

THAT LOTTERY LAW Will be Enforced to the Limit by Postmaster General Wanamaker.

EMPLOYEES MUST HUSTLE, But Are Not Allowed to Break Seals of Letters in Packages.

REORGANIZING THE DEPARTMENT. Recommendations of the Governor of the Territory of Utah.

NO MORE INDIANS FOR EXHIBITIONS.

Mr. Wanamaker will enforce the new lottery law with all the stringency possible. Explicit instructions have been issued to the various employees of the department.

WASHINGTON, October 3.—Assistant Attorney General Tynes, under direction of Postmaster General Wanamaker, has prepared for publication a "Postal Bulletin," a circular letter to postmasters containing instructions for their guidance in the treatment of lottery matter under the recent anti-lottery act.

First.—Circular 3891, above quoted, applies to any lottery, ordinary or registered, if it concerns any lottery, gift, concert, or scheme described in the section relating to lottery tickets, checks, drafts, bonds, promissory notes, or money orders for the purchase of lottery tickets or any share or chance in a lottery or gift enterprise, and to the list of the drawings at any lottery or similar scheme, and forbids the carrying of them in the mails, or the delivery of them.

Second.—The seal of a letter or of any sealed packet, treated at letter rates, must not be disturbed for the purpose of ascertaining if its transmission in the mail or its delivery at a postoffice is forbidden by the provisions of this act. Nor will the mere suspicion that such letter or packet relates to a lottery or the fact that it is addressed to any person known to be engaged in the business of conducting a lottery justify its detention or non-delivery except the delivery of registered letters at the office of destination shall be withheld, when the Postmaster General has issued specific orders under the provisions of section 3223 to that effect.

Third.—Postal cards and circulars unsealed and all other unsealed matter may, when suspected of having been deposited or mailed in violation of the provisions of this act, be examined for the purpose of ascertaining their character.

A VIOLATION EITHER WAY.

Fourth.—The mailing of matter prohibited by this act by citizens to lottery companies and their representatives is as clear a violation of the law as the mailing of such matter by lottery companies to their customers or other persons.

Fifth.—When it is known at the time of depositing them for mailing that postal cards or circulars are unsealed, the carrier or postman of section 3924, above quoted, the postmaster should decline to receive them. If they are found in a postoffice or non-delivery except to the postmaster, or if they are discovered in the mail in transit, they should be withdrawn from the mail, and the carrier or postman should be notified of the violation, accompanied by a report from the postmaster, explaining the reasons for their detention.

Sixth.—The provisions of this act apply to all lotteries, ordinary or registered, and to all lotteries or similar schemes that come to the mails from foreign countries, and such matter received should be treated as if it originated in the United States.

ALL ALONG THE LINE.

Seventh.—Matter sent in violation of the provisions of section 3223, above quoted, by postmasters at intermediate offices, should be withdrawn from the mail, and disposed of in the same manner as if it had been discovered by the postmaster at the office of mailing or of delivery, and the postmaster should be notified of the violation.

Eighth.—New papers, pamphlets and publications of all kinds containing prize lists or other matter, and all other matter, should be treated as if they were published in the United States.

WHILE IN TRANSIT.

Ninth.—Checks in the Railway Mail Service conveying matter, the carriage of which is forbidden by the provisions of this act, should be withdrawn and forwarded to their respective division superintendents. Division superintendents should treat such matter in the same manner as postmasters are herein instructed to treat it.

A COMMANDER RECALLED.

Dismissal of His Inaction While Barratista Was Being Shot Down.

WASHINGTON, October 3.—Lieutenant Commander Reiter, in command of the United States steamer Ranger, has been ordered home, and will be relieved by Commander Wingate. The impression is general here that Commander Reiter is recalled because the Secretary of State is dissatisfied at the course pursued by him in regard to the peace negotiations between Guatemala and El Salvador, and also in regard to the Barratista affair.

TWO OF THEM WILL SERVE.

Cassatt and Davis Accept the Appointments Made by the President.

WASHINGTON, October 3.—Mr. A. J. Cassatt, of Pennsylvania, and ex-Senator Henry C. Davis, of West Virginia, have accepted the offices of Interstate Railroad Commissioners, to which they were nominated Tuesday by the President. Mr. Cassatt originally declined because of increasing responsibilities in connection with his present business, but it is believed that he may be induced to reconsider.

SITUATION IN UTAH. WALKING DELEGATES INDICTED BY A GRAND JURY.

He Thinks Congress Should Pass More Stringent Laws Than Those Now on the Statute Books. The Present Statutes Are Inadequate.

WASHINGTON, October 3.—The Mormon question is discussed at some length by Arthur L. Thomas, the Governor of Utah, in his annual report to Secretary Noble. He asserts that the Mormon people are governed by the priests, and that in every political and business act the church in part first, the country second, and the population of the Territory in part third.

The Governor says that political and official Mormonism deals in evasions and meaningless words, or words of double meaning, hypocritical pretenses and false assertions. His attitude toward polygamy is defined in the last degree. It knows that there has been no change on the subject, but it seeks to convey the impression that there has been. The prominent church reveals an avowed will of the Lord, and that the church does not grant permits to enter polygamy, and the nominal head of the church has announced that polygamous marriages do not now take place. The Governor says that the church has been a notorious case uncovered in the First District Court, he disclaimed any knowledge of the matter, and that the church has, however, a literally true, the Governor says it doesn't prove that the church has met the public sentiment of the nation as expressed in its laws, nor does it prove that the church officers and members are obedient to the law.

The Governor says that it is over 28 years since Congress condemned polygamy in its laws, and that the Congress has been ridiculed, and treated with contempt so long as such a course was safe, and then eroded and resisted as far as possible, and during all this time no change has taken place in the attitude of the church, and that the conflict today is as clearly defined as ever. The Governor recommends the passage of the bill reported in the Senate by Senator Edmunds, which authorizes the Governor to appoint certain civil officers and judges, pending for a legislative re-appointment. He states that if this bill becomes a law it will place the control of 25 counties in the hands of men loyal to the Government. He also recommends the passage of either the Cannon bill, or the Struble bill.

REORGANIZING THE DEPARTMENT. Wanamaker Has a Number of Plans for Reducing the Service.

WASHINGTON, October 3.—Second Assistant Postmaster General Whitfield, qualified as First Assistant and will assume his new duties to-morrow. Mr. J. Lowry Bell, the present General Superintendent of the Railway Mail Service, has also qualified as Second Assistant Postmaster General, and will take charge of his new office to-morrow. The appointments are made in the line of the re-organization of the department.

That is, the railway mail service and railroad contract office will be under the immediate supervision of the new Second Assistant Postmaster General. With these changes the Postmaster General contemplates a re-organization of certain offices in the department. Offices which are in the same general line will be combined, and the work of the Postmaster General will be under the direct supervision of the Assistant Postmaster General.

INDIANS NOT ALLOWED TO RAMP.

No More Noble Res Men for the Wild West Shows in Europe.

WASHINGTON, October 3.—Acting Indian Commissioner Bell has issued a letter of instructions to Indian agents in which he says that the department is informed that a company is preparing to obtain Indians from some of the reservations to join "Wild West Shows" in Europe. The agents are instructed to promptly refuse any application to make before their respective tribes, and advise them that if any of the Indians should desire to leave their reservation for exhibition purposes, it will be regarded as an open violation of the laws of the Government, and that prompt measures will be adopted to detain them.

PEACE AMONG THE BRICK MEN.

All Outside Supplies Allowed to Enter Gotham Uninterrupted.

NEW YORK, October 3.—The Brick Manufacturers' Association, after a long session today, has decided to suspend the carting of brick for the city and allow all other work to proceed without interruption. This practically puts an end to the brick war, which has been carried on with more or less severity since July last.

PULLED BY POLICE.

Persons Gathered in by Strong Arms Squad in Blue Cloth.

DETECTIVE DENMELT returned to the city yesterday with R. L. Heaton, who was arrested in Dayton, O., charged with being responsible for the killing of the late Senator Perkins, of No. 62 Fifth avenue. The coroner's inquest will be continued to-day.

MONSIEUR HENRI went to Central station last evening and insisted upon the release of his friend Gallagher, who had been arrested for drunkenness. Foley became a nuisance and was taken to the station.

ROBERT BLACK, 14 years old, threw a stone at William Zieger's 7-year-old boy, and is now charged with aggravated assault and battery before Alderman Kerr.

HARRISSE AT THE THEATER.

WASHINGTON, October 3.—President Harrison, accompanied by Secretary Alfred and his daughter, occupied at box at Albaugh's Grand Opera House to-night to witness the performance of the new production "Noah's Ark" in a "Poor Relation."

ALL ADVICE IGNORED. WALKING DELEGATES INDICTED BY A GRAND JURY.

Contrary to the Counsel of District Attorney and Recorder James Carroll, Result of the Attempted Brick Boycott—Conspiracy Is Charged.

NEW YORK, October 3.—The grand jury's recent inquiry into the boycott instituted by the Board of Walking Delegates against four brick manufacturers of Verplanck's Point because they did not employ union men, here unexpected fruit to-day, in the General Sessions. In the inquiry the grand jury heard much testimony, and being in doubt as to the legal effect of it, consulted Recorder Smyth and District Attorney Fellows. Both advised the grand jury that the testimony did not justify the indictment of anyone.

The indictment was filed into the General Sessions to-day, Foreman Haynes handed up, among other indictments, an indictment for conspiracy against Walking Delegates James Carroll, James McGuire, James P. Archibald, William McNamee, William Taylor, Frank McGuire, Owen Carroll, Charles P. Rogers, John Gray, Alfred Ashley, Nelson F. McFadden and John Dolan. District Attorney Fellows had heard that this was coming and was on hand. He promptly moved the dismissal of the indictments.

"You sir," said the foreman, "the grand jury, have you completed your business?" asked the Recorder, dryly.

"Yes sir," said the foreman. Then the Recorder gave them a talking to, and said among other things: "I regret that for the first time in my experience of ten years, as the presiding judge of this court and the official adviser of the grand jury, the grand jury has seen fit to override the opinion of the presiding judge of this court in reference to the indictment which has just been presented. There was no legal evidence before the grand jury upon which to sustain a conviction. I am sorry to have to announce this to you, but it is the duty of the presiding judge to see that justice is done, and that the law is obeyed."

The indictment that died a-borning, charges the indicted men with conspiracy to coerce the four brick manufacturing firms at Verplanck's Point into employing union men and to prevent the handling of their bricks, and among other things, to prevent the sale of their bricks to the public. The indictment also charges the indicted men with conspiracy to prevent the sale of their bricks to the public, and to prevent the sale of their bricks to the public.

DIED IN HONOLULU.

Advices of the Death of a Pennsylvanian on the Island.

SAN FRANCISCO, October 3.—The steaming Australia arrived to-day from Honolulu, bringing advices to September 26. The bill to subsidize a steamship line between San Diego and Honolulu has been killed in the House. Charles N. Arnold, a well-known hotel keeper on the islands, a native of Pennsylvania and member of George DeLong Post No. 45, G. O. P., died at Honolulu. Arnold had been employed in the Department of Public Works. The National Reform organ of September 20 contains an account of the death of Mr. Arnold.

CLAUS SPRECKELS CLAIMS.

The Owners of the Wetherby Must Settle for Damaging His Sugar.

PHILADELPHIA, October 3.—After hearing arguments of the United States and the British steamship companies, Judge Butler made an order in the claim of Claus Spreckels to recover \$97,000 from the owners of the British steamship Wetherby, commanded by J. M. Harrison, from the transportation of a cargo of sugar. The terms of the order were that the owners of the Wetherby should pay into court \$36,742 of the \$51,842 realized by Captain Harrison from the sale of the damaged sugar, and retain \$15,000 to secure them the payment of the sum to be ascertained by general average and other charges. In compliance with this order the security for the release of the attached steamship is to be largely reduced.

TRAVEL IN JAPAN.

RECALLED IN JAPAN.

AN EXHIBIT OF THE PINNY TRIBE.

Suggestions to Erect a Permanent Aquarium at the World's Fair.

CHICAGO, October 3.—Commissioner Marshall McDonald has addressed a communication to officials at the World's Fair National Commission headquarters with respect to the proposed Government exhibit of fish and fisheries at the Exposition in 1893. He says the United States Fish Commission hopes to make an exhibit at the Chicago Exposition which will be creditable to itself and worthy of the nation.

The commissioner submits a proposition that the city of Chicago or the Park Commission should erect a permanent aquarium to receive the exhibit, that there may be maintained a comprehensive American display corresponding to that possessed by the other nations at the exposition.

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A POWER IN POLITICS. The Mighty Influence of the Railways Upon National Affairs.

DISCUSSED BY PROFESSOR ELY. He Would Have Uncle Sam Control Every Line and Out the Fares.

FOUL CORRUPTION IN HIGH PLACES. Almost an Inevitable Concomitant of the Present System of Management.

Dr. Richard T. Ely, of Johns Hopkins University, was interviewed by a DISPATCH correspondent on the subject of Federal control of railroads. He believes that under government management the roads would be far more useful to the public, and that a source of political corruption would be removed.

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offer all the great prizes to business talent. Public ownership would inevitably be the death of the spoils system in politics, for it could not live when its real significance was so plain. It would be reasonable to expect something like a military organization of the railroads, at the head of which would be a secretary of railroads, who would also control all other natural and artificial monopolies, as the Government acquired control of them. It would be organized like any other branch of the Federal Government, and would be free from political interference as the Department of War, Navy, Interior or Agriculture. The Postoffice Department is but a national monopoly under Government control.

"Think, too," said the Doctor, "as he felt his wallet, 'how cheaply people could travel. In Hungary the roads are under State control, and since the introduction of cheap fares a simple system of tickets on sale like postage stamps, passenger travel has increased more than 100 per cent. A system prevailed in the United States, a ticket from Pittsburg to New York would cost 40 cents, one from Philadelphia to Chicago \$2. One could go from Baltimore to Washington for 10 cents, and from New York to Philadelphia for less than \$10. Freight would be paid by stamps according to classification and distance."

The British Iron and Steel Institute held its concluding session in New York yesterday. Several addresses were made and the enterprise and progress of America highly complimented. The delegates start for Philadelphia to-day. They will soon visit Pittsburg.

TORY IGNORANCE.

A REPLY TO THE ATTACK ON THE IRISH RELIEF FUND.

The Secretary of the Committee Shows That There Is No Politics of Any Description in the Movement—Wards of Sympathy and Encouragement Received.

NEW YORK, October 3.—Arthur Dudley Vinton, Secretary of the American Committee for the Relief of Famine in Ireland, gives out the following reply to the London Times' attack:

The editorial of the London Times of October 2 exhibits an astounding ignorance of the actual standing of the gentlemen connected with the movement for the relief of famine in Ireland—it is simply ludicrous to call them politicians. The movement is only a great international charity. The American Committee for the Relief of Famine in Ireland has nothing to do with American politics, nothing to do with English politics, nothing to do with Irish politics, and nothing to do with any other politics whatsoever. The American committee raised money to help the starving Irish people, and the English people sent the Irish people the money. The committee cannot be accused of anything but the noblest of motives.

"But, doctor, concerning Federal ownership, don't you think the Government will polio the entire management would polio seriously against such an issue?"

"Ah!" said the dapper little professor, straightening up and adjusting his glasses, "that is exactly where you are wrong. You only look at one side of the question, and that the 'what might be' aspect. Could the railroads possibly be more in politics than they are? Your charge of ignorance tells me you never thought of this. The answer is unquestionably no. To maintain public policies in a country like this, with railways private property, but controlled and controlled by courts and Legislatures, and a population of angelic character or superhuman wisdom, if not both.

The general public and railway management are two parties, and they struggle for supremacy in Government sometimes open, and oftener secretly. The railways must seek political power for private ends. They must have their representatives in courts, in legislatures, in Government, and in the streets themselves, but they do not stop at self-protection. They are aggressive and seek complete control for the promotion of their private interests. They are aggressive and seek complete control for the promotion of their private interests. They are aggressive and seek complete control for the promotion of their private interests.

A \$10,000 INJURY.

Damages Claimed by a Passenger Hurt on a Steamboat.

VICKSBURG, October 3.—Mrs. Mary A. Lloyd has entered suit against the Yazoo and Tallahassee Transportation Company for \$10,000 damages for injuries received by her husband on the steamer Bailey last spring at the time of the collision of that steamer and the Faison.

NEARLY A HUNDRED YEARS OLD.

Historian Bancroft Congratulated by Many on His Ninetieth Birthday.

NEWPORT, October 3.—Hon. George Bancroft, the venerable historian, quietly spent his 90th birthday to-day at his residence on the "Cliff," where he received scores of congratulatory messages and letters, besides many calls from his personal friends.

BIRMINGHAM'S WELCOME.

The Iron City of the South Making Grand Preparations for the Visitors.

BIRMINGHAM, Ala., October 3.—Quite an elaborate programme has been arranged by the local committee for the entertainment of the English and German iron and steel men on the occasion of their visit to Birmingham during the present month. Excursions will be made to 15 of the most important points in this district, including furnaces, ore mines, coal mines, mills and steel plants.

SURRENDERED TO THE POLICE.

Tired of Being a Fugitive, a Defaulting Cashier Gives Himself Up.

A WONDERFUL METAL. OVER THE RAILROAD WALL. ANOTHER BAD SMASHUP ON THE PANHANDLE BRIDGE.

The Credit of Originating and Developing Aluminum Steel GIVEN TO AMERICAN INVENTORS.

A TOUR OF THE PRINCIPAL CITIES. To Be Made by the Delegates, Philadelphia Being First Visit.

The British Iron and Steel Institute held its concluding session in New York yesterday. Several addresses were made and the enterprise and progress of America highly complimented. The delegates start for Philadelphia to-day. They will soon visit Pittsburg.

The Secretary of the Committee Shows That There Is No Politics of Any Description in the Movement—Wards of Sympathy and Encouragement Received.

NEW YORK, October 3.—The last session of the British Iron and Steel Institute in Chickering Hall was held to-day. Before the opening of the session some of the European visitors to the city went with electrical expert Schuyler S. Wheeler to view the Telephone Exchange, the Western Union telegraph office, and the Brush and Edison electric light plants.

Sir James Kilsen called the meeting at Chickering Hall to order, and the work began with the reading of a paper by R. A. Haddfield, of Sheffield, on "Aluminum Steel." Mr. Haddfield gave to America the credit of originating and developing the manufacture of this wonderful metal, aluminum. He described in detail a number of experiments in combining it with iron. He showed how aluminum had declined in cost within about 30 years from 6 shillings an ounce to 6 shillings per pound, not because it deteriorated in value, but because methods had been invented which had greatly cheapened production, and he predicted for it a highly interesting history.

Dr. C. B. Dudley, chemist of the Pennsylvania Railroad, spoke upon the "Wear of Metal as Influenced by Its Chemical and Physical Properties." His observations of the rails used by the Pennsylvania Railroad, and the conclusion that a mild steel is less liable to fracture, and if properly made, less liable to crushing or disintegration than a harder steel. He was also convinced that the wearing power of steel does not increase in ratio with its progress in hardness, but on the contrary, diminishes. The popular idea that the harder the steel the greater the wear was a mistake.

Sir Lowthian Bell, in discussing the paper, expressed surprise at the conclusions arrived at by Dr. Dudley. As a member of the Locomotive Committee of the North-eastern Railway of England he had taken a considerable view of the subject, and had lately decided to increase the proportion of carbon in the steel used for rails and give them greater hardness.

PASTOR ROBERTS MUST PAY.

A Verdict of \$3,000 in the Breach of Promise Case Against Him.

SCRANTON, October 3.—One of the most sensational cases ever heard in the courts of this (Lackawanna) county ended this morning, when the jury in the breach of promise case of Annie Husaboe against Rev. Peter Roberts, of the Plymouth Congregational Church, came in with a verdict of \$3,000.

GETTING READY IN CLARION.

Pattison Will Receive a Royal Welcome There on Monday.

CLARION, October 3.—Every preparation is being made here to receive Pattison, who will come overland from Brooklyn here on Monday. October 5. He will speak in the public square providing the weather is good. In case of bad weather the meeting will be held in the Opera House. The park and court house are being beautifully decorated with garlands and flags in profusion. Bands will be present to the number of ten or more.

INDIANS EXCITED.

The Flood of Mud Storm Has Set Them All Afloat in the Territory.

PORT RENO, I. T., October 3.—The Choctaw Commission arrived here to-day and on Saturday will resume negotiations with the Choctaw and Arapaho Indians at New Darlington for the sale of the interest in the Indian lands to the Government.

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THE NEXT CONGRESS. HERE MADE. Hundreds of people were turned away under the plea of no room.

Many People Escape From Under the Fall-Ins Cars—One Brakeman Will Likely Die—Other Mishaps and One Fatality Reported in the City Yesterday.

A freight train on the Pittsburg, Virginia and Charleston Railroad ran into an open switch at the intersection with the Pennsylvania Railroad, near the Pennsylvania station, on Carson street, yesterday afternoon, at the point, which was the scene of many such similar accidents during the last five years, all of which have been remarkable, from the fact that no great loss of life has resulted. Yesterday's accident was a repetition of its predecessors. Two gondola cars, loaded with steel billets, was precipitated over the retaining wall, which towers 40 feet above Carson street, and a boxcar containing massive chunks of ice overturned. The contents broke through the top, and fell to the street below with a crash, carrying with it the top of the car. A few seconds previous to the accident two street cars filled with passengers passed by the spot where the car came over the wall.

Police Inspector McNeivey made a very narrow escape from being crushed to death beneath the falling mass of steel and ice. He was driving home in his bureau when the car came crashing over the bridge. His horse took fright and started to run, which saved him. Two flat cars loaded with steel billets were also overturned, and the bridge. Master of Transportation J. L. Tucker stated the accident was caused by a defective track on one of the freight cars. The train's crew claim it was an open switch which did the business, and it is thought the Brakeman Jobe will not recover from his injuries.

G. M. Brown, assistant yardmaster at the Pittsburg and Lake Erie Railroad on the Southside, died last night. Mr. Brown was standing on the tracks in company with a brakeman named F. F. Inks, when both men were struck by a shifting engine. Inks was thrown of the track, and only a slight injury was done. Brown was run over by the engine and both legs cut off, arms crushed and injured internally. He was taken immediately to the West Penn Hospital, where he died at 10 o'clock. He came from West Newton, Pa.

James Finton, an employe at the Lucy furnace, had his left leg broken yesterday afternoon by falling into a furnace pit. Mr. Finton was digging a ditch at the residence of Mrs. J. M. Guaky, on Fifth avenue, yesterday afternoon, when the side of the ditch caved in, almost burying the man. Finton's right leg was dislocated and he was badly bruised about the body. Heirio received a fracture of the thigh.

WALLACE ON THE STUMP.

He Will Soon Take the Field in Behalf of Ex-Governor Pattison.

HARRISBURG, October 3.—At a large Democratic meeting, held in this city to-night, B. F. Meyer, who was one of Senator Wallace's most active supporters for Governor at Scranton, ridiculed the Republicans for trying to create the impression that the Wallace Democrats could not be depended on to vote for Pattison, and announced that he would support the Senator who would soon be on the stump battling for the standard bearer of the Democratic party of this State.

Mr. Wallace expected to arrive from Europe in a few days. Mayor Fritch and James McCrory, candidate for member of the House from this city, made brief speeches.

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