

SLAIN LIKE SHEEP.

Pennsylvania Striking Miners Fired Upon by Deputy Sheriffs.

More Than 20 Men Killed and Fully 40 Injured—Dead and Wounded All Hungarians—Tragic Crisis in the Strike Situation.

HAZLETON, Pa., Sept. 11.—The strike situation reached a terrible crisis on the outskirts of Latimer yesterday afternoon, when a band of deputy sheriffs fired into a mob of Hungarian miners. The men fell like sheep and the excitement has since been so intense that no accurate figures of dead and wounded can be obtained. Reports run from 15 to 20 odd killed and 40 or more wounded. One man who reached the scene last night counted 13 corpses. Four other bodies lie in the mountains between Latimer and Harleigh. Those who were not injured carried their dead and wounded friends into the woods, and estimate is baffled. The strikers left Hazleton about 3:30 o'clock this afternoon, and it was their intention to go to Latimer. As soon as this became known, a band of deputies was loaded on a trolley car and went whirling across the mountain to the scene where the bloody conflict followed. After reaching Latimer, they left the car and formed into three companies. Sheriff Martin in entire command, and stood in the front of the line until the strikers approached. They were seen coming across the ridge, and Martin went out to meet them. The men drew up suddenly, and listened in silence until he had once more read the riot act. This finished, a low muttering arose among the foreigners, and there was a slight movement forward. Perceiving this, the sheriff stepped toward them and, in a determined tone, forbade advance. Some one struck the sheriff, and the next moment there was a command to the deputies to fire.

The guns of the deputies instantly belched forth a terrible volley. The report seemed to shake the very mountains, and a cry of dismay went up from the people. The strikers were taken entirely by surprise, and as the men toppled and fell over each other, those who remained unhurt stamped. The men went down before the storm of bullets like tempins and the groans of the dying and wounded filled the air. The excitement that followed was simply indescribable. The deputies seemed to be terror-stricken at the deadly execution of their guns and, seeing the living strikers fleeing like wild, and others dropping to the earth, they went to the aid of the unfortunates whom they had brought down.

BETTER IN ALL WAYS.

Dun's Weekly Trade Review Says There is No Halting in Business Progress. NEW YORK, Sept. 11.—R. G. Dun & Co.'s Weekly Review of Trade says: There is no halting in the advance. Business grows better in all ways, for while its speculative end occasionally breaks conspicuously, a steady increase in production, in working force and in the power of the people to purchase is the feature which overshadows all others. Reports of New York trade unions show an increase since one year ago of 34 per cent in the number of men at work, and a similar increase among men in like position throughout the country would exceed 300,000, while every week adds many establishments to the active list. The farmers are helped by higher prices for wheat, and while western receipts do not show that they have marked a tenth of their crops, assurance of a handsome profit to come procures them to buy liberally hereafter. Because of this, and the increase of hands at work, dealers throughout the country have started to replenish stocks, which is the greatest force at present operating in manufactures and trade, though distribution by retail trade has greatly increased. Failures for the week have been 215 in the United States, against 315 last year, and 35 in Canada, against 47 last year.

RUNNING OUT OF DRUGS.

New Cause for Anxiety at Biloxi, Miss., Where Yellow Fever Exists. NEW ORLEANS, Sept. 11.—At Biloxi the drug stores are running out of medicines and no freights have been received, although ordered in ample time. President Lemon, of the Biloxi board, has wired President Oliphant urging him in behalf of humanity to see that requests for drugs shall be promptly attended to. The Biloxi board of health issued a notice to all physicians that they must report within 24 hours to that body all infectious, contagious and suspicious cases under a penalty of \$100 fine. All prevailing cases of fever were reported to be convalescent. Ocean Springs reported one new case and one suspicious case this morning, but no deaths have occurred since that of the man, Seymour, reported yesterday. An urgent request, however, has been forwarded to New Orleans for yellow fever nurses.

TWO ARE DROWNED.

Mrs. Christian and Son Drown from the Rock Island Bridge at Topeka. TOPEKA, Kan., Sept. 11.—Mary Christian and little son Eddie, of North Topeka, were drowned last night by falling off the Rock Island railroad bridge. The accident was most peculiar and distressing. Mrs. Christian accompanied by her son had started to walk across the bridge, this being a common occurrence. They had reached the middle of the first span and stepped out on one of the stringers to let a railroad velocipede pass by. Just at the moment of passing them the man on the velocipede was horrified to see the woman throw up her hands frantically and with a loud cry fall into the river, the boy being dragged in with her.

SENATOR CHANDLER'S PLEA.

He Entreats Bimetallists Everywhere to Make Themselves Heard.

BOSTON, Sept. 13.—Senator William F. Chandler, of New Hampshire, has given the following letter to the Associated press:

I appeal to all republicans to meet with joyous welcome the first step England may take toward bimetallism. The movement earnestly and zealously begun by President McKinley in



SENATOR WILLIAM F. CHANDLER.

obedience to the St. Louis platform, was quickly followed by the French ministry, and the joint proposals are being carefully and seriously considered by the British cabinet, with a reasonable prospect that England will reopen her Indian mints, will use silver as a part of her bank reserve, and otherwise cordially aid in re-orientation. I entreat bimetallists everywhere to make themselves heard against the selfish enterprises of the engorged money-lenders of New York and Chicago and their subservient newspapers.

TWO MEN BLAMED.

Conductor Burbank and Engineer Ostrander Charged with the Colorado Train Wreck.

NEWCASTLE, Col., Sept. 13.—Frank Burbank, conductor, and Engineer Ostrander, deceased, of the Colorado Midland railway, are charged by the coroner's jury with being responsible for the frightful wreck which occurred here Thursday night. The jury decided from the evidence that the conductor and engineer attempted to arrive at Newcastle siding upon the time allotted by order of train dispatcher to the Rio Grande passenger westbound. Conductor Burbank was released upon his own recognizance. The death of Rev. Alexander Hartman, of Herscher, Ill., and the finding of the body of Engineer Ostrander increases the number of known dead to 11. The coroner's researches among the ruins have convinced him that from six to ten more met death in the awful accident. This materially reduces the original estimates.

DEFENDED HER GOOD NAME.

A Plucky Woman School Teacher Chastises One of the School Directors.

ROLLA, Mo., Sept. 12.—F. E. Dowd, a prominent real estate man of this city, and a member of the school board, was publicly horsewhipped on the street by Miss Myra Blanchard, a teacher in the public schools. Dowd had made disparaging remarks about the lady's character in a meeting of the board on Friday night. This produced considerable feeling in that body, and Mr. Dowd's resignation was asked for. Miss Blanchard, accompanied by her father and several friends, met Dowd on the street and proceeded to belabor him with blows from a rawhide. Dowd made an effort to escape, but was prevented by Miss Blanchard's friends. On her appearance in the school room she was warmly congratulated by the other teachers for the courage she had exhibited in defense of her character.

THEIR ATTITUDE CHANGED.

Chinese Officials No Longer Persecute Missionaries of Protestant Churches.

LONDON, Sept. 13.—Protestant missionaries returned from China say that the war has brought about a revolution in the attitude of the governing class toward evangelistic work which is calculated to have an enormous effect on China's future. The old hostilities to missionary work have ceased. Officials now frequently consult the missionaries respecting the best methods of advancing Chinese interests.

TWENTY-FOUR KILLED.

Fearful Explosion at a Stone Quarry on the Vera Cruz Railway.

CITY OF MEXICO, Sept. 13.—Twenty-four persons, mainly spectators of the great blast at Pannelas quarry on the Vera Cruz railway, were instantly killed. The blast went off, and the people rushed forward to see the effects, when gases in the air ignited, causing a terrific explosion with awful results.

McKinley Back in Washington.

WASHINGTON, Sept. 13.—The president has sent notice that he will return to Washington from Somerset today, and a meeting of the cabinet has been called for Tuesday. It is understood that the president will not remain in Washington more than a day or two, but will leave the city again in continuation of his vacation, and will not return to the white house before October 1.

Says Not Eleven Perished.

TOPEKA, Kan., Sept. 13.—C. W. Ryus, claim agent of the Santa Fe, says there is no truth whatever in the report from Emporia to the effect that additional charred bodies of victims of the wreck had been found. He says he saw the wreck cleared from the track, and no such remains were found. He asserts that the death of Engineer Frisby made the 11th death resulting from the wreck.

FATAL WRECK.

Ten People Killed and Many Injured in a Santa Fe Wreck.

Accident Occurred Near Emporia, the Result of a Head-End Collision—Fire Adds to the Other Horrors—Company's Loss Over \$100,000.

EMPORIA, Kan., Sept. 9.—Ten are dead and 17 are injured, some of them fatally, as the result of a head-end collision of two of the fastest trains in the Santa Fe service at 7:30 last night. The fast mail train, eastbound, and the California and Mexico express, westbound, crashed together on a curve three miles east of Emporia. The engines exploded, tearing an immense hole in the earth into which the baggage and mail cars plunged and were consumed by fire. The list of the dead are:

James Brennan, engineer, Topeka, Kan.; Nate Hollister, fireman, Topeka, Kan.; Julius E. Sauer, messenger, Wells-Fargo express, Kansas City, Mo.; William Frisby, engineer of fast mail train; R. O. McGee, postal clerk, Kansas City; R. A. Doran, postal clerk, Emporia; — Brazman, 233 Locust street, Topeka, Kan.; — Gonzales, fireman of westbound train; Daniel McKennon, 47 years old, 929 Hancock street Topeka, Kan.; two unknown tramps.

How the Wreck Occurred.

The wreck was caused by the mis-carriage of orders from the trainmaster. The conductor of the eastbound train was ordered at Emporia to meet and pass the California flyer at Lang, seven miles east. An order sent to Lang to the conductor of the westbound train for him to wait there was not delivered and he supposed he was to pass at Emporia. Each train was hurrying—one to Emporia, the other to Lang—and met at full speed on the main line. The westbound train was making not less than 40 miles an hour when the wreck occurred. The express train was drawn by two locomotives and when they struck the fast mail all three of the engines exploded and tore a hole in the track so deep that the smoking car of the westbound train went on top of the wreck of the three engines and two mail cars, and balanced there without turning over. Those in this car who escaped through the windows came very near turning the car over, in which event the fatality would have been much greater, as this car soon caught fire from the exploded engines underneath it and burned to ashes in no time. In jumping out of the windows one or two are known to have fallen into the burning debris underneath and their fate is unknown.

There were not more than a dozen passengers in the fast mail, all in one coach, and while none of them were seriously injured, the shaking up was terrible. Every seat was torn from its floor fastenings with such force that many of them pulled planks from the floor with them.

Bryan One of the Passengers. On the west bound train was W. J. Bryan and T. M. Potter. Both men did splendid work in the work of rescue. Mr. Bryan assisted in carrying out of the wreckage two postal clerks. He was by the side of Engineer Frisbee and helped attend him until the doctors and relief train arrived from Emporia.

Fire Adds to the Horror.

The dead and mangled bodies of four victims were dragged to the grass beside the tracks. The women passengers huddled in terror and watched the flames grow higher and higher. As the fire roared and crackled like a furnace, men with blanched faces fought with the bravery of heroes to subdue it, but they were working under the most adverse circumstances, and it seemed that they would be unable to stay the course of the fire fiend. The flames at one time rose to such a height that they could be seen in Emporia, three miles away. After herculean work, they were subdued. Trains over the Santa Fe will be run by way of Ottawa for a few days. The cost of the wreck to the railway is estimated at \$100,000.

FOR WESTERN SHIPPERS.

Meeting Will Soon Be Held to Further the Use of Gulf Ports.

WICHITA, Kan., Sept. 9.—The executive committee of the gulf and interstate transportation committee will meet here to decide upon a date and place for holding a general convention of delegates from the states west of the Mississippi river. The purpose of the convention is to thoroughly unite and organize the sections of the country interested, the formation of transportation clubs in counties and cities to the end that a general and powerful crusade may be inaugurated for the enforcement of the natural rights of western shippers to profit by their nearness to the southern outlets to tide water.

TOLSTOI'S FOLLOWERS.

Russian Ecclesiasts Pronounce Them Dangerous to Church and State.

MOSCOW, Sept. 9.—A congress of high Russian ecclesiasts, now in session in Kazan, is considering measures to stop the spread of sectarianism. The congress has decided to ask the government to proceed against the adherents of Count Tolstoi as being dangerous to the church and state. It also voted to prohibit the publication of Lutheran books in the Russian language. It was proposed that the children of sectarians be taken from them and educated in public institutions of the orthodox faith. One bishop suggested that the property of sectarians be confiscated by the government.

AN APPALLING RECORD.

Great Number of Dead Postal Clerks as a Result of Railroad Wrecks.

KANSAS CITY, Mo., Sept. 10.—The deaths in railway wrecks among the postal clerks since January in the territory tributary to Kansas City has exceeded the record for any year in the history of the department. The list of dead and injured clerks has reached an appalling number and has demonstrated to the clerks the very great danger to which they are constantly exposed. The first serious wreck and fatality of the year in this district was March 5 on the Missouri Pacific, east of Jefferson City, in which Clerk W. A. Rosenberger was cremated and Clerks E. S. Vance and C. H. Noack were injured. The next one was the awful wreck on the Wabash, June 26, in which the whole postal crew lost their lives. F. W. Brink, G. A. Smith, Jr., J. W. Salwenter and W. S. Mills were killed. August 3 the Union Pacific train was wrecked near Denver and J. E. Reid and W. H. Rankin were both seriously injured. Their escape from instant death was almost miraculous. August 9, G. H. Edgeworth, a clerk, was seriously hurt at Burlingame, Kan., and now the wreck at Emporia, with two clerks dead and three badly hurt, completes the list to date. The records of the department show no equal to the awful mortality of the present year. The danger to the clerks is from wreck and fire. The fear of cremation is their one great dread.

DEATHS NUMBER TWELVE.

Victims of the Santa Fe Wreck Greater Than at First Supposed.

EMPORIA, Kan., Sept. 10.—The charred remains of five human beings were discovered by the wrecking crew which is clearing away the debris of the terrible wreck on the Santa Fe Wednesday night. It is impossible to identify any of them, but they are supposed to be the two firemen, Ed Gunsaully and Ben Walters; J. F. Sauer, the express messenger; Harvey Fowler, of Emporia, and a tramp. Six bodies were recovered last night, and brakeman Van Cleve died this morning while en route to the hospital, so that the list of dead now number 12.

Two unknown, one of whom is undoubtedly Harvey Fowler, a farmer, of Emporia, who is missing. The other is thought to be a tramp. It is barely possible that the burned and blackened remains taken from the wreck may be of only four persons, in which event the death list would number but 11, and there would be but one "unknown" to account for.

HAD BEEN THERE BEFORE.

A Shrewd Engineer on the "Katy" Defeats the Plan of Eight Robbers.

MUSKOGEE, La., Sept. 10.—A daring attempt was made last night to hold up the southbound passenger train on the Missouri, Kansas & Texas railroad at Bond, I. T., a flag station 30 miles south of here. The engineer in charge of the locomotive was John Ragland, an old and trusted employe, who had been held up several times before. He proceeded to obey the signal, but when his engine was within 100 yards of the signal he noticed several men standing near the tracks and at once suspected their purpose. Opening the throttle, he sped by them as though no signal had been given. The robbers, having been foiled in their attempt to stop the train, fled and are still at large.

MISSOURI'S SPLENDID SHOWING.

State Labor Commissioner Prepares Statistics for the Omaha Exposition.

JEFFERSON CITY, Mo., Sept. 10.—State Labor Commissioner Rozelle has prepared for the Transmississippi International exposition a statement showing Missouri's productions in 1896 and their value. The estimated value of these products, including the output of all factories, except flouring mills, is \$400,000,000. Although it is impossible to get an accurate estimate of the products for 1897 at this time the surprising increase in the growth of small fruits, the value of the peach and apple crop, together with the great increase in the value of the wheat and corn crops, will place the figures for 1897 approximately \$100,000,000 more than for 1896.

EDMUNDS NOT IDENTIFIED.

Colorado Woman Who Saw Kay's Murderer Not Sure Edmunds Is the Man.

COLORADO SPRINGS, Col., Sept. 10.—Sheriff Boynton arranged a meeting with John B. Edmunds, suspected of murdering Herbert H. Kay on Pike's peak, and the two young women who last saw the mysterious stranger in company with Kay on the night of August 18. The women were shown Edmunds dressed as the stranger had been described, and also in his everyday attire. Both of them were in doubt. They could not say that Edmunds was the man, but said there was a resemblance. Edmunds will be held until further investigation by the sheriff.

Tariff on Mexican Cattle Not Prohibitory.

WASHINGTON, Sept. 10.—The treasury department has received information from Eagle Pass, Tex., of the importation of 500 head of cattle from Mexico. It is said that this is the first entry of importance since the new tariff law went into effect, and that treasury officials call attention to it, as it was contended by opponents of the bill that the increase of 7 1/2 per cent, ad valorem on cattle would be found to be prohibitory. Another large entry is expected soon at Laredo, Tex.

AWFUL HAVOC.

A Colorado Train Wreck Results in Terrible Disaster.

Thirty People Dead and Nearly 200 Injured—Many Passengers are Consumed by Flames After the Wreck—Conductor Under Arrest.

NEWCASTLE, Col., Sept. 11.—The worst wreck in the history of the state of Colorado occurred at 12:25 yesterday morning on the joint track of the Denver & Rio Grande and the Colorado Midland railways, 1 1/4 miles west of here. After 12 hours' incessant work by the wrecking crews in clearing away the debris and rescuing the bodies of those who perished, it is yet impossible to secure more than an estimate of the loss of life, and not even those known to be dead have been identified. Many of the unfortunates will never be known, and it is possible that the number killed will always be in doubt. From the best information obtainable now fully 30 persons are believed to have perished, while 185 who came out of the wreck alive are suffering from serious injuries.

The wreck was caused by a head-end collision between a Denver & Rio Grande passenger train, running at the rate of 40 miles an hour, and a special Colorado Midland stock train, running at a speed of probably 30 miles an hour. So terrific was the concussion that both engines, baggage and express cars, smoker and day coaches and two stock cars were totally demolished and the track torn up for rods in each direction. To add to the horror of the scene, the wreckage at once caught fire from an explosion of a Pintsch gas tank on the passenger train, and burned so rapidly that many passengers, pinned beneath the debris, were burned to death before help could reach them.

The most generally accepted theory as to the cause of the wreck is that Conductor Burbank, of the Midland special, anticipating the time of the passenger, undertook to "steal a station" and beat the passenger into Newcastle. Burbank escaped uninjured, and, upon orders from Coroner Clark, has been placed under arrest by the sheriff. Midland Engineer Ostrander is missing, and a thorough search all about his engine fails to reveal any vestige of his remains. It is thought that when he saw the threatened danger he jumped from his engine, and, realizing his negligence, took to the hills.

Mr. and Mrs. E. H. Strouse, who live one-fourth of a mile from the scene of the accident, report that when the two trains met the shock was so great as to literally hurl them out of bed. Some say the noise was heard and the shock felt in Newcastle. Charred fragments of limbs and bodies of a number of persons have been taken out of the ruins, but it is not likely that any more bodies will be positively identified, and it seems certain that the number killed will remain in doubt.

DEATH LIST GROWING.

Three More Victims of the Santa Fe Wreck, Making 15 in All.

EMPORIA, Kan., Sept. 11.—Three more victims of Wednesday night's awful Santa Fe disaster were found in the debris by the wrecking crew yesterday. The bodies are so badly mutilated that identification has been impossible. These, with the death of Engineer William Frisbee at Topeka, make the total number killed in the wreck 15. Conductor Wilson, who is in charge of the wrecking crew, expresses the belief that several more bodies will be found when the wreckage is cleared away. One of the charred remains recovered is that of a woman. It was found early in the afternoon. There was not enough of the body to identify except that it was a woman, as shown by the bust and corsets. A telegram was received yesterday from Chicago, signed Goodrow, asking if his wife had escaped the wreck uninjured, and it is thought the remains may be those of the woman inquired for.

DRIVEN OUT OF ARKANSAS.

Editor Gould Fled from the Wrath of an Outraged populace.

LITTLE ROCK, Ark., Sept. 11.—Kellogg O. Gould, editor and publisher of the Little Rock Tribune, was driven from the city by an infuriated populace. Gould's career in Little Rock has been a checkered one. He started the Tribune four years ago and has been in trouble continually on account of the questionable method he pursued in conducting the sensational sheet, and several times received severe chastisement from citizens whom he had written up in his paper. He took one step too far when he assisted in defeating justice in the case of Jesse Heard, the murderer of S. T. Blair, recently acquitted at Perryville.

THIRTEEN FATALITIES.

That Number of Men Have Been Killed This Summer in Joplin Mining District.

JOPLIN, Mo., Sept. 11.—The third mining fatality of the week occurred yesterday when Aaron Dennison, a well-known miner, had his skull crushed by a falling piece of scantling, while working in the shaft of the Moonshine mine. The scantling fell a distance of 80 feet, striking Dennison on the back of the head. He lived about two hours. This makes 13 mine fatalities in the district this summer.