Leach was in a saloon known as the "Little Auditorium" and went out the rear door, which opens into a dark, lonesome alley leading alongside some of the toughest dives in Chicago.

The identity of the mysterious woman, "Edith," has been established. She lives in the vicinity of the "Little Auditorium" saloon, and acknowledges that she met Leach Sunday afternoon and was to see him again at 8 o'clock. It was then she sent that note which has excited interest, and failing to get an answer that she called personally at the hotel.

Leach had a gold watch and probably $100 in money, a sufficient sum to tempt a murderer in that vicinity, particularly if the victim showed fight against a covetous assailant.

HIS WIVES TOO NUMEROUS.

A Fortune Teller Said to Have Exposed a Young Bigamist.

[SPECIAL TELEGRAM TO THE DISPATCH.]

NEW YORK, March 9.—Eugene W. Worden, a blonde young conductor on the street cars, was charged with bigamy at Jefferson Market Police Court this morning by Maggie E. Worden. She became hysterical while making the complaint. She is a little woman. Wife No. 2, a tall, graceful and good-looking young woman of 22, soothed her, and they compared their marriage certificates. Worden married Maggie E. Sherwood at Stamford, Conn., on July 20, 1884, and Margaret Hefferman at Jersey City on November 13, 1887. The Rev. W. C. Snodgrass tied the second knot.

Wife No. 1 said that Worden abandoned her in Stamford four years ago, but wrote to her occasionally. Detective Madden said that Mrs. Worden confided to him that she learned of her husband's second marriage from a fortune teller. Each of the wives has a child. Wife No. 2 had hers in court. Worden pleaded not guilty, and Justice White held him to await the arrival of an officer from New Jersey with a requisition.

ADRIFT FOR FIVE DAYS.

Fishermen Rescued Just as They Were About to End Their Suffering.

GLOUCESTER, MASS., March 9.—The schooner Blanche, which has arrived from Grand Bank, had on board Edward Fogarty and William Wilson, members of the crew of the schooner Nellie G. Thurston, who were picked up in a dory.

They went adrift February 27, while attending trawls during a thick fog. The weather continued thick for five days. Their feet, hands and tongues became swollen and they lay in the dory and prayed for death to relieve their sufferings. They had three raw fish in the dory which they tried to eat, but were made sick. They became delirous and about made up their mind to jump overboard and end their sufferings when the Blanche rescued them.

A MYSTERIOUS TRAGEDY.

The Body of an Unknown Young Man Found With His Throat Cut.

[SPECIAL TELEGRAM TO THE DISPATCH.]

ALEXANDRIA, MO., March 9.—A terrible tragedy has happened in this neighborhood. The frozen body of an unknown young man was found in a thicket near the Des Moines river bridge, north of this place, with his throat cut from ear to ear and his wrists and arms terribly lacerated. The deepest mystery surrounds the tragedy.

A Gladstonian Resigns.

LONDON, March 9.—John Sinclair has decided to resign his seat in Parliament for the Ayr district. He is an advanced Liberal and a strong supporter of Mr. Gladstone's Irish policy.

A FAMILY IN FLAMES.

Mother and Seven Children Burned in Their Beds, While the

FATHER'S EFFORTS AT A RESCUE

Cause Him to Receive Injuries Which May Prove to be Fatal.

THE EXPLOSION OF A KEROSENE CAN,

Is Supposed to Have Been the Origin of the Horrible Holocaust.

The wife and seven children of a well-to-do French Canadian living near Montreal were burned to death yesterday morning. The husband and father made a desperate attempt at rescue, and is seriously injured. One child managed to escape.

[SPECIAL TELEGRAM TO THE DISPATCH.]

MONTREAL, March 9.—Cote St. Michael, a flourishing little country parish about five miles from Montreal, was the scene of a most heartrending fatality to-day, by which a whole family, consisting of a mother and seven young children, were literally roasted to death, while a grief-stricken husband and father stood by unable to save his loved ones from the devouring flames. News of the terrible affair only reached this city to-night and THE DISPATCH correspondent at once drove out to Cote St. Michael in order to gather the facts.

To-day Onezime Collerette, a French Canadian of about 40 years of age, was one of the most well-to-do and prosperous farmers on the Isladd of Montreal.

NO RESCUE POSSIBLE.

He lived with his wife and seven young children in a large stone house on the main road leading from the city. About 5 o'clock this morning Collerette rose as usual, and, after starting the fires, proceeded, as was his custom, to look after the cattle. He had not been long engaged in this work when he was startled by a cry of fire, and, rushing out, was appalled to find the whole house in flames.

Regardless of danger he rushed into the burning structure and made a desperate effort to rescue his wife and children. His efforts, however, were vain, as the fire had secured too great a headway and Collerette himself was rescued from the flames more dead than alive. Within an incredibly short space of time the house was reduced to ashes and all that remained of the inmates were a few charred bones, which were carefully gathered together, placed in two coffins and then removed to Collerette's brother-in-law's place.

ALL LOST BUT TWO.

His family was composed of nine children, four girls and fiue boys, the oldest of whom was 13 years of age. The oldest girl was absent attending coonvent and thus escaped the dreadful fate of the others, while another of the girls, 13 years old, succeeded in escaping from the house. The remaining seven were burned to death with their mother. Collerette himself, in attempting to rescue his family, was dreadfully burned, and was removed to a neighbor's house, where he now lies in a very precarious condition, and it is very doubtful whether he will ever recover.

The tragedy had caused a tremendous sensation in the city and surrounding country, and vast crowds of people were gathered around the ill-fated house all to-day. The fire is supposed to have been caused by the explosion of a can of kerosene oil which was left standing near the fireplace, and is supposed to have been ignited by a spark.

A FLACK CONSPIRACY.

Sensation Caused by the Sudden Disappearance of the Sheriff's Wife—The Entire Police Force Called Into Requisition.

[SPECIAL TELEGRAM TO THE DISPATCH.]

NEW YORK, March 9.—There was another sensational development in the sensational Flack case to-day. Mrs. Flack was brought down from Little Britain, Orange county, on Saturday by detective sergeants Von Greethen and Kiernan, to insure her attendance at the trial of the great case to-morrow. She came to the city unwillingly, and confessed to Assistant District Attorney Goff that she had forgiven her husband and son, and did not want to prosecute them. Mrs. Flack's counsel, Treadwell Cleveland, of Evarts, Choate & Beaman, who was present at the interview in the District Attorney's office agreed to escort Mrs. Flack to the house of her niece, Mrs. Bingham.

She left the office at 3 P. M. and went to Park Row. There Mr. Cleveland put Mrs. Flack on a Third avenue car, saying he just remembered an engagement he must keep and the woman was driven away. It had been arranged for the detectives to go straight to the Bingham House. They waited there in vain for Mrs. Flack. Late at night they reported that she was missing. There was a wild time in the Central office when Assistant District Attorney Goff called for all the assistance possible to aid him in searching for Mrs. Flack. Her disappearance meant ruin for Col. Fellows. Detectives were sent to the ferries, the depots, everywhere. Men were delegated to go to the house of every close friend of the sheriff and hunt for the missing woman.

To-day she was found at the house of William L. Hill, a political lieutenant of Flacks'. She was taken away, and is now under police guard at the Vanderbilt Hotel. She will be brought to court by the detectives in the morning. There is no doubt that a plot had been formed to spirit her away and keep her in hiding until the case could be set aside.

A ROYAL MAUSOLEUM DEDICATED.

Emperor William Pays Tribute to the Memory of His Grandparents.

BERLIN, March 9.—The imperial mausoleum at Charlottenburg was dedicated to-day. The route to the tomb was lined with sightseers, who respectfully uncovered their heads as the imperial party passed on its way to attend the ceremonies.

Before returning to the palace the Emperor and members of his family placed wreaths upon the coffins of William and Augusta, which were completely hidden from sight by the quantities of fresh flowers heaped upon them.

A Centenarian Dead.

CLEVELAND, March 9.—Mary Gallagher, aged 102 years, died here to-day. She was born January 12, 1788, in Achille Parish, County Mayo, Ireland, and came to this country in 1862. She did not know a word of English.

Parnell Still After Libelers.

LONDON, March 9.—Mr. Parnell will prosecute the *Exeter Gazette* for publishing the first forged letter printed by the *Times* in its articles on "Parnellism and Crime," and copying the *Times'* articles day by day.

The War With Dahomey.

PARIS, March 9.—The Republican papers approve M. Etienne's proposal of vigorous measures against the King and people of Dahomey, but are opposed to carrying war into the interior.

TWO CENTS A MONTH.

That Was the Net Earning of a Scranton Coal Miner Last Month—Organized Efforts to Relieve the Destitute in the Anthracite Region.

[SPECIAL TELEGRAM TO THE DISPATCH.]

SCRANTON, March 9.—Lack of work in the coal mines of this section for several months has resulted in much destitution among the miners of the Lackawanna Valley. All that one Delaware, Lackawanna and Western miner earned last month, after the price of his family's coal had been deducted, was 2 cents, which he drew last week. A number of others received less than $1, over and above the price of the coal which the company had furnished them during the month. Hundreds of miners earned less than $8 in February, and the outlook is not bright.

The Scranton Poor Board has been giving outdoor relief to four times as many poor people as it formerly did, and the citizens have organized a relief committee, with one member in each of the 21 wards. A thorough canvass of needy persons is being made in each ward, and they will all be supplied with the necessaries of life as soon as possible. Yesterday a large store was opened on Washington avenue for the receipt of contributions of food and as a headquarters for its distribution among the poor. A flour fund was started a few days ago, and in two days nearly 200 barrels of flour were contributed. Members of the relief committee say that so far they have found those families who are the most in need of immediate help are the last to make their wants known.

Owing to the light coal traffic the Delaware, Lackawanna and Western Railroad Company suspended 100 trainmen here last week. Several conductors went back to their old occupation of breaking, and a number of engineers to firing. The company's payments of February wages will be $100,000 less than it paid out last month, and the indications are that the total payments next month will be even smaller.

A NEW TRADES ALLIANCE.

The Industrial Senate Organized by the Grangers and K. of L.

[SPECIAL TELEGRAM TO THE DISPATCH.]

TRENTON, N. J., March 9.—A secret meeting was held here to-day of members of the Knights of Labor and of the Farmers' Alliance. They created a new organization which was christened the "Industrial Senate." There were 40 delegates at the meeting, representing every Assembly district in the State. The Farmers' Alliance was represented by only two or three delegates, but letters were read from the lodges of the Patrons of Husbandry throughout the State, expressing approval of the new organization and pledging hearty co-operation. John W. Hayes, Secretary of the national organization of the Knights of Labor, and Charles H. Zimmerman, Secretary of the State Labor Bureau, were present, and took an active part in the proceedings.

The new organization has for its object the betterment of the condition of the wage workers and tillers of the soil. The following officers were elected: President, Henry A. Beckmer, of New York; Vice President, J. A. Craig, of Paterson; Secretary and Treasurer, F. W. Merritt, of New Brunswick. The ballot reform bill, now before the Legislature, was discussed, and it was agreed to urge amendments providing for non-partisan election boards and the exclusive use of an official ballot to be kept in the election booths and handed to voters only. The ballot-box frauds were vigorously denounced. The meeting indorsed the bill compelling the payment of weekly wages and a committee was appointed to lobby for it in the Senate. The bill has already passed the Assembly.

BUILDERS THREATEN TO STRIKE.

The Trouble Arises Over the Employment of Non-Union Men.

[SPECIAL TELEGRAM TO THE DISPATCH.]

NEW YORK, March 9.—At the request of the Building Trades Union, the Central Labor Union decided to-day that circulars be sent to the architects in this city, asking them to have inserted in their contracts a stipulation that only union workmen must be employed on the work. It was reported that a strike would take place to-morrow on the new building that Eugene Kelly is putting up on Nassau street, adjoining Temple Court.

The marble cutters say that A. Volkening & Co., with whom they have had much trouble because of their employment of non-union men, are at work there, and will not hire union men.

ELECTIONS IN FRANCE

Result in Victory for the Radical and Socialist Candidates.

PARIS, March 9.—Elections were held in a number of districts to-day for members of the Chamber of Deputies. In the First district of Toulouse, M. Leygue, Radical and Socialist, received 5,292 votes, and M. Susini, 3,255. In the Second district, M. Calvinhac, Radical and Socialist, who was unseated by the Chamber of Deputies some time ago, received 4,396; M. Labat, Conservative, 5,124, and M. Sirwen, Opportunist, 4,058. Second ballots are necessary.

M. Loreau, who was unseated for Gien, is re-elected, receiving 7,633, against 7,224 for M. Portalis.

KILLED BY BURROWS' GANG.

The Dead Body of a Detective Found Riddled With Bullets.

[SPECIAL TELEGRAM TO THE DISPATCH.]

BIRMINGHAM, ALA., March 9.—A detective named Jackson, who has been following the outlaw for months, has been murdered by Rube Burrows or his gang. Jackson went to Lamar county several weeks ago, and disguised as a foot peddler, started alone to the hills where Burrows was supposed to be in hiding. Nothing more was seen of the detective until last Saturday when his dead body was found in the woods riddled with bullets. He had evidently been dead five or six days.

GONE UP IN SMOKE.

Detroit Has a Sunday Bonfire Which Costs $250,000.

DETROIT, March 9.—Fire to-night destroyed Gray & Baffy's six-story brick furniture factory, 98, 100 and 102 West Congress street, Carroll & Hunt's chair factory, at Nos. 104 and 106, and gutted the Ostler Printing Company's house and Carroll's cigar factory adjoining. At midnight the fire was under control, but still burning fiercely.

The total loss is estimated at $250,000, partially covered by insurance. The burned buildings were the property of Senator James McMillan and valued at $70,000.

BEAVER TO START A BANK

In the New State of Washington—Secretary Stone is It.

[SPECIAL TELEGRAM TO THE DISPATCH.]

HARRISBURG, March 9.—Governor Beaver and Secretary Stone, and several of their friends, have in contemplation the establishment of a bank at Seattle in the near future. George Pearson, private secretary to the Governor, has been asked to assume the management of the proposed institution, and the surrender of his present position is probable.

ACRES OF IRON TENT

Proposed by Chicago for the Main Structure for the World's Fair.

A ROOF OVER 1,000 FEET IN HEIGHT,

Surmounted by a Tower Rising 500 Feet Further Into the Air.

PARIS AND PHILADELPHIA ECLIPSED.

Details of a Plan for the Expenditure of Nearly Six Million Dollars.

Chicago is talking about the buildings she will erect for the World's Fair—provided she gets it. The plans are magnificently grand, and include a main structure to cover 193 acres.

CHICAGO, March 9.—A magnificent scheme in connection with the World's Fair has been suggested, being nothing more nor less than a plan to put the exposition exhibits under one roof, which is to cover 193 acres. In fact, the project is simply a mammoth circular iron and glass tent. As all the buildings of the Paris Exposition covered only 75½ acres and those of the Centennial at Philadelphia 60 acres, the immensity of the present scheme at once becomes apparent. It is acknowledged that Chicago cannot compete with the late Paris Exposition in the architectural features of any building it might erect, as it has not the artists competent to do the work. It is intended, however, to rival Paris in a truly American—or Chicago—way by erecting the largest building ever put up, which shall be four times bigger than any exposition building the world has ever seen.

By constructing such a building without any inside columns it would be possible to produce by the aid of electric lights a dream of magnificence at night never before thought of. The idea, it will be acknowledged, is peculiarly Chicagoan. This scheme is claimed to be feasible whether the site for the fair be on the lake front and harbor or Jackson Park.

A STUPENDOUS PROJECT.

A huge steel tower, capable of holding eight elevators, and supporting the whole roof, is to be erected in the center of the circle 3,000 feet in diameter. From the top of this tower, 1,100 feet high, steel cables are to be run out to the circumference. On these cables the roof is to be laid. The outer wall around the circumference is to be of brick. The idea of the construction of such a building is simplicity itself, as can be readily seen. It is the idea of a tent enlarged to the necessary extent with corrugated iron and glass substituted for the canvas covering.

There is no doubt of the possibility of constructing such a building. The Brooklyn bridge has a span of 1,560 feet, while the cables of this will be but 1,500. This will enable one to form a comparative notion. The Brooklyn bridge will support a moving load of 100 pounds to the square foot, while in this building there will never be a load of over 10 pounds plus the wind pressure. The wind pressure has been carefully considered. The conclusion is that it is perfectly practicable to resist the wind pressure on a round building by tension rods on the inside. The whole roof may be strung together on the principle of a bicycle wheel. The building would provide amply for exhibition purposes.

A COST OF NEARLY SIX MILLIONS.

The area of the main floor would be 162 acres, and of the two galleries 75 feet around the whole building 31 2-3 acres. The central tower is also to be provided with galleries at different stages, affording the visitors different bird's-eye views of the entire place. A feature of the construction is that hardly any special material is required. Railroad bars and rods, glass, brick and tiling are alm