

PERILS OF THE SEA.

HAYTIAN WARSHIP GOES DOWN AND EIGHT LIVES ARE LOST.

A Brakeman's Blunder Causes an Awful Wreck on the Wabash at Kingsbury, Ind.—Eleven Persons Killed and Many Others Injured.

New York, Sept. 24.—First Officer Newman of the Prince Wilhelm L., who brought the news of the foundering of the Haytian warship Petion and the reported loss of 80 souls, including many diplomats, was seen aboard the steamer which is lying at Woodward Street, South Brooklyn. He gave further important particulars, which precluded doubt of the catastrophe. He likened the sorrow occasioned to that caused in England by the loss of the Victoria. He said: "The general opinion seems to be that the engineers were to blame. The regular French engineers had been left behind and a couple of engineers only experienced in plantation machinery were substituted."

The Petion was built in Toulon, France, four months ago. She had been in commission a month. She was of the Mitrailleuse type of gunboat, about 100 feet long, with only five feet draught. Her armament consisted of a cannon at the bow and two revolving ones astern. A steel ram was applied to the prow. She was regarded as one of the most formidable warships in the navy.

Terrible Collision Occurs on the Wabash. KINGSBURY, Ind., Sept. 24.—Eleven persons lost their lives in a collision between a freight train and the Toronto and Montreal express on the Wabash railroad at this station Friday morning. A score of others were injured, many of whom will die. It was the worst wreck the Wabash ever had. To add to the horrors of the terrible collision the boiler of the passenger engine blew up, scattering human bodies and wreckage in all directions.

List of the Killed. J. H. McKenna, butcher, of Hyde Park. HARRY FRENCH, 13 years old, member of Orphan Bellinghams, London. CHARLES BERRO, San Francisco. MISS ALICE H. REED, East Boston. MISS NELLIE H. TUCKER, Newton, Mass. CONDUCTOR JAMES COULTER of passenger train.

ENGINEER JOHN GREEN, Ashley, Ind. WARREN G. RIDER, Phoenix, Ariz. P. C. ZELLE, Berlin, Germany. BAGGAGEMAN LYONS, passenger train. J. D. ROUNDEY, Lamolite, Ia.

Property Worth \$1,000,000 Destroyed. ST. JOSEPH, Mo., Sept. 27.—Three solid blocks of the finest business houses of St. Joseph are in ruins, and \$1,000,000 worth of property has been destroyed. About 10 o'clock Monday morning C. A. Purdy noticed a thin curl of smoke coming from the top floor of the 8-story department house of Townsend & Wyatt. By the time he could turn in an alarm flames burst from the entire top floor. When the fire department arrived it was found the water pressure was bad and the firemen fought at a disadvantage. The entire building was soon in flames and Chief Kane saw there was no chance to save it. A strong wind from the north carried the flames across the street to the magnificent Commercial bank structure, and it was soon in flames. The Central Savings bank went next and then followed the Central block.

CONSOLIDATION OF LAND OFFICES. Statement From the Secretary of the Interior Concerning the Matter. WASHINGTON, Sept. 28.—Replying to a resolution of inquiry concerning the consolidation and discontinuance of the land offices in various western states, the secretary of the interior sent a statement to the senate, showing consolidations had been made as follows: Colorado—Central City with Denver, Gunnison with Montrose, Hugo with Lamar, Stending with Akron. Kansas—Salina with Topeka, Kirwin with Oberlin, with relocation at Colby, Larned with Golden City, with relocation at Ridge City. Nebraska—Grand Island with Lincoln, Neligh with O'Neill, Chadron with Alliance, Bloomington with McCook. Nevada—Eureka with Carson City. South Dakota—Yankton with Mitchell. Wyoming—Lander with Buffalo. The secretary transmits with his report a letter from the commissioner of the land office, stating that the various consolidations were made necessary by the inadequacy of appropriations and by the law requiring such action in cases of a prospective deficiency.

Annual Council of the U. O. A. M. DES MOINES, Sept. 27.—The national council of the United Order of American Mechanics met in annual session here. There was a public parade. The insurance and military branches will meet here Wednesday.

New Placer Diggins Discovered. CHEYENNE, Sept. 24.—Placer diggings have been discovered on the Big Horn river near the Hot Springs. The discovery was made by accident and is creating much excitement in that part of the state.

More Yellow Fever Cases. BRUNSWICK, Sept. 25.—Two new cases of fever are reported, Mrs. J. E. Mullin and daughter, who were reported as suspicious cases Sunday. Four cases were reported well and discharged.

Dunham Divorce Case Decided. CANTON, S. D., Sept. 24.—The sensational divorce case of Mrs. E. W. Dunham against R. W. Dunham of Chicago has been decided in favor of the plaintiff.

Addressed the Populists. MISSOURI VALLEY, Sept. 26.—Ralph Beaumont of Washington, D. C., spoke on the political issues of the day from the Populist standpoint in this city.

The California Fight Ended. CHICAGO, Sept. 24.—The rat war between the Atchison and Southern Pacific lines has been ended and rates will go back to their old basis in October.

LOADED FOR BANDITS.

The Train Robbing Industry Is Growing Hazardous.

ST. JOSEPH, Mo., Sept. 25.—The Kansas City, St. Joe and Council Bluffs railroad foiled an attempt to rob one of its passenger trains, killed two of the bandits and captured three others at Francis, one and a half miles from this city. The dead are Ed Kohler and Higo Indall. The captured men are Frederick, Hersh and Harvey. Train No. 8 was the intended victim. It left Kansas City at 9:05 last night and arrived here at 12:30 this morning.

Officials Had Been Notified. The officials of the road had been notified that the robbery of the road had been planned and they notified the police. When the train arrived here a dummy train was made up and sixteen police officers under command of the chief of police were put aboard. In order to thoroughly deceive the robbers the train was made an exact duplicate of train No. 3, and consisted of an engine and tender, an express and baggage car and the usual coach and Pullman.

The Robbers Began Operations. When the dummy reached a point two miles north of St. Joseph the engineer's attention was arrested by a lighted lantern moving to and fro between the rails. He obeyed the signal and six masked men surrounded the engine. One of the six mounted the engine and, presenting one revolver at the engineer's head and another at the freeman's, held them in subjection while the other five men hastened to rob the express car. They ordered the messenger to open the door, which he did forthwith.

Surprised, but Opened Fire. Three of the bandits entered the car, leaving two without to keep guard. The policemen who were guarding the train were distributed in the various cars, the majority of them being concealed in the express car. Upon the three bandits who had undertaken the work of robbing the car entering the door, the police within ordered them to surrender. The robbers were taken completely by surprise, but they opened fire at once upon the police. The police returned the fire and a general fusillade followed. About twenty-five shots were fired on both sides.

FOUR ROBBERS IN THE GANG.

Two of Those Captured Who Attacked the Train at Centralia. CHICAGO, Sept. 22.—D. L. Jones, of Oxford Mills, Ia., who carried a card from a Kansas City Switchmen's union, which decries that such a man is a member; James Harding, of Danville, Wis., and Chas. O'Dwyer, of Centralia, are the active participants in the attempted train robbery at Centralia, Ill. Jones has made a confession of the crime and says there was a man named Marion, of Duquoin, implicated but not on hand the night of the attack.

It seems that the robbers did not disable Fireman McDowell, and he grappled with Jones and knocked him senseless with a monkey wrench, which resulted in Jones' capture. O'Dwyer escaped to his home in Centralia, but later gave himself up. The man who was wounded by Saunders, the hunter who came to the relief of the conductor and express messenger with a shotgun, got away. When Saunders came up Conductor Odum was at the mercy of one of the robbers, who had a pistol leveled at him. In shooting the robber Sanders slightly wounded Odum in the hand. There was no other shooting in the express car, the other robber and the messenger being engaged in a hand-to-hand struggle. When Saunders shot the robber both of them jumped off and ran away. Engineer Young was wounded twice, once in the shoulder and once in the hip. The wound is severe, but not fatal.

FIVE KILLED IN AN EXPLOSION.

The Deadly Mine Gas Does Some Horrible Work in Pennsylvania.

WILKESBARRE, Sept. 22.—By an explosion of gas in the Lance colliery No. 11, of the Lehigh and Wilkesbarre Coal company, at Plymouth, five men were instantly killed and five others seriously injured. The names of the dead are: David M. Jones, contractor; William Jones, rock miner; Wilkesbarre; John Flanagan, mason; Wilkesbarre; Owen P. Jones, Plymouth; Joshua Gollightly, Plymouth, assistant mine foreman. All the men are married and have from two to six children. The injured are: Owen L. Evans, rock miner, arm dislocated; Thomas Williams, rock miner, ribs broken; D. B. Davis, rock miner, shoulder dislocated; John Cummings, mason, leg broken by flying debris; James Morgan, miner, face cut and scalp wounds. The accident was caused by Joshua Gollightly, who entered a body of gas with his naked lamp. A terrific explosion followed.

Mrs. Grant to Visit the Fair. NEW YORK, Sept. 22.—Mrs. Grant has started for Chicago. She was accompanied by her daughter, Mrs. Nellie Grant-Sartoris, and the latter's son and daughters. The family party will visit the fair and will remain at Chicago two or three weeks as the guest of Mr. and Mrs. Potter Palmer. They will then return to Cranston's, where Mrs. Sartoris and her children will spend a few more days previous to their departure for England. Colonel Fred Grant and his family will remain at Cranston's until after their return from Chicago.

To Abolish Proof of Loyalty. WASHINGTON, Sept. 22.—The house judiciary committee has ordered a favorable report on the bill introduced by Oates, repealing that section of the statutes which requires proof of loyalty during the war of the rebellion as a prerequisite to being restored or admitted to the pension roll. Proof of loyalty is also dispensed with in applications for bounty lands where the proof otherwise shows that the applicant is entitled to it.

Eloped with the Hired Man. OAKLAND, Ill., Sept. 23.—Wesley J. Orr, a wealthy farmer residing near Arcola, passed through here in search of his wife, who ran away with his hired man. Before leaving Mrs. Orr took \$1,200 which her husband had drawn out of the bank the day before. The eloping couple are said to be in Terre Haute. Orr is 74 years old while his wife is 13. They were married about two months ago at Chicago.

Frank Collier Declared Sane. CHICAGO, Sept. 22.—The jury in the case of Frank Collier, the erratic lawyer, has rendered a verdict declaring him sane.

THOMPSON FORGOT.

A BRAKEMAN'S FEARFUL BLUNDER COSTS ELEVEN LIVES.

A Passenger Train Plunges Into a Standing Freight and Only One Coach Escapes Demolition—The Man Who Caused the Havoc Disappears.

KINGSBURY, Ind., Sept. 23.—Eleven bodies resting upon improvised slats and tables under the roof of the modest Masonic hall of this village, and a score of injured received as inmates of the city hospital of Peru, seventy miles distant, tell the story of the latest railroad horrors, of which this village has been the scene. The revised list of dead and injured is as follows:

Dead—J. H. McKenna, butcher, Hyde Park, Mass.; Harry French, aged 14, of the London Charity school, London, England; Charles Birbee, San Francisco; Alice Reed, East Boston, Mass.; Miss Nellie B. Tucker, Boston, Mass.; Warren G. Ryder, Phoenix, Ariz.; H. C. Zelle, Germany; J. D. Roundy, Ia. Mollie, Ia.; John Green, engineer passenger train, Ashley, Ia.; J. G. Coulter, conductor passenger train, Detroit; W. N. Lyon, baggage master passenger train, Detroit.

Injured—Frank P. Dow, Fair Haven, Wash., scalp wound; Miss M. A. Kelly, Brookline, Mass., head cut and badly bruised; Otto Huck, Hamburg, Germany, bruised and ankles sprained; G. S. Holson, Dover, N. H., chin gashed and injuries to back; Mrs. S. A. Seavy, Somersworth, N. H., back injured, general contusions and nervous prostration; Mrs. G. W. Burbank, New Orleans, right arm and both legs broken—condition critical; Mrs. H. W. Ryder, Phoenix, Ariz., face and body cut, right leg broken; Simon Canfield, Ironwood, Mich., contusions of limbs and body; Mrs. Canfield, wife of above, left arm broken, contusions on head; Mrs. D. Dugan Auderned, Pennsylvania, slight bruises; W. J. Askins, residence unknown, left leg fractured, internal injuries—unconscious; Edward Rush, London, England, youth, surface contusions; William Evans, London, England, youth, both legs broken; Albert Molton, youth, London, England, right arm injured; Hattie Hutchins, child, Phoenix, Ariz., internal injuries; Mrs. B. C. Hill, Somersworth, N. H., left thigh broken; Annie Hill, same address, slightly bruised; Henry Volking, fireman of freight train, scalds and contusions; John Barber, fireman passenger train, scalds and contusions; Engineer Whitman, of freight train, right arm broken, hurt in back.

One Moment of Forgetfulness.

A moment of forgetfulness or absent-mindedness on the part of a brakeman who is given the best of reputation by the Wabash officials tells the story of the seconds that preceded the catastrophe. As to the facts themselves there is no room for dispute. Freight train No. 4, eastbound, from Chicago, was due at this point at 4:30 a. m. It was under orders to take the siding and await the arrival of westbound express No. 15, which according to the schedule should have passed the Kingsbury station at 4:30. The express, however, was away behind time, and owing to the heavy travel growing out of the World's fair it was divided into two sections, the second section running twelve minutes behind the first. Both sections were made up at Buffalo, the passengers including people from that city as well as from the various lines centering in it from Canada and the east.

What Was Brakeman Thompson Doing?

With the knowledge that under the schedule he had twenty minutes to spare Engineer Whitman, of the freight train, proceeded up the siding to the main line to take water, the switch being thrown open by Herbert Thompson, head brakeman of the freight. After the engine had taken water the freight was backed to the siding, and the engineer closed the switch. Regarding this latter fact there is no room for question; for at 5:10 the first section of the express, thirty minutes late, swept past on the main track, giving the usual signal—long and two short blasts—to intimate to the freight that a second section was following close behind. What were the movements of Brakeman Thompson in the next few moments remains to be developed.

For the Deadly Switch Is Open.

Certain it is that when twelve minutes later the second section of the westbound express came thundering along at a speed of forty miles an hour the switch was open. In the early dawn the red lights at the switch and the target were hardly discernible, and it is a question whether either the engineer or fireman of the passenger looked for them, secure in their knowledge that week in and week out they had swept over the same ground without hindrance. Like a flash of lightning, therefore, the train took the siding, and almost before the engineer and fireman realized that they had missed the main track they had crashed into the waiting freight.

Shrieks and Groans Fill the Air.

A second later and the air was filled with shrieks, groans, moans and piteous appeals for help and assistance. The passenger train consisted of a baggage car, three ordinary coaches and two sleepers, and the force of the collision was such that only the rear sleeper escaped injury. The locomotive of the freight was driven half way into the car in its rear, and the baggage car of the passenger train was thrown to one side, while the passenger coaches partially telescoped each other, and the Grand Trunk coach cut into the sleeping car "Kansas," carrying away the smoking compartment and sections one and three as clean as though they had been trimmed with a razor edged axe. The forward coaches were completely wrecked and the occupants buried in the debris.

Thompson, the Brakeman, Gone.

Where Thompson, the brakeman who caused the wreck, is nobody knows. When Engineer Whitman had succeeded in extricating himself from the debris of the meat car into which he had been driven by the force of the collision he found Thompson on the track as pale as a ghost and trembling in every fibre. "What have you done?" demanded the engineer, whose right arm hung helpless at his side while the blood poured from a cut in his hand. "I must have left that switch open," was Thompson's reply, and without another word he took to his heels and disappeared on the side of the wreck.

Mitchell Accepts the Nomination.

DES MOINES, Ia., Sept. 22.—Benjamin F. Mitchell of Crawford county, who was nominated by the Prohibition Republicans of Iowa for governor, has accepted the nomination.

THE SILVER DEBATE.

It Still Occupies the Time of the United States Senate.

WASHINGTON, Sept. 21.—Morgan in the senate presented a petition from Alabama for the unconditional repeal of the Sherman law, saying that as it emanated from New York capitalists it was rather an order from them than a petition from Alabama. Voorhees did not propose his long sessions resolution, nor did Platt his closure proposition. George of Mississippi spoke against the repeal bill. In the course of a debate on the quorum question Teller said he did not propose to acquiesce in anything that would limit the power of the minority for "obstruction." Then the repeal bill went on, George yielding and Gray, Hoar and others speaking, after which the senate adjourned.

After a hot opposition by the Republicans in the house, during which the speaker refused to entertain "dilatory" motions and appeals, the rules committee's report providing that the speaker shall entertain no motion whatever until the roll of committees for report is concluded, was adopted, and the closure law repeal bill reported and placed on the calendar.

WASHINGTON, Sept. 22.—Platt offered the closure resolution in the senate he gave notice of Tuesday and made a speech thereon, declaring the senate in the power of any minority that had determination. Peffer introduced his bureau-of-loans bill. White argued against the repeal bill, saying that it did not cover the Democratic platform promise. Voorhees tried to force a vote on a motion to lay on the table Peffer's free silver amendment to the repeal bill, but gave up the fight after a little filibustering and appealed to the minority to agree to a vote at some time, but they would not.

In the house Reed called attention to the journal, which said that Crisp had refused to entertain "dilatory" motions, while Crisp had sedulously avoided that dreadful word. Crisp took the matter under advisement and the journal was not approved until the last thing. The committee on rules reported a closure resolution providing that the election law repeal bill shall be taken up Sept. 30 and voted on Oct. 10. The resolution was adopted without trouble.

WASHINGTON, Sept. 22.—A bill was introduced in the senate by Allen, Populist of Nebraska, providing for free coinage of gold and silver at present ratio with a charge of 10 per cent of the bullion as seigniorage, which is to be coined and covered into the treasury. Wolcott spoke on the closure resolution and said he was willing to take a vote on it without a moment's delay and would offer no obstruction. Teller followed and said he would fight closure with every weapon the senate rules put into his hands. Stewart made another speech—his third or fourth—against the repeal bill, and George and Hansborough also took the free silver side. At Voorhees' suggestion Monday began at 11 a. m.

The house adopted Peffer's substitute for the committee report on clerks for committees denying clerks to a dozen committees of little importance. No business of interest was transacted.

WASHINGTON, Sept. 23.—Stewart introduced in the senate a resolution declaring the independence of the co-ordinate departments of the government, and announced that he would speak on it today. The resolution is aimed at the alleged pressure of the executive on the legislative department. Turpie opposed the closure resolution. He opposed obstruction also, and said a middle ground could be found. Dubois and Call also opposed it and it was referred to the rules committee on Platt's motion. Then an executive session was held and the senate adjourned.

Bretz of Indiana in the house wanted an inquiry into why the fourth assistant postmaster general failed to "bounce" the Republican postmaster at a village in Bretz's district, which "bounced" had been repeatedly requested by Bretz, but Tracy of New York objected to consideration. The bill to remit the penalties for delay in the construction of the Vevauis and the printing bill were debated without action.

WASHINGTON, Sept. 26.—As soon as the senate was ready for business Stewart took the floor and criticized the president for alleged contempt of congress, as expressed, according to Stewart's view, in his late speeches and letters, in one of the letters of which Cleveland had said he had "a session of congress on hand." Stewart did not finish. Cameron opposed the repeal bill and advocated a gold loan, the gold to be kept as a reserve to sustain silver and paper. Bate declared that 87 1/2 grains of silver was immutably fixed by the laws and constitution as the standard of value, regardless of the price per ounce. An executive session was held.

The session of the house was an uneventful one. Without a quorum, except when the roll was called, it attempted to consider the printing bill. Without final action on the measure the house at 4:30 adjourned.

Laborers Actually Starving.

FRESNO, Cal., Sept. 22.—Five hundred laboring men, who are absolutely starving, have arrived by the Atlantic and Pacific road at Mojave. The trainmen being unable to keep them off their trains were instructed to bring them up the valley.

Pensions Granted Since March 4.

WASHINGTON, Sept. 22.—An official statement of the pension bureau shows the total number of pensions granted since March 4, 1893, is 55,360. Of these 4,128 have been issued since Aug. 26, of which 1,712 were original and 1,407 increases.

Sixty Lives Lost.

VICTORIA, B. C., Sept. 25.—The Northern Pacific steamer brought word of the burning of the Russian steamer Alphonse Zeeveck with the loss of sixty lives.

THE DEATH RECORD.

JOHN G. DREW, lately associate editor of the Irish World, at Elizabeth, N. J. JOHN H. CRAIG, leading attorney of Keokuk, Ia. DR. FRED PECK, oldest Odd Fellow in Kansas, at Kansas City, Kan. Judge ALBERT MILLER, a pioneer of the Saginaw valley, at Hay City, Mich. Captain WILLIAM C. MORROW, of the Cleveland Grays, at Cleveland, O. AARON KIRBY, ex-mayor of Milwaukee, well-known all over Wisconsin, at Milwaukee. JOHN W. THOMPSON, pioneer citizen of Taylorville, Ill. ELIZA PORTER, aged 101, at Atchison, Kan. THOMAS LYNCH, prominent distiller of Chicago. THOMAS S. COLLIER, poet and historian, at New London, Conn. CHARLES T. STRATTON, prominent railroad attorney, at Chicago.

HISTORY OF A WEEK.

Wednesday, Sept. 20.

Crippen, Lawrence & Co., loan agents at Denver, have made an assignment. Their assets will reach nearly \$1,000,000, with liabilities much less.

The English yacht Valkyrie, about whose safety fears have been entertained, was sighted Saturday morning 430 miles east of Sandy Hook.

The Duke of Westminster has spent altogether upward of \$3,000,000 on rebuilding Eaton hall. With the exception of Longleat and Chatsworth, it is now the most palatial residence in England.

Samuel Arrington, of Monroe, Miss., recently saved four persons from drowning. Mrs. Field, wife of a son and namesake of Cyrus W. Field, has become a partner in a millinery establishment in New York.

The Rev. Ulatto Monszaro, a native African evangelist, who has been doing Baltimore, contends that both Solomon and David were black.

Prince Frederick William Louis Alexander, of Prussia, is 73 years old, and his young wife, whom he has recently married, is 18, and a charming sourette of the theater in the Gartner Platz.

Thursday, Sept. 21.

The president has nominated J. W. Nichol, of Indiana, to be deputy second comptroller of the treasury, and William H. Bracken to be internal revenue collector for the Sixth Indiana district.

Senator John L. Mitchell, who has been ill for a time at Washington, is reported recovered sufficient to attend to his senatorial duties.

A homeless wretch rushed at a lady on West Third street, St. Paul, Minn., and kissed her twice, whereby he gained a term of ninety days in the work-house, which was what he wanted.

Nearly the whole of Owingsville, Ky., was destroyed by fire. The total loss will reach \$63,000, with insurance of about \$50,000.

None but American citizens will hereafter be given work in the big plant of the National Rolling mill at McKeesport, Pa.

A St. Louis electric car struck a farm wagon and killed William Eastmiller, fatally wounding Isaac Eist, and injuring three others.

"Chick" McMillen, a Chicago tough who "never will be missed," has been fatally shot by policemen after shooting two officers, one seriously.

Friday, Sept. 22.

Abner Kirby, at one time senior member of the banking firm of Kirby, Carpenter & Co., and an ex-mayor of Milwaukee, is dead, aged 75 years.

It appears that in the case of the Northwestern Guaranty Loan company of Minneapolis, insolvent, that one Joseph Shanfield, the office boy, was induced to sign a quantity of the commercial paper which has since turned up, \$1,700,000 of which is absolutely worthless.

Attorney General Moloney, in response to an inquiry by David Gore, president of the Illinois state board of agriculture, has prepared an opinion in which he holds that the board may permanently locate the state fair.

There is a reward of \$6,000 for the head of Kid, the renegade Apache scout. Mrs. Blount, ex-minister's wife, says that some of the native women she met in Honolulu were as cultivated and refined as any women she ever saw.

Dr. F. O. Vincent, who killed his wife because she refused to support him and applied for a divorce, has been sentenced to hang by a Fresno, Cal., jury.

Saturday, Sept. 23. Holman has introduced a bill in congress which makes it dangerous for a candidate for office to give his political friends a cigar, so strict are its provisions against bribery, etc.

The steamer Michigan foundered thirty miles above Point Sable, Lake Superior. Her crew was saved by the City of Naples. The latest report from Brazil is that the rebellion is confined to part of the fleet alone, all the states being with Peixotto.

The Louisville and Nashville railway has announced that the striking shopmen will not be taken back now, and that it will proceed to obtain new men at once. Union Pacific railway employes have voted nearly unanimously against a reduction of 10 per cent. in wages and a strike is looked for.

The Valkyrie, Lord Dunraven's cup hunter, has arrived safely at New York and will prepare to race with the Vigilant, the cup-defender. The first race takes place Oct. 5.

Sunday, Sept. 25.

Whitecaps are running things in eastern Mississippi and western Alabama. The man who dares to sell his cotton at less than the price fixed by the whitecaps has his gin burned.

Ten employes of the Chicago "Alley L" have been indicted by the grand jury for stealing tickets, the thefts having been going on since last April.

Populists have nominated a ticket at Chicago, John G. Donahue having been put up for circuit court judge.

Clifton Hatch, of West Groton, Mass., aged 7 years, was stung upon the tongue by a yellow wasp. The tongue began to swell, the swelling spreading to the roots. Death from blood poisoning followed within a few hours.

The troubles of the Strip "soomers" are just getting ready to begin. United States officials are identifying them and when it comes to proving up claims there will be much wrath.

Will Bray, aged 17, living near Burnsville, Tenn., quarrelled with his sister aged 19 and striking her in the breast killed her. He is under arrest.

George R. Cowles, of Tacoma, Wash., claims to have invented a machine to make gas from wood.

N. W. Cuney (colored), collector of customs at Houston, Tex., has begun suit for \$5,000 damages against the Pullman Palace Car company for refusing to give him a berth in a sleeping car.

Devil's Lake, N. D., had an inch of snow Sunday morning.

The Russian warship Pouskalis, with ten officers and 150 men, foundered in the Gulf of Finland, and all hands are reported lost.

The Russian steamer Alphonse Zeeveck is reported burned, with the loss of sixty lives.

A young man named Baine was in a boat on the river at Marion, Ind., while a brother on the bank was throwing stones to splash water upon him. One of the stones struck the boatman on the head, fracturing the skull, and he may die.

Upon the recommendation of all the governors of Russia the czar has abolished the use of the knot in the empire, as he found it had been greatly abused.

CONDITIONS GENERALLY FAVORABLE

Rains the Last Week Prepared the Ground For Plowing and Seeding.

WASHINGTON, Sept. 25.—The weekly crop report of the weather bureau says Iowa—All crops safe.

North Dakota—Abnormally cold; with high winds all week, hindering farm work; fall plowing greatly delayed for want of rain to soften ground; threshing nearing completion.

South Dakota—Nothing damaged from heavy frost of the week; rain needed for fall plowing.

Nebraska—Drouth remains practically unbroken; fall plowing and seeding suspended; killing frosts were general on the night of the 24th, doing little or no damage; corn beyond danger.

Kansas—Late crops, pastures, stock water and plowing much improved in rain district, where wheat sowing is progressing.

Oklahoma—Twenty-six days' drouth broken on 23d by abundant rains, which were excessive in eastern portion, injuring cotton.

Colorado—Good weather for harvesting, which is nearly completed.

RECEIVED BROKEN HEADS.

Riot Caused Over Religious Matters at Kansas City, Mo.

KANSAS CITY, Sept. 24.—The third riot between the American Protective Association, an anti-Catholic society, and men who are supposedly enemies of that society, occurred here. But for police interference the result might have been many lives lost. As it was, one Connor, an Irishman, was shot through the hand by James Brown, a member of the American Protective Association, and many men received broken heads and bruised faces. The meeting was held at a hall at Twenty-fourth and Bellevue streets. A similar meeting at the same place was broken up a week ago. The American Protective Association, anticipating trouble, called upon Chief of Police Speers for protection. In consequence, a big squad of officers were present. Many members of the society went to the meeting armed, some carrying shotguns and rifles on their shoulders.

MELLO SHELLS RIO AGAIN.

Rebel Fleet in the Harbor Once More Opens Fire on the City.

MONTEVIDEO, Sept. 27.—The rebel fleet, which has been so long blockading the harbor of Rio de Janeiro, again bombarded the city under Admiral Mello's orders. The firing was very severe, and the damage done exceeds that of the first bombardment.

Several women and children were killed, but the extent of the damage and loss of life is not yet known, as no news is permitted by the government to be sent direct from Rio de Janeiro. Part of Mello's fleet is still keeping up a vigorous blockade of Santos.

Finally Lynced Him.

ROANOKE, Va., Sept. 22.—The negro, Tom Smith, who was removed from jail in order to secure his safety from the mob which attacked the jail for the purpose of lynching, was found where the authorities tried to secrete him and lynched. His body was afterwards taken to the river bank in the western part of the city and burned in the presence of an infuriated mob of over 10,000 men.

Train Robbers Foiled.

ST. JOSEPH, Mo., Sept. 27.—The Kansas City, St. Joe and Council Bluffs railroad foiled an attempt to rob one of its passenger trains, killed two of the bandits and captured three others at Francis, one and a half miles from this city. The dead are Fred Kohler, and Higo Ingal. The captured men are Charles Fredericks, N. A. Hurst and William Garver.

Bank President Gets One Year.

WILBER, Neb., Sept. 28.—John W. Lytle, formerly president of the Bank of Western, and prominent socially and politically in Saline county, pleaded guilty to the charge of receiving deposits when he knew the bank was insolvent, and was sentenced by Judge Hastings to one year in the penitentiary.

Threatened by Hog Cholera.

MASON CITY, Ia., Sept. 27.—Hog cholera, which has been such a menace to swine breeding, has made its appearance at Sheffield, 20 miles from here, and a number have died. Breeders in this locality view the disease with serious alarm.

LATEST MARKET REPORTS.

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