

PIRATES CAUGHT.

MORE SEIZURES IN BEHRING SEA

REPETITION OF THE BLACK DIAMOND FARCE—INTENSE EXCITEMENT AND INDIGNATION AT VICTORIA.

The steamer Olympian brought from Port Townsend, Capt. Alger, of the American schooner Allie L. Alger, and one of his hunters, both fresh from Behring Sea, and they brought news of importance with them.

The captain was interviewed and said: "On the 30th of July we were in Behring Sea, as nearly as we can judge about 50 miles west of St. Paul, when we sighted the cutter Rush steaming up to us on our quarter. We at once gave chase. Some minutes afterward a boat put off from the Rush, and Lieut. Tuttle boarded our vessel. He asked for my papers, which I at once handed him, and after perusing them he proceeded with two men to search the ship. He didn't find anything, however, though it is not to say there was nothing to find aboard."

"After coming out of the hold, when he had finished searching the ship, I said to Lieut. Tuttle: 'Well, what luck have you had in the search?' He said: 'I'll tell you: On the 11th of July we captured the Black Diamond and dispatched her to Sitka with a man on board to take charge of her. On the 23rd of July we sighted the schooner Minnie. Her owner, Capt. Jacobson, was aboard at the time, and she had 813 seals. We took possession of her, and dispatched her to Sitka also. Yesterday (25th of July) we bore down on the Pathfinder and found 800 sealskins aboard of her. We put another man aboard her and ordered her off to Sitka as well. Last week we boarded both the Ariel and the Theresa, which also had some seals aboard, but we let them go, as they had been too long there, and ordered them off the sea."

"After telling me this the lieutenant told me I had better get out of the sea at once and was then pulled aboard the cutter which headed for the East. We then set sail for the South and arrived Monday at Neah Bay. I left my schooner there and came up from Cape Flattery to Port Townsend. I caught the Olympian and have just reached Victoria. My schooner will, I expect, be on the road to Seattle now. I leave here on the Olympian to rejoin her."

Intense excitement prevails at present. Both of the seized schooners are well known and their catch is a very valuable one. The Alger had 300 skins when boarded. It now appears that on the trip down Capt. Alger sighted first the Minnie and then the Pathfinder, each with one man as a prize crew aboard. Both signaled their intention of not going to Sitka at all, but of making to Victoria, so that within 24 hours we may expect to see them in the harbor. When Lieut. Tuttle went aboard the Alger several of his men expressed themselves as heartily sick of their work.

BIG OIL FIRE.

The oil refinery of A. D. Miller & Co., on Preble avenue, Allegheny, was totally destroyed by fire Wednesday morning. The flames from it raged all day and it was thought at times that the destruction which the fire was causing would extend to other parts of the city.

All morning more than half a dozen streams of water were pouring on the flames, but they seemed to be of little avail. In the buildings where the firemen were at work there were stored more than 200 barrels of benzine which caught fire from the intense heat. The firemen made many brave efforts to save the storeroom, but they soon found it was of no avail. The whole refinery is a mass of ruins and nothing was saved except 5,000 barrels of refined oil.

Engineer Thornton Miller was caught in the flames and burned almost beyond recognition. His body was recovered, but if it had not been known that he was missing it never could have been ascertained whose remains were. He was burned to a crisp. The plant and stock was estimated by Mr. Miller to be worth about \$200,000, on which there was an insurance of \$50,000. Edwards & Kennedy, who placed the insurance, said the loss would fall almost entirely upon foreign companies. Only about two-thirds of the property insured is destroyed, the balance not being in the fire.

FOR WRECKING THE TRAIN.

TWO MEN ARRESTED AND CONFESS THAT THEY PLACED THE OBSTRUCTION.

Detective George Wheatly, of the Pennsylvania Railroad, arrested John Wilson and Weller Dowden, whom he charges with having attempted, on July 20, to wreck a passenger train on the Monongahela division of the Pennsylvania Railroad near Lostock Station. The men obstructed the track by placing two planks 10 feet long and 1 foot wide, imbedded in a hill and so placed that they extended across both tracks. The train came upon the obstruction, and the engineer did not see anything on the track until within 300 yards of the point of danger. He did all in his power to stop the train, but the speed was so great that the engine ran head on over the planks. The train was derailed but hardly any one was injured.

Detective Wheatly was put at work, and, after a month, located the men whom he arrested Thursday. Dowden, when arrested, made a full confession, saying that it was the outcome of a drunken freak. Magistrate Gripp held the men for trial.

A YACHT GOES DOWN.

The pleasure cruise of the yacht Celt came to a sudden end 15 miles south of Siskiwit Harbor, Isle Royale, and the pleasure seekers arrived at Sault Ste. Marie, Michigan, on the steam barge Samuel Mather.

The yacht sprung a leak and sank 15 minutes afterwards, giving those on board scarcely time to take to their yawl boat. Then began a long pull over Lake Superior for the salt passage, as the vicinity where the shipwreck occurred is not frequented by vessels. After being on the lake several days they were picked up off Outer Island by the Mather.

The occupants of the yacht were P. M. Benser and wife and N. G. Rodman. They were bound from Ashland on a trip down the lake.

NO DANGER OF A PANIC.

The failures of the past few weeks form a topic for discussion in manufacturing circles. There have been no further developments regarding the Wauregan factory, and the trade is concerned chiefly now in an inquiry as to its cause and probable effect. It is the general opinion in Providence, Rhode Island, that much of the distrust of manufacturing paper manifested since the failure, and especially by Boston bankers, is unwarranted by facts.

A number of prominent business men agree in the opinion that the condition of our cotton goods industries as a whole is sound. These failures do not indicate any unhealthy condition of the trade; the latter is considered in good shape, with stocks well in hand and in some lines contracted far ahead. In some grades slight concessions have been made this year, but the business as a whole is profitable, and as far as can be learned there is no mill doing what is considered a large business, while there are none in financial straits.

There is good authority for the prediction that some important changes will soon occur in the affairs of the Atchison, Topka and Santa Fe Railroad. The measures adopted at the last annual meeting to provide funds for paying maturing obligations, and to adjust other difficulties of the company, have not turned out as anticipated, and the last state of the case is likely to be worse than the first. In other words, the new directors, which was supposed to represent unlimited capital and supervising ability, has proved to be less effective in both respects than the old one, and the results are almost certain to bring on the appointment of a Receiver for the property.

STEAMERS DESTROYED.

A RIVER MONSTER ANNIHILATES A SMALL HARBOR STEAMER.

The Coney Island steamer Commonwealth, coming down the river, came into direct collision with the little harbor steamer Lane Duck, going up the river, just a quarter of a mile above the Newport & Cincinnati Railway Bridge, and utterly annihilated the Lane Duck. There was a crew of five men on the Lane Duck, and four of them were picked up uninjured by men in a yawl. George B. Alexander, the engineer, and the fifth man on the Yale craft, went under the revolving paddle wheels of the big Commonwealth, which was backing, and came to the surface near the guard of the boat, where a plucky passenger caught the exhausted engineer by the hair and held him up until others could draw him on the boat, where he was found to be uninjured. The Lane Duck was valued at \$2,000. The Commonwealth immediately after the collision discharged her big load of Coney Island passengers and returned to her landing. At 11:15, less than an hour and a half after the collision, the fine passenger steamer Commonwealth was on fire. A double fire alarm sounded, but it was of no use. The big steamer burned to the water's edge in less than three-quarters of an hour. She is a total loss. Nobody knows how the fire started. The loss is about \$30,000, pretty well insured.

THE DYNAMITE GUNS.

INTERESTING AND SUCCESSFUL TRIAL OF THE VESUVIUS ARMBAMENT.

A highly interesting and successful trial of the pneumatic gun armament of the dynamite cruiser Vesuvius was made in the presence of Lieuts. Seaton, Schroeder and Wm. F. Fullam, of the Navy. Lieut. Schroeder is in command the Vesuvius as soon as she is out in commission, and Lieut. Fullam is to be second in command.

The trial was made in the Delaware river, near Petty's Island. Twelve shots were fired in quick succession, although there was no attempt to attain rapidity of fire, since the vessel was in a tide way and it had to be carefully pointed before each shot. The projectiles used were plugs representing the weight of the regulation shell, which is to contain 200 pounds of high explosive. The weight of these plugs was 500 pounds, and some uncertainties in flight was due to the fact that the center of gravity was not placed as it would be in the regulation shells, which are perfectly steady in flight and which, therefore, attain a much greater range. The regulation shells were not used in this trial, as they are far more expensive than the plugs, which answer all purposes in experiments.

COLD-BLOODED MURDER.

A SALOON KEEPER KILLS A MAN TO GET SIX DOLLARS.

What will probably turn out to be one of the most cold-blooded murders ever perpetrated in Wisconsin is just coming to light at Gagen. A stranger went into the saloon of one Nelson, called for a drink, and exhibited a large roll of bills. Nelson walked out from behind the bar and struck the man with a slung-shot, knocking his brains out. The only witness was a man named Barlow, and Nelson told him he would kill him if he ever told. Barlow made an affidavit and Nelson was arrested. Nelson buried the man at the back door of his saloon and afterward dug him up and carried him off somewhere. Barlow says that all Nelson got were six \$1 bills, which were wrapped around a newspaper. He fought desperately when arrested, and kept using the expression: "I did not kill him, but was told to."

DISASTER IN A MINE.

FIVE MEN TERRIBLY BURNED BY AN EXPLOSION OF FIRE DAMP.

There was an explosion of fire damp in the No. 2 colliery of the Delaware & Hudson Canal Company, at Scranton, Pa., by which five men were seriously and perhaps fatally burned. The No. 2 colliery is one of the largest breakers operated by the Delaware & Hudson Canal Company. A portion of the mine caved in, a gang of men went in to repair the damage. As they approached where the cave-in occurred one of the miner's lamps ignited the gas, and a fearful explosion, which could be heard for miles around, occurred. The workmen fled for their lives and all escaped but Andrew Nichols, the superintendent; Richard Mason, the inside foreman; and John Lavern, Samuel Williams and John Jones, who were all fearfully burned. Nichols, who lives in Scranton, was the most badly burned, and it is feared he cannot live.

ANOTHER WRECK.

THREE KILLED, MANY WOUNDED.

BAD COLLISION OF THE BALTIMORE AND OHIO RAILROAD.

A terrible collision occurred on the Baltimore and Ohio Railroad between Petroleum and Silver Run tunnel, east of Parkersburg, W. Va., about 23 miles, in which three men were instantly killed and many wounded. The accommodation train coming west, crashed into a special train occupied by railroad magnates on a tour of inspection near Petroleum.

The cause of the wreck is said to have been conflicting telegrams. The one received by Conductor Flannagan and James Layman, of the accommodation, ordered them to pass at Petroleum, while the special train, engineered by Captain Cephus Rowland, is said to have had telegraphic orders to pass the accommodation at Silver Run. The result of these misconstructions was to hurl into eternity four men at least and to wound 15 or 20 others.

The trains came together with a crash at the curve east of Petroleum and between that point and Silver Run. Both trains were running at rapid speed, and when they collided the engine of the special and the engine, tender and baggage car of the accommodation went over the cliff in one mass. James La man, engineer of the accommodation, one of the oldest engineers in the employ of the Baltimore & Ohio Railroad, was crushed to death. Alexander Bailey, fireman for Layman on the accommodation, was also crushed in the wreck of the engines. Cephus Rowland, also one of the oldest engineers, was caught under the wreck and had one leg broken, and received internal injuries from which he cannot recover. John Fletcher, fireman on the special, was also killed. Fletcher stuck to his engine, and with his helpmate perished death to desertion of his post and went over the bank in the wreck. He was cut and crushed to death.

The special car, occupied by officials on an inspecting tour, was smashed into smithereens. Roadmaster J. A. Hunter was badly injured, together with several others. George Douglas, in the same car, was also badly injured.

On the accommodation train were many passengers, all of whom received a terrible shaking up.

FLIGHT OF A JUDGE.

COMPELLED TO SEEK SAFETY OUTSIDE HIS OWN DISTRICT.

Wilson Lewis, county judge at Harlan Court House, Ky., has just reached Pineville, seeking refuge from enemies in his own county. Wilson Howard is wanted at Harlan for the murder of George Turner near there the day before election, August 4. The sheriff and jailer are relatives of Howard and take his side in the Howard-Turner feud. They have so far refused to arrest Howard. Judge Lewis went last week with a posse to make the arrest himself in time for court. He found Howard surrounded by armed friends playing cards.

Shots were exchanged, in which one of Howard's men was wounded, and George Hall, of the posse, shot several times. Meredith and Craig, of the Lewis party, were shot on their way back to Harlan, and badly wounded. Two men who were with them for a time, were lost sight of and are still missing. Judge Lewis and those immediately with him were pursued for an hour and fired upon several times. There are rewards of \$5,000 from the Governor of Missouri, and \$500 from Governor Buckner for Howard. He has about 50 well-armed men about him and declares he will not be taken.

A GANG OF ROBBERS.

TWO OF THEM CAUGHT, CONFESS TO NEARLY 75 ROBBERIES.

For the past fifteen years a well organized gang of robbers has been operating in the southwestern portion of Greene county, Pennsylvania, and the eastern portion of Marshall and Wetzel counties, West Virginia, and during all that time has defied successful prosecution. Horses, sheep and swine have been stolen, granaries and corn-crisks robbed, mills broken open and looted, stores raided and every species of farm machinery and other portable property carried off. Many localities were raided again and again, and for the past five years the annoyance has been almost intolerable and the loss great. The headquarters of the gang was in Pennsylvania and everything stolen was hurried over the line. Arrests were often made in Greene county, but there was always enough of the rascals to swear suspected comrades out of the trouble. Saturday last David Gorby and Hezekiah Kemble were arrested and taken to the Littleton jail. There Gorby made a confession extending over a period of fourteen years, and including nearly seventy-five robberies. Four other arrests were at once made and many others will follow, thoroughly breaking up the gang.

AN EXCURSIONIST DROWNED.

Clarence Young, aged 14, was drowned while bathing in Herring Lake, five miles south of Frankfort, Michigan. He, with 5 companions, arrived on the Sunday School excursion from Janistee, but the boat left them behind. They concluded to walk to Manistee, about thirty miles distant, via the Lake Shore. They camped at Herring Lake Saturday night. Sunday, while Clarence was taking a bath, he was seized with cramps and disappeared. His frightened companions ran to the Frankfort Life Station. Keeper Matthews started for the scene with a life boat and recovered the body. Public indignation is directed to the steamboat line in leaving the children behind.

A GUY FAWKES PLOT.—A great sensation has been unearched at the State prison, at Jackson, Miss. The matricide, Irving Latimer, whose crime and trial attracted such wide-spread attention, has been detected in a plot to blow up the prison, and a quantity of explosives has been found within the prison wall. Latimer was locked in the solitary dungeon at once on the discovery of the plot.

ONE LONE HIGHWAYMAN.

TACKLES AND BOSS A COACH LOAD OF WEALTHY FISHERMEN.

Black Bart's most daring deeds in the mountain passes of Colorado were outdone by a lone highwayman who held up and robbed the stage that runs between Gegebic, on the Milwaukee, Lake Shore & Western Railroad just over the line in Michigan and Gegebic Lake, a summer resort, where people from the large cities spend dog days. As the stage was running along at a lively gait through a dense forest, when about two miles from the station, a man jumped out in front of it and pointing two big navy revolvers at the driver, commanded him in good old Western style to throw up his hands, at the same time extending the same order to the four passengers inside the coach, with the further provisions that they 'shell out' all loose valuables and currency.

One of the passengers went down in his pocket, but instead of bringing up his pocketbook, he clinched a pistol in his hand and began firing at the robber. The desperado immediately returned the fire, and although the driver whipped the horses into a mad gallop, his aim was true. D. Mackechlar, a bookkeeper in the First National Bank of Minneapolis, receiving the first bullet in his cheek, while a second went crashing through his hip. Another passenger named A. G. Fleeschbain, of Belleville, Ill., was mortally wounded. He raised up in the seat as the horses were whipped away just in time to receive a bullet in the hip. He fell forward and pitched over the side of the coach into the roadway.

The horses continued on the run, and the wounded man was left to take his chances with the robber. That villain threatened at first to kill him, but finally desisted, after securing \$37 and his victim's watch and chain. The wounded man lay bleeding in the road for three hours before any one courageous enough to go to his succor was secured. He was taken to the hospital at Bessemer, but the loss of blood was so great as to blight all hope of recovery.

Mackechlar was taken to Eagle River for treatment, and from there to his home at Minneapolis. There are grave doubts as to his recovery also. There were two other passengers on the coach, but neither of them were molested. They were William Paddock, of 156 Washington street, Chicago, and Robert Hildout, of Chicago. The party was out on a fishing trip and was composed of wealthy men. A description of the robber tallies to the letter with that of the daring free-booter, who went through a Northwestern train near Ellis Junction some time ago. Sheriff Dave Foley, of Bessemer, at once organized a posse of a dozen men and has gone in pursuit.

LONDON STRIKE SPREADING.

The strike inaugurated by the London dock laborers is rapidly extending and embracing workers in all industries. Seven thousand men employed in the various iron works on the banks of the Thames joined the strikers Monday morning. The shipping trade is completely paralyzed, the large mail steamers being compelled to sail without cargo. The gas stokers, of whom there are thousands, threaten to join the strike and take part in a movement compelling the laborers in all branches of trade to cease work. The men on strike have thus far been quiet and orderly.

Four of the largest mills at Blackburn have succumbed to the prevailing dullness of trade and closed their doors.

The tin platers at Bermondsey, a suburb of London, joined the strikers. In Rotherhithe, the shipbuilding district of London, processions of strikers are marching continually but up to the present time the men seem to be peaceably disposed.

Many ship owners have begun suits against the Commercial Dock Company, claiming damages for the detention of their vessels. The company, however, claim that the act of Parliament granting them a charter precludes the enforcement of any claims for damages owing to strikes.

STARTED BY OUTLAWS.

ANOTHER GREAT FOREST FIRE RAGING IN WASHINGTON TERRITORY.

For several weeks past the country about Seattle, Wash., has been covered with a cloud of smoke, caused by extensive forest fires in every direction, the sun appearing as a large red ball of fire.

These forest fires are of annual occurrence, destroying yearly many millions of feet of valuable timber. Started by settlers during the dry summer months in clearing, the fires sweep unchecked through the continuous forest and are often only stopped by the commencement of the rainy season. This year the fires are more extensive than usual, and the amount of timber destroyed is almost beyond computation.

The entire eastern slope of the Cascade mountains, from Natchez Pass north to the boundary, is reported to be in flames, having been started by a band of outlaws fleeing from the Sheriff of Okanogan county, the fire being set to hinder pursuit.

REFUSED TO LEAVE.

THREE MORMON ELDERS SEVERELY WHIPPED BY REGULATORS.

Three Mormon elders, named Engel, Taylor and Laird, were severely whipped by regulators in Marion county, Alabama. The elders had been proselyting in the county for some time, and among their converts were two married women, who left their homes and families to follow the elders. A notice signed Regulators was handed the elders. It read: "If you are in this county to-morrow night you will be in hell next day." The elders refused to leave and the following night a band of men wearing masks took them into the woods, hung them up to trees by their thumbs and whipped them severely with switches. The women were warned that unless they returned to their families at once they would be treated the same way. There is no clue to the identity of the regulators.

BURNED THE COTTAGES.—The Marvin's Grove Camp Ground, near Lowell, Monroe County, W. Va., was to have been opened yesterday. Saturday night an incendiary set fire to the buildings, and 15 cottages were destroyed. Several people had narrow escapes and the property loss is very heavy.

WRECKED.

FATAL END TO A PLEASURE RIDE.

WRECK OF THE FIRST TRAIN TO RUN OVER A SOUTHERN ROAD.

A terrible wreck, which resulted in the death of three men and the injury of several others, occurred on the Knoxville, Cumberland Gap and Louisville Railroad at Flat Gap Creek, 25 miles from Knoxville, Tenn. The train was the first to go over the new road, and carried a select party of excursionists, composed of members of the City Council and the Board of Public Works, representatives of the Chamber of Commerce, and the very flower of the business and professional men of Knoxville. The train of two cars left the track at a crossing, and the rear car went down a trestle. Only one man was uninjured. It was impossible to obtain medical aid for a long time, and until 4:30 in the afternoon when the train reached Knoxville, scanty attention was rendered. Many had to be brought back on flat cars, and the last part of the journey was made in a driving rain. Three men died from their injuries, and others cannot live. The dead are: JUDGE GEORGE ANDREWS, the most prominent lawyer in East Tennessee; S. T. POWERS, the leading merchant and former president of the East Tennessee Fire Insurance Company; ALEXANDER REISDECKER, a leading politician, who has held many offices of trust. Out of 150 persons on the train 41 were injured.

GROWTH OF KANSAS CITIES.

The Secretary of the State Board of Agriculture is now receiving from the county Clerks of the State the reports for the annual assessments and census. The returns show that Kansas City, Kas., has made the most rapid growth of the year, and according to the figures submitted, is now the metropolis of the State having a population of 26,270, while Topeka, the next largest city, shows a total population of 25,622. Several additions have lately been made to the City of Topeka, however, which will increase her population to 40,000. The most surprising feature of this annual census is the case of the City of Leavenworth, which last year led all the Kansas cities with a population of 35,227. The returns this year give a population of only 29,695, a decrease of 12,421, or about three-sevenths of the former population.

NEW LETTER BOXES.

The postoffice department has just received from the factory samples of three sizes of the new letter box which has recently been adopted to supersede the present style of letter box, which are not weather or burglar proof. The new style has a visible opening for the reception of letters but there are two knobs at the top, by pushing down on either one of which an opening is exposed by the revolving of a hinged plate. This plate connects with a tray, and as soon as the knob is released the tray falls down and drops the letter below. There are two compartments to each letter box, and it is impossible to get at the lower compartment in which all letters are dumped by the tray until the box is opened by the carrier. The new style will gradually supersede the old style, as the present boxes wear out.

THE APPLE CROP.—The towns on both sides of the Ohio river from Wheeling to Point Pleasant, are beginning to be thronged with apple-buyers from the Eastern and Northern cities, and before the end of the first week in September tens of thousands of barrels will have been contracted for for future delivery. The river counties in Ohio and West Virginia constitute one of the largest apple-growing centers in the country, and from 100,000 to 150,000 barrels are annually shipped to the South and West, or to the Atlantic seaport for export. This year the crop in New York State is said to be very short, and many orders are being solicited for delivery in Buffalo, Albany and other New York cities.

PLANS FOR THE POPE'S DEPARTURE.—The decision of the Pontifical Major Domo to refuse to the officers of the Vatican Guards their usual leave of absence points to the eventual departure of the Pope from Rome. The committee of Cardinals charged to make detailed arrangements for his possible departure propose that His Holiness shall go by road in a carriage, accompanied by the ambassadors, as far as Civita Vecchia, and thence travel by sea to Spain. A small number of Cardinal prelates will follow the Pope, who will delegate extraordinary powers to the chiefs of congregations remaining here.

THE REUSE OF A BANDIT.—Friday night the proprietor of the Santa Rosa Ranch, above Matamoros, Mex., noticed a brush fence on fire, and, with his men, went to put out the flames. While they were away Juan Alanis, a noted bandit, at the head of a few of his gang, rode into the ranch, scared the woman into submission and robbing the place of all they could find of value, made good their escape with their booty. Alanis and his men had fired the fence to get the ranchers out the way and make their plundering operations easy. He and his small gang have been infesting the roads near the city for some weeks and, though there is a strong force of cavalry in town, the Government does not appear to be able to break them up.

OPENING INDIAN LANDS.—The commission, which went to Leech Lake reservation to secure signers to the petition for opening those lands secured an easy victory. Only 117 names were required, but 141 were obtained. Commissioners Rice, at Wabing, with Captain Shuler, will leave Leech Lake for Cass Lake, Winnepigoshish, White Oak Point and other Mississippi river points to finish the work in that section, where no trouble is anticipated. The whole commission will come together again next at Mill Lac Lake.

A BROKEN AXLE.—The second train of the Barnum and Bailey Show was wrecked Thursday night, about two miles and a half east of Potsdam, N. Y., while enroute on the Rome, Watertown and Ogdensburg Railroad from Gouverneur to Montreal. A broken axle was the cause. Twenty-four ring horses, including one of the four-chariot teams, and two camels were killed. Six cars were derailed and two were telescoped so that everything in them was crushed.

FLOOD AND EARTHQUAKE.

DETAILS OF THE TERRIBLE DISASTERS IN CHINA AND JAPAN.

The steamer Oceanic, arriving from Hong Kong and Yokohama, brought news to August 10 of further details of the burning of the Yellow river embankments, in the province of Shantung, July 27, which was the destruction is wide-spread. The breach in the river is over 2,000 feet in length, and a swift current swept through, flooding to a depth of 12 feet a large extent of the country lying adjacent. Many houses were washed away and a dispatch from Chefoo states that the number of persons drowned is too great to be counted. Ten districts are already submerged and it is feared many more in the low lying country south will suffer a similar fate.

The latest advices concerning the earthquake at Kumamoto, July 28, placed the number of killed at 18, and the wounded at 19. Fifty-two dwellings were demolished. A telegram from the 30th of July states that 53 shocks had been experienced and that they continue to be felt. The inhabitants were sleeping in the open air. The same earthquake was felt in the provinces of Cukugo. Considerable loss of life is reported, but no particulars have been received.

The Japan Gazette states that a mutiny took place at Manila on board the American bark Fanny Clare July 21. The crew drove the captain into the cabin and another of the officers was compelled to seek safety by jumping overboard and swimming to a Spanish vessel near by. The mutineers set fire to the vessel, but on the arrival of the force of men from the gunboat Elcano, they surrendered and were handed over to the United States Consul for punishment. The fire on board of the vessel was extinguished, but some great damage was done. The steamer Olympia arrived at Manila, from Paragon, July 22, with the crew and passengers of the British steamer Altmaraig, which was wrecked on the voyage from Iloilo to Singapore.

BIG FAILURE.

TWO LARGE COTTON MILLS AND A WOOLLEN MILL SUSPEND.

Two cotton mills—the Wauregan and leased property, and the Nottingham—and a woolen mill, the Thornton Worsted, a subsidiary of Providence, R. I., have failed, as a result of the recent failures of Lewis Bros. & Co. and Brown, Steese & Clark. The treasurer of the Wauregan mills stated: "The failure was due to distrust resulting from the failure of Lewis Bros. & Co., of the Riverside Oswego mills, and of Brown, Steese & Clark. Lewis Bros. & Co. had been the agents for us for 15 years. When that concern failed exaggerated reports of their indebtedness in Providence were published. Since then banks holding the paper of the Wauregan mills had been unwilling to renew it. The result was that the concern was unable to meet the payments demanded and voted to-day to suspend. The failure was, in short, caused by the injury to its credit caused by the failure before alluded to. It could not borrow to meet its notes and had to succumb."

The liabilities are variously estimated at from \$300,000 to 1,000,000, although the treasurer would neither verify nor contradict this estimate. The nominal assets amount to about \$2,000,000. The plant alone cost \$1,300,000. The mills are doing a good business, manufacturing bleached goods, hosiery and white goods and some fancy goods. The company's pay roll amounts to \$150,000 per month. There are about 50 stockholders in the concern. Director Arnold thought that if arrangements could be made to run the mills, they could make enough money to more than pay the interest on the debt, and in time liquidate all their arrangements.

WRECKED AND BURNED.

A bad wreck occurred on the Erie road Big Flats. A Lehigh Valley freight train was backing down on a stretch across west-bound track, when an Erie freight train plunged into it, demolishing the engine and several cars. An east-bound freight was immediately derailed, and the damaged set back to stop the Erie passenger train No. 2. The flagman failed to obey signals, and the passenger train ran into the rear of the freight, causing a frightful wreck. The engine, the baggage and the express cars of the passenger, and the caboose and two cars of the freight train were wrecked and burned. Engineer Andrew Wallace and Fireman Charles Kimball of train No. 2 were badly scalded. A driver named Smith from Woodluff, and several passengers were slightly injured. The track was blocked for some hours, all passenger trains being transferred over the D. L. & W. road between Corning and Elmira. The first report of the accident stated that 20 persons had been killed in the wreck and caused much excitement until the details were learned.

HANGED.

The four murderers of women—Pitt Packerham, Jack Lewis (colored), Jim Nolan and Ferdinand Carolin—were hanged in the yard of the Tombs Prison at New York Friday.

There were two scaffolds, and two men were hanged on each.

Packerham and Nolan were first executed on the scaffold which had been erected on the Franklin street side of the prison. The drop fell at 6:55 o'clock. Eight minutes later Lewis and Carolin were hanging from a scaffold on the Leonard street side.

Besides Giblin, who is already under sentence of death, there are 16 men and a woman in the Tombs prison waiting for homicide.

WANT TO FIGHT.

Some of the more belligerent Tories making no end of trouble for Lord Salisbury and his government by their demands for reprisals against the United States for the seizure of the Canadian steamer Behring Sea. They want to know why the use of having a great big navy is to be used when the British flag is in danger. Some of the staunchest supporters of the Government hitherto are loudest in their denunciation of what they call Lord Salisbury's milk and water policy toward the United States. It is not likely, however, that the Cabinet will allow themselves to be influenced by this pressure from their supporters, strong as it is.