

OUT OF WORK?

Hundreds of People Have Obtained Good Situations Through an Advertisement in THE DISPATCH'S Cent-a-Word Columns.

FORTY SEVENTH YEAR.

PITTSBURG, THURSDAY, SEPTEMBER 22 1892-TWELVE PAGES.

THREE CENTS.

ONE SUSPECT A SURE CASE OF CHOLERA.

Cochman Weinhalten, of New York, Is Officially Declared a Victim.

FELLOW BOARDERS HELD PRISONERS.

Health Authorities Have Their Hands Full Investigating Several Scare Cases.

THE CHINAMAN'S DEATH WAS CAUSED BY OPIUM.

Dr. Jenkins Orders the Steamship the State of Nevada Tack to the Lower Quarantine.

Collector Hendricks Had Previously Given Him Permission to Allow the Vessel to Land—Cholera Practically Stamped Out at Sandy Hook—The Only Death Was the Result of Starvation and Neglect—Hamburg Gets Her First Foreign Aid From New York City—The Doctors Say the Plague Is Abating There, but the Ambulances Are Busted Than Ever—Brazil Sets on Foot an Iron-Clad Quarantine Against American Ports—The Latest Bulletins From Various Points in Europe.

(SPECIAL TELEGRAM TO THE DISPATCH.) NEW YORK, Sept. 21.—Bulletins were posted by the Health Department at 4 o'clock this afternoon, announcing that the bacteriologists of the Board of Health who have been examining the cases of Cochman Louis Weinhalten, of 4 Extra Place, and Fireman Knox, of the steamship State of Nevada, have reported the discovery of the germs of Asiatic cholera. The bulletins were addressed from the Carnegie Laboratory to President Charles G. Wilson, and were signed by Edward K. Dunham, T. Mitchell Crudden, Henry P. Loomis and Hermann M. Biggs.

As soon as President Wilson received the results of the examinations, he ordered the three big tenement houses in Extra Place quarantined. A Mrs. Gemler runs all three as a boarding house, and it was in a room in the rear tenement that Weinhalten was stricken. There are about 200 regular boarders in the three houses, and none of them will be permitted to leave the premises until all precautionary measures against the spread of the disease have been taken.

Everything Will Be Disinfected. The three houses will be thoroughly fumigated and the wearing apparel and other articles belonging to the occupants will be washed in a solution of bi-chloride of mercury. President Wilson decided later that it would be a good idea to give each and every lodger a bath, and he ordered 50 wooden bath tubs taken there for that purpose.

These are the deaths from cholera that have been officially announced: Name, Age, Address, Date. Charles McAvey, 35, 879 Twelfth av., Sept. 4. Wm. Wiegman, 62, 798 Eleventh av., Sept. 19. Sophia Wiegman, 63, 798 Eleventh av., Sept. 11. Minnie Loveman, 45, 411 E. 40th st., Sept. 11. Charlotte Beck, 31, 1784 Second av., Sept. 12. John Knox, 41, S.S. State of Nevada, Sept. 13.

Quarantine has been removed from the houses where McAvey, the Wiegmans and Mrs. Beck died and also in these cases: 428 East Eighty-fifth street, where Peter Callahan died; 1625 Madison avenue, where Edward Hoppe died; 221 East Thirty-first street, where Mary Connolly lived, and 692 Second avenue, where she was found ill.

Plenty of Scare Cases Reported. To THE DISPATCH correspondent Dr. Roberts said that reports of suspicious cases were constantly coming in, and that the inspectors had their hands full investigating these cases. Two people were removed from their homes to the reception hospital to-day, but it is doubtful if either has cholera. They were Henry Ensch, of 4 Extra Place, and Mary Murphy, of 63 Cherry street. Ensch lived in the same house with Weinhalten, and had been suffering from diarrhea. Dr. Roberts told the correspondent that he had been removed merely as a precautionary measure. It is not probable that he has cholera, and unless he shows further symptoms he will be released in a few days.

Mary Murphy was found suffering from fits of vomiting, cramps and diarrhea. There is reason to believe that she has the disease. The house at 63 Cherry street has been partly quarantined. An inspector has been put in charge.

Some of the Other Suspected Cases. Another suspicious case reported was that of Patrick Steward, 50 year old, a boiler maker in the Brooklyn Navy Yard. Steward lives at 15 Morris street. The house is an old five-story building, which has been used as a sailors' boarding house, an immigrants' boarding house and a tenement. It is rented out in apartments just now. Steward has been suffering from severe pains in the stomach, vomiting fits and diarrhea. He was removed to the reception hospital and an inspector sent to the Morris street house to quarantine it.

Among other cases reported for investigation was that of Wozesek Heolmer, 21 years old, who was found sick shortly after midnight at Eleventh street and Second avenue. A Bellevue Hospital ambulance surgeon examined the man and refused to take him. He notified the Health Board, and Inspector Bryant found the man suffering from inflammation of the bowels.

AUSTIN, TEX., Sept. 21.—Governor Hogg to-day issued a proclamation quarantining against New York and other places where cholera now prevails or may hereafter appear.

The Latest Suspect in New York. NEW YORK, Sept. 21.—Mrs. Vincenzo Grappolas died to-night, it is suspected,

The Board of Health issued this statement to-day: It having been reported to the department that in the markets people hesitate to purchase fish and other articles of food from apprehension that germs may be contained therein, the Board of Health reiterates the statement already made that there is no danger from the use of fish, meat and all other proper articles of food or drink, provided they are thoroughly cooked.

At Quarantine—Dr. Jenkins ordered back to Lower Quarantine this afternoon the Allan line steamer State of Nevada on account of the recent death of a stoker after her arrival at her dock. Dr. Jenkins said that there is an interesting story attached to the recall to Quarantine of the State of Nevada, but contented himself for the present by saying: "The State of Nevada came from Glas-

gow, a perfectly healthy port. Her cabin passengers were discharged. It was my intention to hold her for the 20 days' rule, and informed the steamship agent that I would not allow her to go up unless he obtained the consent of the Collector of the port. I subsequently received word from the Collector that if the steamer was all right she should be allowed to go up."

The steamship City of Paris at 6 o'clock P. M. was allowed to proceed to her dock.

LATEST FROM EUROPE.

Bulletins From the Central and Southern Parts of the Continent. The following are the latest cholera bulletins from Europe: CRAWOON—Throughout Galicia from the date of the outbreak of cholera until now there have been reported 32 cases and 11 deaths.

ANTWERP—Two new cholera cases and 4 deaths were reported here to-day, and at Mons 3 cases and 1 death.

ROME—It is understood that because of the cholera in various places in Europe the Pope will cancel the usual October pilgrimage to Rome to be postponed. The holding of the Papal Consistory will also be delayed for the same reason.

BERLIN—The Bourne was depressed yesterday owing to Prof. Koch's pessimistic cholera views. Prof. Koch believes there will be a recurrence of cholera in the spring, and that the disease will linger for years unless Hamburg secures a copious supply of pure water. Twenty-two persons here suffering from suspicious illness were taken to the Moabit Hospital yesterday. The doctors there say that five of them have Asiatic cholera.

WARSAW—Cholera has appeared at Volovoi, a town near Cracow.

BUDAPEST—Numerous cases of suspicious sickness are reported in this city. It is thought that the sickness is cholera. The army reserve have been summoned for service, but now it is feared that cholera may break out among them and their disbandment is demanded.

LONDON—It is stated that the steamer Reichstag, which arrived in the Tagus yesterday from Hamburg, and which was ordered to leave the river, had ten cases of cholera on board.

BRUSSELS—There have been reported in Patras in the last 48 hours 20 cases of cholera and seven deaths.

CHEROKEE—The report of the outbreak of cholera here proves to be without foundation.

PARIS—In Paris and its suburbs there were reported yesterday 20 new cholera cases and 16 deaths.

ST. PETERSBURG—Forty-eight new cases of cholera and 16 deaths were reported in this city yesterday. Compared with Monday's returns, this is an increase of 37 new cases and a decrease of 28 deaths. Fifty-two hospital patients were discharged as cured.

THE HAGUE—One case of cholera has been reported in this city, in Schiedam one case and one death have been reported, and in Bloekengraf 20 deaths.

STAMPED OUT AT SANDY HOOK. Only One Little Victim, and It Died of Starvation and Neglect. CAMP LOW, SANDY HOOK, N. J., Sept. 21.—Perfect confidence is restored here among the detained people by the announcement that the commandant's report, issued after the daily inspection, that no new cases of cholera or suspicious cases have been found in the last 24 hours, and the sick in hospital are all reported as being in a fair way to recovery, except the sad case of the unknown infant whose mother and two little sisters died on the Regia while at sea. The ship's steward and stewards, through whose neglect it is reported to be now dying from the effect of absolute starvation.

That word is the plain diagnosis given of the case by the doctors here, and they state that the child will not live.

Texas Pulls Her Drawings. AUSTIN, TEX., Sept. 21.—Governor Hogg to-day issued a proclamation quarantining against New York and other places where cholera now prevails or may hereafter appear.

The Latest Suspect in New York. NEW YORK, Sept. 21.—Mrs. Vincenzo Grappolas died to-night, it is suspected,

THE FIRST FOREIGN AID For Stricken Hamburg Comes From New York—Doctors Say the Plague Is Waning, but Ambulances Are Busted Than Ever—Humble Dwellers on the Elbe.

HAMBURG, Sept. 21.—According to the official figures there were 149 new cases of cholera and 64 deaths from the disease in Hamburg yesterday. Compared with the official returns of Monday's yesterday's figures show an increase of eight new cases and a decrease of three deaths. The doctors to-day say they believe the disease is decreasing.

During the last few days more ambulances are seen in the streets, conveying patients to the hospitals. The first installment of 32,000 marks subscribed in New York for the relief of the sufferers was received to-day. The gift from New Yorkers is greatly appreciated, all the more so as it is the first help that has been extended to Hamburg from a foreign source.

A peculiar custom obtains in Hamburg, no mention of which has heretofore been made in the stories of the epidemic sent from here, and to this custom may be attributed many of the cholera deaths that have occurred here. As is well known, the old town of Hamburg is very low and is traversed by many canals, or fleets, as they are called here. These fleets form the dwelling places of many poor people. They are subject to the tides of the Elbe, and at certain times they are quite dry.

The present cholera epidemic is carrying in its train such woe and suffering as has never before marked the history of Hamburg, and daily the distress is increasing. Nearly all the trades in the city are at a standstill, and thousands of workmen who depend upon their daily toil for the support of themselves and their families find it utterly impossible to earn a penny.

A Practical Embargo Declared Against Nearly All Yankee Trade. NEW YORK, Sept. 21.—[Special.]—A notice was posted at the Maritime Exchange, to-day, to the effect that Brazil had declared a quarantine against all Atlantic ports of the United States, describing New York as "infected," and the other Atlantic ports as "suspected." The quarantine order declared that all vessels from those ports were to be sent to the Ilha Grande Lazzaretto, near Rio, to remain as long as the Government thought necessary. Ships bound for Para, where the rubber trade is carried on, were excepted from the embargo, but will have to go by way of Rio, a distance of 30 days, in order to be cleared as quarantine-free.

By request the Brazilian minister cabled to his Government that no case of cholera had appeared in New York since the 13th instant, and asked that the order be modified. He said his Government was doubtful under the circumstances. His trade with Brazil in rubber, coffee and sugar is extensive, and the enforcement of such a quarantine would injure both countries. The minister, which is worth 27 cents at par, has been down as low as 19, and was quoted yesterday at 13.

TALKED JUST LIKE BROTHERS. Dr. Talmage Says He and the Young Kaiser Grew Quite Familiar. NEW YORK, Sept. 21.—[Special.]—Rev. Dr. Talmage, Mrs. Talmage and their two daughters, Daisy and Maud, who were passengers on the City of Paris, were in their home in Brooklyn this evening. Many members of the Tabernacle called to congratulate Dr. Talmage on his safe return. Dr. Talmage looked in excellent health and said he felt ten years younger than when he started on his trip to Europe in June. His preaching tour in England, he said, was a great success, and he exhibited with pride a gold watch which had been presented to him at the Crystal Palace by 100 ministers of different denominations.

Reference was made to his meeting the Emperor of Russia Dr. Talmage said: "We talked like brothers—discussed religion and politics. I found the Kaiser bright, cheerful, emotional, sympathetic and most intellectual. He loves America and our people. He is interested in our country and all that concerns it. I found him thoroughly versed in our affairs. He asked me many questions, but I am not at liberty to tell you that passed between us." Dr. Talmage finds that the big Tabernacle is involved in serious financial perplexities, and his efforts will be directed to surmount them. He is to resume his preaching Sunday.

CORRETT'S BROTHER A FUGITIVE. He Escapes From a House of Correction Where His Father Had Sent Him. SAN FRANCISCO, Sept. 21.—[Special.]—Champion Corbett's brother, Jack Corbett, escaped to-day from the House of Correction, where he was serving a three-years' sentence for forgery. Young Corbett, who is a striking, handsome fellow, as big as his more famous brother, is an opium fiend, and about two years ago forged his father's name to a check in order to buy dope.

As this was the climax of a long series of similar offenses, the father allowed the boy to be prosecuted and sentenced. He had only seven more months to serve.

A NEW FEDERATION PLAN Proposed by the Firemen's Brotherhood to Other Railroad Organizations. CINCINNATI, Sept. 21.—The Brotherhood of Locomotive Firemen adjourned their convention this afternoon. The last day before adjournment was the adoption of the plan for a federation of all the railway brotherhoods, as reported by a special committee.

The plan is for each brotherhood to have three members on the Federation General Executive Board, to consist of the grand master of the respective brotherhood, and two members elected by the convention.

Edward Parker Deacon Pardoned. PARIS, Sept. 21.—It is reported that President Carnot has pardoned Edward Parker Deacon, who killed his wife's betrayer,

FOUR KILLED FOR \$1,000,000.

Wreckers Care Naught for Human Life With Such a Treasure in Sight. BUT THEY FAIL TO GET IT.

They Tamper With the Santa Fe Railroad Track in Kansas.

Four Coaches Piled in a Heap and Reduced to Kindling Wood—The \$1,000,000 Belonged to the Mexican Central Railroad and Was Being Transported to Boston—The Spot Selected With Great Care, but the Wreck Was Too Complete to Render a Robbery Possible—Death Comes Without Warning to Four Trainmen.

TOPEKA, KAN., Sept. 21.—A million dollars in currency was the prize for which Kansas train robbers strove to-day. An appalling loss of human life was the price they were willing to pay for it.

Passenger train No. 8, on the Atchison, Topeka and Santa Fe Railroad, eastbound, was wrecked early this morning three miles west of Osage City by train robbers, who hoped by that means to plunder the express car of \$1,000,000 which was being transported from the City of Mexico to Boston. A wrecked train, 4 men killed and 35 men, women and children injured are the only results, for the robbers secured not a penny of the treasure.

The wreck and attempted robbery had been carefully and deliberately planned. To avoid the possibility of leaving a clew behind them, the robbers stole the tools with which they did their work, a crowbar, wrench and sledge hammer from the tool house at Barclay, three miles west of the wreck, and with them removed a fish plate, which joined two rails together, and which would necessarily derail the train.

A Carefully Selected Spot. The robbers had evidently selected with care the spot at which to wreck the train. They chose the top of a grade, up which the train would be obliged to ascend, thus lessening its speed and at the same time lessening the chances of so badly wrecking the train as to bury beneath the debris the treasure they were seeking. Their precautions were unavailable, and the very thing they sought to evade thwarted their every effort.

When it passed over the weakened track the entire train was wrecked, except the rear car, and most of the cars were piled one on top of the other above the express car, burying it and its treasure so deep as to require several hours' digging to reach it. The express car was passed over the wreck. The engine was wrecked, and the engine and fireman had no warning of their fate and no chance for their lives. The engine was wrecked, and the engine and fireman had no warning of their fate and no chance for their lives.

The engineer and fireman had no warning of their fate and no chance for their lives. The engine was wrecked, and the engine and fireman had no warning of their fate and no chance for their lives.

All the Passengers Found Alive. The cars were piled one on the other and composed a mass of timber and twisted iron, in which it seemed impossible for any human being to have escaped death. When the work of rescue was completed, however, all the victims were found to be alive. Several were badly injured and a few may die.

The \$1,000,000 belonged to the Mexican Central Railroad Company, and was being forwarded to that company's headquarters at Boston. It was rescued from the wreck and turned over to the Wells-Fargo Company here to be forwarded to its destination.

The Santa Fe has offered \$1,000 reward for the train wreckers, and several possees are searching the country in the vicinity of the wreck. The Santa Fe has offered \$1,000 reward for the train wreckers, and several possees are searching the country in the vicinity of the wreck.

Robbery the Undoubted Motive. All the stories told by the passengers agree that there is little doubt that the accident was the result of a deliberate plan to wreck the train for the purpose of securing the treasure in the express car.

The night was dark and we tore rails off the fence for torches. It was hard work getting some of the people out. One aged lady was caught between two chairs in the reclining chair car, and it took a long time to extricate her. After we had rescued her she went back after her pocket-book.

The Bells Were Tampered With. I took particular pains to find out the cause of the wreck. I found that four bolts had been taken from the fish plate which holds the rails together. The rail was left in place, but with no support. The engine was actually buried nearly out of sight.

The theory is that whoever caused the wreck did not anticipate that it would be such a bad one, as it was at the top of the grade. They thought we would be going slow. They were probably after that \$1,000,000. There were also in the express car three combination safes containing bonds and money. I did not see anyone around the express car after the wreck, but it was buried so deep that no robbers could have found it if they wanted to.

The List of Killed and Wounded. The following is a list of the casualties: FRANK BAXTER, express messenger; Kansas City, killed. JOHN BLOOMFELT, express guard; Kansas City, killed. JAMES CHADDICKS, express guard; Topeka, killed.



THE GREAT ACT IN ONE RING OF THE POLITICAL CIRQUE.

EDWARD MAHER, engineer, Topeka, killed. Following are the names of the injured: Mary Lyman, Bloomington, Ill., badly bruised and injured about head and face; William Door and child, Chillicothe, Mo., badly bruised and scratched; Mrs. M. Jones and two children, Wichita, bruised; Thomas Nelson, Topeka, bruised about head and face; M. A. Roberts, Emporia, back injured; Mrs. W. H. Miller, Macon, Mo., injured in spine and side; J. F. Waddell, Bayonne, Kan., injured in left hip; Postal Clerk S. G. Kelly, Kansas City, internal injuries; C. T. Wordlaw, Elliott, Ill., badly bruised; W. A. Carey, Burlington, Kan., head cut; Willie Young, Poplar Bluff, Mo., head badly cut; A. C. Roark, Newton, Kan., head cut; J. E. Johnson, Minneapolis, Minn., head fractured and head badly cut; W. D. Miner, New City, Kan., knee hurt; Postal Clerk S. Foster, Lawrence, Kan., badly bruised; R. B. Donohue, Kansas City, leg mangled and badly bruised; U. B. Kinne, express messenger, Kansas City, bruised; Postal Clerk G. B. Oberlin, Kansas City, bruised.

NOT TIED TO TARIFF. President Harrah, of the Midvale Steel Works, Writing to Have the Duty on Pig Iron Removed—How He Reasons. It Would Be of Benefit to His Industry.

PHILADELPHIA, Sept. 21.—[Special.]—Charles J. Harrah, a lifelong and active Republican, President of the Midvale Steel Works, the largest manufactory of its kind in the country, and which does a large amount of Government work in the way of gun forgings, was questioned to-day on the much mooted question of the effect of the McKinley bill on the steel industry. Mr. Harrah's firm does an extensive business in the manufacture of steel tires for locomotives, and he is exceedingly well posted on the tariff bill, so far as it applies to his business.

Mr. Harrah said: "If the duty on iron ore, which is 75 cents a ton, and the duty on pig iron, which is \$8 50 a ton, were removed, we would be able to sell the tires which we make to English railroads. Let me show you the inconsistency of the tariff. If we import the rails we have to pay a duty of \$1 1/2 a ton. If we import scrap steel, which can't be used for anything but melting purposes, we have to pay \$11 30 a ton. In other words, we can import a steel rail, use it until it is worn out, then, out it up for scrap and still save 20 cents a ton over the duty we would have to pay on the scrap itself."

The Western and Pittsburgh Steel mills use the Minnesota and Michigan ores, the freight by water from Duluth to Cleveland and by rail from Cleveland to Pittsburgh is so heavy as to prevent western steel rail mills from competing with the East. In consequence of this, both the Bethlehem works and the Pennsylvania Steel Company have to import their ores from Cuba, where they have large ore beds, and the cost of their having to pay ocean freight from Cuba to Baltimore or Philadelphia handicaps them in their competition with the Western mills. Under the existing circumstances the Eastern rail mills cannot sell their product in Western markets, nor can the Pittsburgh people or the Steel Company of Illinois sell theirs to Eastern railroads."

"Do you agree with the tariff reform views of Mr. Cleveland?" "No, I think the man who expressed my views best was General Hancock, who he said that the tariff was merely a local issue; for it is nothing but that. Tariff legislation that suits Pennsylvanians will certainly be detrimental to Southern interests, and no legislation of that kind will be accepted by the West unless it increases the price of pork or enables the farmer to get more for his bag of flour. Eventually we will all awaken, and instead of building up a barrier around us that compels us to feed on one another, we will cannibalize, we will pull down the barrier, meet the Englishman wherever he shows his face and beat him out of the field—and we can do it every time."

GEN. POPE PASSING AWAY. He Is Slowly Dying of Nervous Prostration Among Sandusky Friends. SANDUSKY, Sept. 21.—General John Pope is here, suffering from a severe case of nervous prostration; but, while his friends are not sanguine of his restoration to health, they do not anticipate an immediate fatal termination of his malady.

General Pope is in his 70th year, and his recuperative power is by no means what it was a few years ago. He is in the midst of friends. General Manning Force, commander of the Ohio Soldiers' Home at Sandusky, is General Pope's brother-in-law.

THE MOST POPULAR COMRADE Gets a Sword From a Newspaper, and His Name Is Known. WASHINGTON, Sept. 21.—To-night, in the presence of a number of distinguished persons, there was presented to Colonel E. M. Knox, of New York, the sword offered by a New York newspaper to the comrade of the G. A. R. who received the largest popular vote.

Colonel A. B. De Frees, of New York, made the presentation speech, explaining that Colonel Knox had received more than 105,000 votes. The ceremony closed with a collection tendered the company by Colonel Shepard.

THAT HARRISBURG SAILOR'S CASE. His Italian Murderers Are to Be Placed on Trial in October. WASHINGTON, Sept. 21.—Admiral Benham cables from Genoa, Italy, this morning that the trial of the Italians implicated in the murder of the American sailor from the American cruiser Newark will take place in October.

He has been directed to delay his departure for Montevideo until after the trial. Socialists Fall Out and Fight. BERLIN, Sept. 21.—While Harren Singer and Auer were speaking at a meeting of Socialists here to-day, they were continually interrupted by Herr Werner and other independents. The disorder finally led to a general fight, in which bottles, glasses, stools, etc., were freely used as weapons. The police intervened and cleared the hall. Several persons on both sides were injured.

The South Portland Leaves New York. NEW YORK, Sept. 21.—[Special.]—At 9 o'clock last night the South Portland, with her cargo of rifles, cartridges and a galling gun, left her anchorage bound for the Hook. She passed the Hook going out about 1 o'clock this morning.

NEGROES ATTACK A TOWN. A Pitched Battle Fought With Tramps, in Which Many Are Wounded. DES MOINES, IA., Sept. 21.—News has reached here of an attempt of negro tramps to loot and burn the village of Spencer, in the northwestern part of the State. A pitched battle was fought between the negroes and citizens, and revolvers were used recklessly.

Five negroes are in jail and the people are intensely excited. It is reported that a number were seriously injured in the melee.

CAPT. ANDREWS SUCCEEDS. He Lands in Lisbon From the Smallest Craft That Ever Crossed the Sea. LISBON, Sept. 21.—Captain Andrews, in his 16-foot dory, which sailed from Atlantic City, N. J., July 29, arrived here to-day. The Captain is well.

THIRTEEN LIVES LOST IN A WRECK.

Terrible Collision on the Ft. Wayne Road Near the Village of Shreve.

FIRE ADDS TO THE HORROR.

Imprisoned People Burned Alive in the Shattered Coaches.

Rescuers Beaten Back by the Flames—The Chicago Express and a Freight Train Meet on a Sharp Curve—Engines and Cars Crushed Into Kindling Wood—Freight Crew Thought the Express Had Passed—The Men Charged With Drunkenness and Going to Sleep—Four Sleepers Remain on the Track—Ten Passengers Bruised and Injured—All Badly Scared.

(SPECIAL TELEGRAM TO THE DISPATCH.) WOOSTER, Sept. 21.—One of the worst passenger wrecks in the history of the Ft. Wayne road occurred at 3:45 this morning a mile and a half west of Shreve, a small town near here. Thirteen people were either killed or burned to death. To-night all the charred and blackened bodies have been recovered. It was a sight that made men weak and faint, but the wreck crews worked valiantly to get at the dead and remove the debris.

The accident was the result of a collision on a sharp curve between the Chicago express coming east and a freight train, known as No. 75, going west. The freight had been ordered to wait on the west end of the Millbrook siding until several eastbound express and freight trains had passed, the ill-fated one being in the list. The freight crew was under the impression that the Chicago express had gone by, and pulled out on the main line. The collision occurred two miles west of the siding, and the carnage was frightful: Those who saw the engines and some of the cars twisted, piled up in a shapeless mass and reduced to a small space, wonder how any of the passengers in the day coaches escaped. Here is the list of dead:

Killed and Burned. CHARLES SMITH, Crestline, fireman on passenger train; W. E. HARMON, Allegheny, fireman on freight train. A. E. GLENN, Allegheny, freight brakeman. S. M. JACKSON, express messenger, residence not known. G. C. MANN, Chicago, postal clerk. ONE UNKNOWN. H. S. ALLEN, Columbiana, postal clerk. F. L. HAMMOND, Falls, postal clerk. J. D. PATTERSON, Massillon, postal clerk. WOMAN and LITTLE GIRL, names unknown; supposed to be mother and daughter. They got on the train at Mansfield for Alliance.

TWO WOMEN from Espyville, Pa. Ten persons were injured, all of them being more or less bruised. Their names are: FRANK BURT, Crestline, engineer of passenger train, right leg broken. JOSEPH ABE, Upper Sandusky, postal clerk, bruised. G. STORCKMAN, Southside, a boy, bruised. D. D. RHODES, Malabonington. W. H. BROWN, Huntington, Ind. L. KOCH, Massillon. W. C. LUCKOCK, Massillon. M. ARMSTRONG, Nookville, Ind. J. EMMETT, Millville, N. J. BAGGAGE MASTER WILLIAMSON, slight cut back of the head. F. H. HARRIS, bruised cut back wrenched.

The Engineer Badly Hurt. Of the injured, Engineer Burt was the worst hurt. He was the only one who had a broken bone. The others were more or less bruised, but not seriously. Mr. Conings is an old man, and is now registered at the Hotel Schlosser, Pittsburg. He walked with a limp and is suffering from the nervous shock.

The Chicago express, due in Pittsburg at 7:35 in the morning, consisted of four sleepers, two coaches, two express cars, one postal car and one baggage car, making ten cars in all. The freight was struggling up a heavy grade on a curve when the passenger train, running at the rate of 45 miles an hour and trying to make up lost time, rushed down from the opposite direction. Neither engineer had time to stop and a twinkling the crash occurred. The locomotives came together like a whirlwind, and were turned over on the same side of the track, every piece of iron in them being twisted and distorted. Four empty freight cars piled up next on top of them, and then from the other side followed the two postal, baggage, express and two passenger cars. One of the latter was two-thirds telescoped. The women who were killed sat in the forward part of this coach. A young man who was standing in the door of the smoker was knocked backward, but escaped with a few scratches on his head. All the cars except the four sleepers were reduced to kindling wood and jammed into a space about the length of two coaches by the force of the collision. Then the splintered mass with its dead and injured imprisoned took fire, and the living were quickly consumed by the flames before the eyes of the terror-stricken passengers, who were powerless to help them.

One of the postal clerks told the people around him that he was not hurt, but only pinched by the timbers. He begged his fellows to extricate him, but that was impossible. Slowly the fire burned toward him, and his skin commenced to peel and crust from the terrific heat. A Chicago drummer, who tried to assist him, said the poor fellow shrieked in his agony and despair. It was a horrible death, and the comrade of the Chicago express, who was struck by his screams would ring in his ears for days to come.

Baggage Master Williamson had a most miraculous escape. He crawled out from beneath a mass of timbers and broken timbers unhurt, save a few scratches on his head and neck. Glenn, the freight brakeman, was caught between the engine and the first car. He stood there as if in life, with his eyes open and a cigar in his mouth. Some of the passengers called to him to help release the injured, but no answer came. The people thought it strange, for his position was so natural, and the cigar between his teeth deceived them. Poor Glenn was dead, and when the men who had yelled at him got him out, it was found a leg and arm had been cut off. The supposition is that he never knew what happened.

There is a slight embankment where the wreck occurred. When the day dawned, on July 29, it was seen that a number of peaches that had been thrown skyward, but