TICKINGS OF THE TELEGRAPH

FOREIGN AND DOMESTIC.

What is Going On the World Over. Important Events Briefly Chronicled.

Disasters, Accidents and Fatalities

Three persons named Sternbloth, from Hampden, O., father aged 60, daughter, 21, and son, 16, lost their lives in the Raisor Hotel, Chicago, through their ignorance of gas and gas fixtures. They were found dead, having been asphyxiated by gas escaping from an open jet.

By the collapse of a bridge at Eldon, Ia., Michael Murphy was killed, three men fatally and 12 severely injured.

Fires

At Fairchance, Pa., a small borough six miles south of Uniontown, Pa., was swept away by fire. Fully one-half the business houses in the town are now in ashes, and many families are homeless and in destitute circumstances. The fire was of incendiary origin. The loss is estimated at $50,000, about half of which is covered by insurance.

At Kings City, Mo., fire started in a bakery Sunday night and before it was extinguished $150,000 worth of damage was done. A score of business houses were burned and totally destroyed.

Crime and Penalties.

At Evergreen, Ala., Wright Green was sentenced to two years imprisonment for challenging Samuel Coker to fight a duel. This is the first conviction under the law, which was passed in 1886.

At New York Maurice de Comollion, 35 years old, shot and dangerously wounded Emelie Alexander, a married woman. He afterward shot himself and died instantly.

Washington News.

W. B. Hornblower's nomination to be Associate Justice of the Supreme Court is still hung up in the senate Committee.

The President has written expressing his regrets that he and Mrs. Cleveland are unable to attend the World's Fair before it is permanently closed.

Financial and Commercial.

The Treasury has closed up the Socorro National Bank of Socorro, N. M., for continued and persistant violations of the national banking laws.

The Wellman Iron and Steel Company of Chester, Pa., has failed.

Capital, Labor and Industrial.

The Pennsylvania Iron Mills, Lancaster, have closed for lack of orders.

Miscellaneous.

Thirty-six new cases of yellow fever and two deaths were reported in Brunswick, Ga. on Thursday.

Patrick Kanaley choked to death by swallowing a sponge while on the operating table at Syracuse, N. Y. An investigation is being made.

A car containing $5,000,000 in gold arrived at New York Sub-Treasury from San Francisco on Friday. The car was guarded by five armed men and the date of shipment kept a secret.

BEYOND OUR BORDERS.

The recent storm which swept along the Atlantic coast west of Guadulaja, Mex., did more damage than was at first reported. The inundations in the Tepic territory caused thousands dollars' loss to stockmen and farmers and entire villages were swept away. The number of lives lost is now placed at 150. Many bodies have already been recovered and the search for the missing ones still continue.

Cholera is about stamped out in Hamburg. There have been 300 cases and 75 deaths in the Charleroi district of Belgium. Four died on Wednesday.

Manhattan Day.

Friday was Manhattan day at the World's Fair, Chicago. At the exercises at the New York state building Mayor Gilroy, Gen. Horace Porter, Chauncey Depew, John R. Fellows and Hon. Seth Lowe were the speakers. Agnes Booth read Joseph I. C. Clarke's poem, "New York to Chicago," in which Chicago was called the queen of the West.

The paid admissions were 260,317, much less than the New Yorkers had figured. Of that number it is estimated about 75,000 were from the metropolis.

Six Persons Injured.

Six persone were injured in a wreck on the Pittsburg, Fort Wayne and Chicago railroad in a dense fog at Monroeville. They are:

Engineer Cowan, badly scalded; Fireman Dailey, leg broken and internal injuries; Brakeman Frederick Hunt, badly injured, may die; Baggagemaster Stevens, caught under the debris and probably fatally injured; Mrs. Anna Smith, North Jackson, seriously hurt; Nettie Wilson, Allegheny, Pa., cut and bruised.

Eastbound train No. 4 collided with the second section of westbound train No. 25, which was standing on the Monroeville switch.

FIFTY-FOUR PEOPLE DROWNED.

The List of Fatalities So Far Reported of the Big Storm on the Lakes. The Property Loss $800,000.

Later reports from the great storm which swept the chain of lakes last Friday tend to increase the list of disasters. Missing boats are being heard from at all points. Thus far it is known that 41 people were lost and 10 vessels become total wrecks. Twenty-nine more are on the beach or waterlogged; 13 of them will become total losses.

On steamers the money loss exceeds $325,000. To this list must be added two schooners which have not yet been identified. It is likely their crews numbering six or eight each, were lost. This will make the total number of lives lost in the great storm 54. To the financial loss must be added not less than $500,000 for minor damages.

—In testifying in her own behalf in a Baltimore police station Mrs. Adeline Wilder called upon God to smite her if she had not sworn to the truth. The words had scarcely left her mouth when she fell to the floor unconscious. Twelve hours afterwards she revived, but she is now a raving maniac.

LATER NEWS WAIFS.

CAPITAL AND LABOR.

Factory Inspector Watchorn, of Pennsylvania says the reports received from his deputies through the State indicate that the condition of trade among manufacturers is as dull as it has been at any time during the year, with no prospects of a change for the better.

At Springfield, O., the great reaper firm of Warder, Bushnell & Glessner, employing 1,200 men when running full, has made a reduction in wages averaging 10 per cent. Other large manufacturers there will, it is stated, soon follow their example.

At Muncie, Ind., Maring, Hart & Over's window glass factories and the Whitely Harvesting Machine works, employing 1,500 men, have resumed. Ball Bros.' glass factories and the White River steel mills, employing 1,000 men here also, resumed.

DISASTERS, ACCIDENTS AND FATALITIES.

Two seriously and ten painfully injured is the result of a collision between an Illinois Central coal train and the northbound express train at Otto, four miles south of Kankakee, Ill. The report that seven were killed was incorrect, though some of the injured may die.

By the explosion of a boiler in a dye house at Spokane, Wash., Mrs. John Bean, H. Holland, Miss Turner and Miss Azee were killed.

Three persons were killed and five injured in a collision on the Reading road Trenton, N. J. The dead are James Tafferty and James McKenna, both of Philadelphia, and an unknown man. On a card found in his pocket was the name of Thomas Maher, Washington, D. C.

Charles A. Wells, a millionaire lumberman of Saginaw, Mich., was drowned while hunting by the upsetting of his canoe on Bowstring lake, Minn.

At Tottenville, S. I., a passenger train on the Staten Island Rapid Transit road collided with a train in the station. Conductor Frank Davis was crushed between two cars and instantly killed and Brakeman Wallace Bedell received internal injuries which, it is believed, will result fatally.

At Birmingham, Ala, the boiler of a big mogul locomotive, drawing a freight train on the Georgia Pacific railroad, exploded, killing instantly Engineer William Mills and Fireman J. W. Buchanan.

FOREIGN.

The Bamfurling collieries and three collieries at Ashton, England, have resumed work at the price paid before the strike. Almost 4,000 men are employed.

MORTUARY.

The Rev. Dr. Philip Schaff, regarded by many as the greatest living authority on exegesis and church history, died at his home in New York City. Paralysis was the immediate cause of death.

HARD WINTER PREDICTED.

Six Reasons Given by a New York Weather Prophet.

Loren Cushman, an aged farmer of Plymouth, Chenango county, N. Y., has quite a reputation as a reliable weather prophet, and whenever he makes a prognostication his friends regard it as worthy of credence. Mr. Cushman believes the coming winter will be an unusually severe one, and bases his opinion on the following grounds:

First, the husks of corn are much thicker than usual, and of a deep orange tint, instead of a light lemon hue. Second, the hog's melt runs jagged, instead of smooth. Third, the goose bone taken from a May-raised fowl shows larger and whiter spots than customary, which resemble the canals of Mars. Fourth, the crop of nuts of all kinds is immense and the squirrels and chipmonks are laying in prodigious stores early in the season. Fifth, the partridges and woodcock are lighting in barns and outhouses instead of trees, and ducks are flying in U-shaped instead of V-shaped, flocks toward the South. Sixth, the green frogs are changing their skins and are even now seeking cool wells and springs for their winter quarters. Mr. Cushman believes the coming winter will be the most severe this country has experienced since the winter of 1833.

THE BATTLE CREEK DISASTER.

Only Twelve of the Victims Identified Thus Far.

The following victims of Friday's wreck at Battle Creek, Mich., have been positively identified: Frank H. Smith, leg amputated and since died, Fort Plain, N. Y.; Charles W VanDusen, Sprout Brook, N. Y., died of injuries; Mrs. Charles W. VanDusen, Thomas R. Stringer, Port Dover, Ont.; William H. Henry, East Greenwich, R. I.; Edwin I. Magoon, Warwick, R. I.; Mrs. Albert Bradley, Simcoe, Ont.; J. W. Beardsley, Watkins, N. Y.; Mrs. F. R. McKenzie, Wisconsin; Miss A. W. Worthman, New York; James G. Worthman, brother of above, 12 years old and only boy killed; Thomas McFarvey, London, Can.

There are now 15 unidentified bodies. The following are known to be among the burned to death, but cannot be identified: Mrs. Evelyn A. Aldrich, of Edwardsburg, Mich.; Mrs. A. K. Warner, Brockport, N. Y.; Mrs. J. A. Wood, Odessa, N. Y.

THE FAIR WIDE OPEN SUNDAY.

Band and Organ Concerts, and All the Big Buildings Open to Visitors.

A greatly increased attendance marked the last Sundy but one of the Official World's Fair season. The change in policy on the part of the administration brought out the people in larger numbers than on any previous Sunday. The executive officers had issued orders to run everything on the wide open plan, the same as on week days.

Concerts were given by four of the Exposition bands, an organ concert was given in Festival Hall and the Lineff Russian choir sang and gave the representation of a peasant wedding in costume. The caravels and nearly all the State buildings were open. The foreign commissioners, however, kept their places closed and there was not much improvement in regard to exhibits. All the buildings were open until 6 o'clock.

The electric fountains played at night and the illuminations of the grand court was the same as on week days.

WORLD'S FAIR ATTENDANCE.

The following are the official figures for the paid admissions to the fair:

May (month)	1,060,037
June (month)	2,675,113
July (month)	2,760,263
August (month)	3,526,286
September (month)	4,658,403
October (to date)	5,127,619
Total	19,797,724

A FAST TRAIN OF DEATH.

Twenty-Seven World's Fair Visitors Lose Their Lives

TWO TRAINS ON THE CHICAGO AND GRAND TRUNK RAILROAD COLLIDE.

Scores of Those Who Escaped Death Maimed and Mutilated. Horrible Details of One of the Most Disastrous Wrecks of Recent Years.

Twenty-seven heaps of charred, blackened flesh—all that remains of what a few hours before were men, women and children in the enjoyment of health and happiness—rest upon the floor of an improvised morgue in the basement of a furniture store in Battle Creek, Mich. A mile away in the City Hospital are a score or more of human beings with gashed bodies and broken limbs. Add to this an engineer in jail and a conductor under bond to appear and the story is told in brief of the latest of railroad horrors, and one of the most appalling in its character of this or recent years.

The dead are:

Frank B. Smith, Fort Plain, N. Y.

E. T. Magoon, Providence, R. I.

W. W. Henry, Woonsocket, R. I.

Mrs. Charles Van Dusen, Sprout Brook, N. Y.

Nine men, eight women, one boy and one body, together with three human trunks with limbs and heads missing, were burned beyond identification.

One of the female bodies is believed to be that of Mrs. W. W. Henry, of Woonsockett, R. I. One of the male victims is believed to be William Lewis Wilson, of Evanston, Ill., and another is supposed to be J. W. Beardsley of Watkins, N. Y.

The injured are: Ezekiah Davidson, Fairport, N. Y.; Miss Belle Williams, Lockport, N. Y.; Mrs. Henry Bushnell, Brockport, N. Y.; William Thompson, Woodstock, Ont.; Frank Rogers, Woodstock, Ont.; Frederick Wurtz, Rochester, N. Y.; Evelyn Wurtz, daughter of above; Harvey Smith, Fort Plain, N. Y.; Nellie E. Smith, Fort Plain, N. Y.; Albert Bradley, Ont.; Frank Turner, Middle Smithville, Pa.; John C. Stewart, Dalton, Ill.; Jennie, daughter of above; Mrs. Vance, Simcoe, Can., George Vance, Simcoe, Can., son of above; Joseph S. Archbell, Evanston, Ill., George Shakleton, Auburn, N. Y.; Thomas J. Monroe, Auburn, N. Y.; Mrs. Beardslee, Springfield, Ill.; H. S. Williams, Toronto, Can.; Maggie O'Brady, Oswego, N. Y.; C. F. Adams, Buffalo, N. Y.

FAILED TO OBEY ORDERS.

Direct disobedience of orders on the part of a Chicago and Grand Trunk engineer and conductor, both of whom have seen long service with the company and were regarded as model employes, was the cause of the tragedy. A Raymond and Whitcomb special train of eight palace cars filled with Eastern folk, who had been taking in the sights of the World's Fair, left the Sixtieth Street station of the road at Chicago at 8.15 p. m. as the first section of the night express, known as No. 6. The train was in charge of Conductor Burt N. Scott and Engineer Harry Woolley.

All went well until Battle Creek depot was reached. This was at 3:37 a. m. From here to the railroad yards, a distance of a mile and a half, there is a double track. When the Witcomb special came to a full stop in the depot, the night operator handed to Conductor Scott two copies of an order for the train to proceed to the double track east of Main street, about a-half mile distant, and there await the passing of the westbound Pacific express, known as No. 9. This train which was nearly three hours late, was composed of 13 day coaches and two baggage cars. Most of the day coaches had seen many years service and were in poor condition to withstand a collision. Everyone of the fated number was packed with Eastern people, the majority of whom taking advantage of the low rates were on their way to take in the last week of the Exposition.

The Pacific express was in charge of Conductor John Bird and Engineer Gilbert Cranshaw, both of whom had received orders at Lansing to lookout for the eastbound train on the double track and were accordingly on the alert.

After receiving orders at the Battle Creek station, Engineer Woolley proceeded up the double track, but instead of stopping in accordance with his instructions until the westbound express had passed, he continued on and entered again on the single track. He hardly gone more than an eight of a mile when the headlight of the Pacific express was seen coming around the slight curve behind the telegraph office of the railroad yards. It was speeding westward at the rate of 40 miles hour.

There was no time to apply air brakes or reverse levers. The engineers and firemen of both trains jumped for their lives, and a second later the giant locomotives came together with a crash that could be heard a half mile away.

With fearful force the engine of the special plowed nearly half way into that of the express, driving it backward into the baggage car, and the latter in turn into the day coaches behind. The shock was so terrific that the first four of these were completely telescoped, the first coach cutting through the second and the second into the third, like a flash of lightning, the roof of each passing over the heads of the sleeping passengers and sweeping them in a mass to the north end of the cars.

To add to the horror the wreck took fire from the stoves or lamps, and as the flames mounted up, the groans and shrieks of the maimed and injured were succeeded by heartrending, agonizing cries and appeals for help from the scores imprisoned by the heavy timbers, or held down by the seats and iron frame work.

The travelers on the special, nearly all of whom had been shaken out of their berths by the shock, poured out of the cars, but before the fury of the flames they were almost powerless to render any assistance, except to the injured in the fourth car.

The City fireman promptly responded to the alarm and after extinguishing the flames commenced the gruesome work of recovering what remained of the victims, the police taking care of the valuables and keeping the crowd at a distance.

After a thorough search of the debris was made and it was certain that no more bodies remained, the freight car containing the charred remains was backed down to the city depot and its contents transferred to an undertaker, a wrecking crew set to work, the debris again sorted and burned and left nothing but a heap of ashes to tell the story of one of the most awful holocausts in the history of railroading.

BLAME IT ON EACH OTHER.

Engineer Woolley and Conductor Scott of the special train, were arrested at Battle Creek, Mich., on warrants sworn out by Prosecuting Attorney Clark, charging manslaughter. Scott was released on $3,000 bail. Woolley could not secure bondsmen and was locked up.

Scott says he gave the engineer a duplicate of the order he received and supposed he understood it; that he afterwards went into the baggage car and did not know that the engineer had gone over the siding and taken the single track until the collision occurred.

Woolley claims that when Scott handed him his orders he said No. 9 has gone through and the dispatcher is crazy about us not getting out of here. He asked me if I was ready to go and I asked him if he was sure No. 9 had gone through. He said 'yes, she has.' After I got into the yard I saw a headlight. I thought at first it was the switch engine, but in a moment I saw that she was coming too fast. I shut the throttle and reversed my engine. My train came to a stop and was standing still when No. 9 struck my engine. I was thrown against the tank and my side was hurt. I asked my fireman after the wreck if he remembered what Scott said to me. He said he did. He told me that No. 9 had gone through. I saw Scott after the wreck. He was much excited. I asked him in regard to the order again. He muttered out something and said he thought that No. 9 had gone."

EXTRA SESSION OF CONGRESS

SIXTY-FIRST DAY.

SENATE—The joint resolution for citizenship in the Cherokee outlet was passed and provides that all citizens of the United States above the age of 21 years who are actual residents on the strip on October 21, 1893, and have been such residents for 30 days prior thereto, shall be entitled to vote and hold office at the first municipal elections for the organization of city, village and town governments. Mr. Lodge, Republican, of Massachusetts, called up his resolution for an amendment of the rules. The necessity of a power to close debate has been, he said, recognized of late years, in the House of Commons and in the American House of Representatives. These two great representative bodies were today, owing to that reform, able to transact business according to the will of the majority. The practice under the old rule had come to be a vital question in the Senate and he trusted that there would grow out of the debate on the silver act a proper reform of the Senate rules. After some prolongation of the session, the Lodge amendments to the rules went over until to-morrow and the silver purchase repeal bill was taken up, which was debated until adjournment.

HOUSE—The bill extending for six months the time within which Chinese may be allowed to register under the operation of the Geary law was passed in the House to-day with little or no opposition. The bill defines Chinese laborers and Chinese merchants, makes mandatory photographic identification, requires marshals to carry out orders for deportation, jailing Chinamen without bail pending the execution of deportation writs, and excludes Chinamen convicted of any felony from permission to register. The Cox bill for the better control of national banks was then taken up and after remarks by Mr. Cox for and Mr Cannon against it, the House, without disposing of the measure adjourned.

SIXTY-SECOND DAY.

SENATE—The debate on the silver repeal bill was continued until adjournment.

HOUSE—In the House to-day a bill dispensing with proof of loyalty in the cases of persons who, before the war, were entitled to pensions or to bounty lands, was objected to by Mr. Burrows, Republican, of Michigan, as far as the pension clause was concerned. Thereupon Mr. Oates withdrew the pension clause and the bill was passed. Then came up the proposition for the better control of national banks, and it was agreed to without even a division. It provides that no national banking association shall make any loan to its president, vice president, cashier, directors or any of its clerks, tellers, bookkeepers, agents, servants or other persons in its employ until the proposition to make such a loan, stating the amount, terms and security therefor, shall have been submitted in writing by the person desiring the same to a meeting of the board of directors or of the executive committee, and approved by a majority of those present constituting a quorum, but only to the amount now allowed by the law. The House then adjourned.

SIXTY-THIRD DAY.

SENATE.—The debate and deadlock on the silver repeal bill was continued, and after a series of speeches the senate took a recess until 10 o'clock to-morrow.

HOUSE.—The New York and New Jersey bridge bill was passed. The bill amending the revised statutes relating to fees and offenders against the United States, it establishing a uniform fee for naturalization of aliens by United States Circuit and District Courts, preventing the abuse of judicial process, and providing that the defendant, when arrested for violation of the United States law, shall be taken before the nearest officer qualified to give the defendant a hearing was passed. The house then, after one unimportant business adjourned.

SIXTY-FOURTH DAY.

SENATE.—The silver bill wrangle was continued again to-day, and after an exciting session the senate adjourned for the day.

HOUSE.—Without disposing of any business the house proceeded to pay its tribute of respect to the memory of the late William Mutchler, of Pennsylvania. Eulogistic addresses were made and then, as a mark of respect to the memory of the deceased, the house adjourned.

SIXTY-FIFTH DAY.

SENATE.—The senate session to-day was mainly of an executive nature, no business of importance being transacted in open session.

HOUSE.—The house passed a salary deficiency bill appropriating $335,000 and the bill to remit half the duties assessed against exhibits sold at the World's Fair, or those now on exhibition there, which may go to the California Midwinter Exposition and be sold there. No other business of any importance was transacted when the house adjourned.

SIXTY-SIXTH DAY.

SENATE.—Nothing of importance was done in the senate today, the silver repeal bill being still on debate. After a short executive session the senate adjourned.

HOUSE.—In the house to-day routine business was considered and several small bills were passed.

A GAIN IN BUSINESS.

It Is Not Great, But Indicates That the Hopeful Outlook for the Future is Well Founded.

R. G. Dun & Co.'s "Weekly Review of Trade," New York, says: There has been much gain in hope and a little business. Assurances that the repeal bill will soon be passed have again been accepted by traders as reasons for buying things speculative at higher prices; and with money abundant on call—$88,000,000 having been received in this city within 10 weeks—speculation in stocks and products has an unusual stimulus and would expand even more but for continued embarrassments of industries.

Wheat has risen 1c. helped by heavy foreign purchases, and in spite of better crop prospects corn is stronger. Pork has been lifted so far that another collapse is feared by some. Petroleum has been advanced 1c and speculators are supposed to be utilizing alleged bombardments of Rio to increase the value of coffee.

With these goods there are some not so good. Renewals of maturing notes to a larger amount are forced upon the banks here, though practically all the clearing house certificates have been retired here and at Boston. Imports are for behind those of last year and the accumulation of goods in bond is unusually large, so that customs as well as internal revenue receipts decrease heavily. The root of the difficulty is the decrease in consumption of all kinds. In that respect the week has brought no perceptible change.

The volume of domestic trade has been slowly increasing for some weeks as reports from other cities indicate, and in all comparisons the fact that trade increased in September and October last year should be kept in mind.

The failures last week number 346 in the United States against 210 last year, and 29 in Canada against 25 last year.

MARSHAL M'MAHON DEAD.

The Great French Soldier Who Was President of the Republic.

Marshal McMahon died at Paris on Tuesday morning. He had been seriously ill for about a week, but rallied on Saturday and it was thought that he would recover. On Sunday, however, he suffered a relapse and gradually grew weaker until the end came.

SKETCH OF HIS LIFE.

Marie Edme Patrick Maurice de MacMahon, duc de Magenta, was born at Sully, July 13, 1808, deriving his descent from an Irish family who risked and lost all for the last of the Stuart kings. He entered the military service of France in 1825 at the school of St. Cyr; was sent to the Algerian wars in 1830; took part in the expedition to Antwerp in 1832; attained to the rank of captain in 1833 and after holding the post of aide-camp to several generals and taking part in the assault of Constantine, was nominated major of foot chasseurs in 1840, lieutenant-colonel of the foreign legion in 1842, colonel of the Forty-first of the line in 1845, and general of brigade in 1858. When, in 1855, Gen. Canrobert left the Crimea, Gen. McMahon was selected by the emperor to succeed him in command of a division, and when the chiefs of the allied armies resolved on assaulting Sebastopol, September 8, they assigned to Gen. McMahon the perilous post of carrying the works on the Malakoff. For his brilliant success on this occasion he was given the grand cross of the legion of honor, and in 1856 was nominated a knight grand cross of the bath. He took a conspicuous part in the Italian campaign of 1859, received the baton of marshall and was created duke of Magenta in commemoration of that victory.

On the breaking out of the war with Prussia, Marshal McMahon was entrusted with the command of the First army corps, whose headquarters were at Strasburg. On August 6, 1870, the crown prince of Prussia attacked the united army corps of McMahon, Failly and Canrobert; drawn up in position at Woerth, McMahon had under him 50,000 men in all and occupied a strong defensive position on the slopes of the Vosges; but the French line was turned by the Prussians at two points, and their left and center broken, notwithstanding a desperate charge of cavalry which was ordered by McMahon as a last resort. McMahon retired on the following day to Saverne, next to Toul (13th), Rheims (21st) and Rethel 22d). On the 30th his forces were again defeated by the Prussians, being driven back from Beaumont beyond the Meuse near Mouzon. He was chief in command at the battle of Sedan, September 1, but received a severe wound in the thigh at the commencement of the engagement, whereupon the command devolved upon Gen Wimpffen who signed the capitulation. McMahon was made a prisoner of war and conveyed into Germany.

Having recovered from his wound, Marshall McMahon left Wiesbaden for France March 13, 1871, and was nominated the following month commander-in-chief of the army at Versailles. He successfully conducted the seige of Paris against the commune and ably assisted M. Thiers in reorganizing the army. In December, 1871 he was requested to become a candidate to represent Paris in the national assembly but he refused to accept the nomination. On M. Thiers resigning the presidency of the republic May 24, 1873, he was elected to the vacant office by the assembly, and formed a conservative ministry. November 19, 1873, the assembly entrusted him with the exercise of power for seven years. A prolonged crisis was peacefully brought to a close on December 14, 1877. The senatorial elections of 1879 gave the Republican party an effective working majority in the upper chamber. The cabinet was at once pressed to remove the most conspicuous anti-Republican generals and officials, but Marshal McMahon refused to be a party to these measures and on January 30, 1880, resigned the presidency, being succeeded by M. Grevy.

NATIONAL CAPITOLS.

This Government Has Had Nine Seats of Government.

Apropos the recent centennial celebration of the founding of our federal capitol in Washington, it is interesting to recall that this government has had nine different seats of national legislation since the heroes of 1776 threw off the English yoke. The cities of Philadelphia, Pa.; Baltimore, Md.; Lancaster, Pa.; York, Pa; Princeton, N. J.; Annapolis, Md.; Trenton, N. J.; New York city, and lastly Washington, have all in turn served as the home of congress—the visible center of the government and the sanctuary of its laws.

During the Revolution the sessions of congress were held at the most convenient points permitted by the exigencies of the war—the temporary capital being moved about as occasion required. Under the old regime of the continental congress, and later under the articles of confederation the same rivalry existed among the 13 states for the honor of having congress sit within their respective territories as were experienced after the constitution was adopted and before the present federal city was located in its present situation, on the banks of the Potomac.

A Big Fire In New York.

One of the most destructive fires New York City has seen since the great fire of 1858 occurred Wednesday evening. The fire extended from St Raphael's Roman Catholic church on Fortieth street, west of Tenth avenue, to the north side of Forty-second street. The loss will amount well up into the millions.

The fire started about 8 o'clock in the boiler house of William Campbell & Co., wholesale manufacturers of wall paper at 512 West Forty-second street. It gained great headway before it was discovered and spread to the adjoining buildings occupied by Nevins & Haviland, also wall paper manufacturers, on Tenth avenue. Both firms were entirely burned out. Other buildings destroyed were 505 West Forty-second street, occupied by Dr. Leighton; 508 West Forty-second street, occupied by J. Wheelihan; the St. Raphael's club house, 520 West Forty-second street, a dwelling; 522 West Forty-second street, occupied by P. Van Buskirk; 524 West Forty-second street, occupied by Arthur Short; 526 West Forty-second street, occupied by M. C. Guirr.

The loss sustained by Campbell & Co. is estimated at $2,000,000. Messrs Nevins & Haviland lost $175,000 and George A. Sharley & Sons $250,000.

THE FAIR CLOSES OCT. 30.

Though Visitors Will be Permitted to See Buildings Torn Down.

The announcement made by the Council of Administration that the World's Columbian Fair at Chicago would not be formally closed October 30, but would remain open as long as the weather permits and the people want to come, does not mean exactly what it says. Nobody expected that the gates would be abandoned the moment the curtain dropped on the White City, and it will certainly drop October 30, and nobody expects that people who wish to enter the grounds to watch the buildings being torn down and exhibits moved away will be denied that privilege if they are willing to pay for passing through the gates. That is all the resolution adopted by the Council of Administration means. The Fair has no official recognition by Congress after Oct. 30 and the exhibits will, many of them be on their way from the grounds as early as 5 o'clock the morning of the 31st inst.

TRENTON'S BATTLE FIELD

AN IMPOSING MONUMENT

Dedicated. The Governors of Eight States Participate in the Ceremonies.

The Trenton battle monument was dedicated at Trenton, N. J., on Thursday. The Governors of many states participated, and an impressive military display was one of its features. The monument commemorates the encounter of Gen. Washington with the British and Hessians in Trenton on December 26, 1776. It was upon this occasion that he braved the ice to cross the Delaware.

Around the monument 30,000 people were gathered to witness the exercises. The dignitaries present included Govs. Flower, of New York; Pattison, of Pennsylvania; Fuller, of Vermont; Reynolds, of Delaware, Russell, of Massachusetts; Werts, of New Jersey; Morris, of Connecticut and Brown, of Maryland.

The first statue unveiled was that of Blair McClenachan, presented by the Philadelphia City troop. Capt. J. Lapsley Wilson making the address. Then came the statue of John Russell, presented by Massachusetts. Gov. Russell being the speaker.

The Governors of New York, Pennsylvania and Connecticut made presentation speeches for the tablets given by their States.

The shaft, Roman Doric in style, is of white granite. It towers 135 feet in the air and is surmounted by a bronze statue of Washington, 13 feet high and is the gift of New York State. Its summit will be accessible by means of an electric elevator. Thirteen electric lights will shed their radiance upon the darkness every night. There are four cabinets on the base of the pedestal—"The Continental Army Crossing the Delaware," presented by Pennsylvania; "The Opening of the Fight," by New York; "The Surrender of the Hessians," by Connecticut, and an historical bronze tablet presented by the Society of the Cincinnati in New Jersey. The monument and site cost $60,000; the Government giving $30,000.

The parade was the handsomest demonstration of the kind ever seen in New Jersey.

EFFECT OF HARD TIMES.

Reports From 684 Industrial Firms Show 101,763 Men Out of Work, And a Weekly Loss of $1,202,851.36 in Wages Within a Year.

The "American Economist" New York, has reports from 684 sample industrial establishments in all the 44 different States. They report that they had employed on the 5th of November, '92, 169,423 men, and on the 2d of September this year only 67,660, a cut down of almost two-thirds. The same firms were paying out in wages last year $1,762,288 30, a week; they are now paying but $549,436 94 a week. The returns from these establishments alone make the following showing:

Decrease in labor since November 5, 1892 60.4 per cent.

Decrease in wages since November 5, 1892, 69 per cent.

Decrease in business since November 5, 1892, 47.2 per cent.

Number of hands out of work 101,763.

The loss in total weekly wages $1,202,951.36.

Average decrease in the rate of wages $2.35 per week.

The 66 establishments which report from Pennsylvania show a decrease in the number of men employed from 21,977 to 9,710; and a decrease in their wages from $218,693.62 to $81,592.24, to the workingmen of over $134,000 a week. Ohio's 16 returns show a shrinking in men employed from 28,838 to 7,483 and a weekly drop in wage earnings from $284,035.76 to $69,059.62, or over $214,000 a week. In West Virginia 26 concerns are heard from which now employ 2,389 men; last year they gave employment to 6,132. Their weekly wages now are $16,416.54; last year they earned $54,636.70, almost four times as much.

SIX MEN KILLED.

Dense Fog at Wellsville, Ohio, Causes a Terrible Railroad Wreck.

Six men dead and two badly injured are the results of a collision which took place Tuesday morning between the first section of the New York and Chicago Limited of the Pennsylvania railroad and a freight train at Wellsville, O.

A freight wreck at Beaver Falls, Pa., necessitated the diversion of the traffic on the Fort Wayne road to the Cleveland and Pittsburg route. The Limited was bound east. As the train was passing through the Wellsville yard at a speed of 30 miles an hour it collided with a freight train, which was making up in the yard. Signals, it is said, were set which should have warned the Limited, but the dense fog prevented them being seen in time to prevent the accident. It is claimed that the freight train people did not know of the Limited being due and that no flag was put out, as there should have been.

The following is the list of the dead:

G. D. CAROTHERS, pilot, Ravenna, O.; killed outright.

ROBERT JACKSON, engineer, Allegheny, Pa.; scalded; died in four hours.

ELMER JACKSON, his son, fireman, Allegheny, legs broken, lower limbs crushed; died within an hour.

ROBERT FERREE, express messenger, New Philadelphia, O., both legs crushed, injured internally; died while on the way to the hospital.

ALEX. FRAZIER, Bellevue, Pa., baggageman, badly scalded and hurt internally; died at West Penn hospital.

ED. FOWLER, train electrician, Chicago, both legs crushed; died at West Penn hospital.

One man, Daniel Coughanour, the engineer of the freight, was badly hurt by jumping, and a porter on the limited had one arm badly bruised.

Chicago's Greatest Day and Crowd.

Seven hundred and fifty-one thousand human souls! Seven hundred and fifty-one thousand souls gathered together within little more than 640 acres—that is, little more than a square mile.

Dealing with large numbers it is difficult for the human mind to grasp their significance. This mighty throng at Jackson Park last Monday, centered within little more than a square mile, numbered more souls than are in various states of the Union. Let us run through the list of those which are under 751,000 for the sake of the significance of the illustration:

Colorado, 420,000; Connecticut, 746,000; Delaware, 169,000; Florida, 392,000; Idaho, 85,000; Maine, 662,000; Montana, 135,000; Nevada, 46,000; New Hampshire, 377,000; North Dakota, 183,000; Oregon, 314,000; Rhode Island, 346,000, South Dakota, 329,000, Vermont, 333,000; Wyoming, 61,000.

It is not probable that within this generation, at least, the like of this gathering will be seen.—Chicago Times.

A Big Battle Reported.

A pitched battle has been fought on the Ibicui in the Brazilian State of Rio Grande de Sul. The Insurgents defeated the troops of Gen. Castilho. One thousand soldiers are reported to have been killed or wounded.