

ANOTHER DISASTER ON THE RAIL.

Two Freight Trains Collide on the Missouri Pacific, Resulting in Loss of Human and Animal Life.

KANSAS CITY, Mo., Sept. 23.—The Times says: The most frightful wreck that has occurred on any railroad in this vicinity for a long time happened in "Dead Man's" cut on the Missouri Pacific railroad, nineteen miles east of Kansas City, about 4:30 o'clock yesterday morning. Two freight trains came together with a terrific crash in a head collision, and both engines were horribly mangled and instantly killed. The cars were piled on top of each other in a mass twenty-five feet high and the wreck caught fire immediately. One of the trains was loaded with cattle and about ninety head were killed outright or burned by the fire, and two cars of wheat and one of ice on the other train were destroyed. In the opinion of Chief Hale the loss will foot up almost \$100,000. The accident was caused by the carelessness of the operator at Greenwood, who reported to the dispatcher that the east bound train had not passed his station, when in fact it had gone by.

The east bound train, No. 28, was in charge of Conductor F. M. Mount, Engineer James Dowler and Fireman R. F. Alcorn. It consisted of eighteen cars of grain and general merchandise. The west bound train consisted of twenty-two cars loaded with cattle, in charge of Conductor Rothacker, Engineer J. H. Lighter and Fireman J. W. Calfus.

HOW IT OCCURRED. The west bound train had orders to run to Lee's Summit to pass the east bound. E. C. Jamison, the night operator at Greenwood, once had been asked concerning the east bound freight and he reported that it had not passed his station. It is supposed that he had been asleep when he was called up and that the east bound freight had passed without his knowledge. The run to Lee's Summit was a long one for the west bound train and Engineer Dowler put a full head of steam on and at the time the accident occurred was pushing his engine forward at the rate of fifteen miles an hour. The other train had a slight grade to overcome, but the time she was making was fully twelve miles an hour. "Dead Man's" curve is quite a deep cut with a rock embankment nearly 35 feet high on one side and a similar one 10 feet high on the other side. The curve is the sharpest on the road, and in the day time trains can not be perceived around it a distance of over fifty feet. It has always been regarded as one of the most dangerous places on the road, and its name was significant of wreck and disaster. The cut received its name on account of a man who died of Asiatic cholera during the war having been blown over the side of the cut since a dreadful accident occurred at the place and the railroad men feared the spot.

NO PREMONITION OF DANGER. The engine on the east bound train was running under orders to pass the freight at Blue tank and he was making speed for that point, supposing the west bound freight was sidetracked there waiting for him. The night was quite dark and both men were keeping a sharp lookout as they went into the curve, but the first intimation either had of danger was when the headlight of each approaching engine swept into view from around the curve. Both men reversed the engine, but the throttle and whistle, the shrill signal of danger, Engineer Dowler and his fireman both leaped from the cab at once. The forward brakeman was on the tender and leaped off at once. The engineer and fireman jumped to the side on which is the lower embankment and succeeded in getting out of danger and the brakeman also got out of the way. Dowler, however, tried for his life on the side of the embankment, but he lost his hold and fell just as the trains came together and with them was buried. The engine of the west bound train J. H. Lighter was equally unfortunate. He performed his duty like a hero and called to his fireman, J. W. Calfus, to leap for his life, and attempted to leap out of the cab. He stuck to his post a moment too long, and at the crash he was unable to clear the engine and was hurled together with his brother engineer beneath the wreck. Calfus, the fireman, narrowly escaped with his life, being partially buried by the piling up of the cars. He was badly crushed and injured. The man who had charge of the water tank at Little Blue, was on the west-bound at the time, going to Lee's Summit. In leaping from the train he broke his leg.

THE SCENE AT THE WRECK. The engines were "moguls," which weigh eighty-tons. At the high rate of speed both were going they went together with a fearful crash and being so heavy they crashed right through the iron and steel of the other. The west bound was going the faster of the two and it was slightly raised, although the parts of each as they appeared after they forced themselves together looked as though they were welded in one piece. The cars of both trains piled on top of each other over the prostrate engines and as the deep cut prevented them from falling to the sides they reared themselves in a pyramid over twenty-five feet high. Some here resemble to cars, but the most of them were nothing but a mass of broken timbers and iron. The front ten cars loaded with cattle in the west bound train being lighter than the heavily loaded cars in the east bound train were hurled through in one unshapely mass over the others, the timbers parting and the cattle bellowing with fright. With nearly fifteen cars and the engines piled up into one demolished and unshapely mass the scene beggars description.

TELEGRAPHIC CONDENSATIONS. Rev. John Brown, of Texas, is soliciting aid in New York. The French financial deficit is estimated at 74,000,000 francs. The supreme court of the United States will convene October 15. Mayor Smith, of Philadelphia, was impeached by the city council. Douglas Smith, the New York custom house defaulter, has been arrested. The French chamber of deputies is still bitterly opposed to the American hog. Natchez voted \$320,000 bonds in aid of the New Orleans & Fort Scott railroad. Schuadobert has resigned the presidency of the Birmingham Liberal association. Mrs. John Smith, of Sandusky, O., spoiled her chicken water by attempting to suicide in it. It is now thought that Gould's Portland defalcation will reach \$145,000. He has been arrested. E. P. Wilson has been appointed general passenger agent of the Chicago & Northwestern railroad. Nelson Carpenter, a notorious outlaw, was ambushed and killed in Jackson county, Ky., by unknown parties. T. Harrington, home secretary, writes to Treasurer O'Reilly acknowledging the receipt of \$3,000 for the Parnell fund. The resignation of Professor William Ferroll, meteorologist of the signal service, has been accepted by the secretary of war. Since the beginning of the issue of the combined letter sheet and envelope, one month ago, 2,000,000 of these sheets have been sent out to postoffices. Figures compiled in the office of the second assistant postmaster-general show that the cost of the star route service during the fiscal year was \$5,414,804, a decrease of \$62,623, or 1.57 per cent as compared with the preceding fiscal year. The steamboat service was also reduced in cost during the year from \$562,002 to \$446,419, or a little over 20 per cent.

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INSURGENTS KILL THEMSELVES. MADRID, Sept. 23.—A number of insurgents at Toledo shot themselves to avoid being captured. It is stated that all officers implicated in the revolution will be put to death. It is rumored that Colonel Melguizo, commander of the Albuera regiment, was dangerously wounded in a skirmish with rebels.

RECOVERING THE BODIES. In clearing away the mass Dowler was the first victim whose body was recovered. He was found at the bottom of the pile and was buried and mutilated in a frightful manner. Lighter, the other unfortunate engineer, was not found until nearly five o'clock, when he was taken out unrecognizable. The bodies of both men were placed in one casket and taken to where they had lived with their families. The injured men were placed under the immediate care of a physician and Calfus was taken to Lee's Summit. The cars destroyed consisted of ten cars loaded with cattle, two cars loaded with wheat and one with ice. The track was torn up for

OLD CHARTER OAK WRECKED.

President Bartholomew of This Great Insurance Company a Heavy Defaulter.

Hartford (Conn.) special: George M. Bartholomew of this city, president of the Charter Oak Insurance company of Hartford, is a defaulter in the sum of \$127,000. Of this sum \$105,000 is in actual cash and \$22,000 in paper, since the re-organization of the Charter Oak in 1878 Mr. Bartholomew has had sole charge of the affairs of the company, never being obliged to make any report to the directors. Last Saturday he informed the directors that owing to the embezzlement of Thomas Plunkett, in the Hartford Silk company, and other concerns in which he was interested, he was unable to meet his obligations to the Charter Oak. He placed the amount at \$150,000.

The directors asked for his resignation and it was given Monday. The directors discovered two notes, amounting to \$22,000, which he had discounted and the proceeds of which he had used. Mr. Bartholomew left that afternoon for New York, and has not been heard from since, though it is said that his family has learned that he is in Canada. An application for receivers for the Charter Oak company was made this morning and Judge Hurd, late this afternoon, appointed Messrs. Brooks and Steadman as senior and junior receivers respectively. The assets of the company, it is thought, will with proper management realize \$1,500,000. The property is located in eleven states and varies greatly in value. It was known that Bartholomew was affected by Plunkett's operations, but it was believed that he would pull through and have a large surplus. The announcement of his downfall creates a great sensation. He is connected with many large institutions and is endorser of a great deal of paper. He has lived here about fifty years and was one of the leading business men of the city. Yesterday he resigned the presidency of the Holyoke Water Power company of Holyoke. He is heavily connected with the Florida Construction company. He is a heavy investor for the Hartford Silk company and the Union Light company paper, a considerable amount of Charter Oak and some Holyoke Water Power company paper had come to light.

WONDERFULLY INTENSE HEAT. "I never saw a more intense heat in my life. The heat produced by the burning fat of so many cattle was so great that it was almost impossible to throw the water at first with any effect. While we were throwing water the engine tanks would be taken back and refilled once more. You can imagine how intense the heat was when it melted part of the bells that were on the locomotives. As far as I could discover in the wreck there were ten car loads of cattle, including all about 180 head, and one car load each of ice, wheat and hogs. These cars were all smashed to a great extent, but some of them were almost literally shattered and twisted into fragments. All these were piled up on each other in a great heap in the cut, as would not have been the case had the collision occurred on open ground. I think that this fact accounts largely for the great loss sustained by the accident. The wreckage composed the debris held most of the stock imprisoned until they were turned by the fire. A great many, however, escaped and were scattered about in the surrounding woods and fields, some broken horns and others a hoof gone or half the entire body singed and burnt black.

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THE PRESIDENT'S RETURN. Washington special: President Cleveland returned home to-night at 9 o'clock. He came on the congressional limited from New York, his private car being attached to the train through the kindness of the Pennsylvania railroad. Sinclair, his valet, and Albert, the coachman, were at the depot and received the party. There was the private carriage and the Dayton wagon for the trunk, the stuffed deer, the fish baskets, the tackle, the balsam pillows and all other trappings of vacation. President and Mrs. Cleveland's arrival was expected, and hence there was quite a large crowd at the depot to see them, but as usual, Mr. Cleveland did not give the public much chance to look over him, for he hastily walked to his carriage and he and his wife and Mrs. Folsom were driven home. Notwithstanding the remarks of Colonel Belo, the president has gained flesh, and as the electric light fell upon his face it showed a well-tanned and healthy complexion. Colonel Lamont and Mrs. Lamont and their two little children, together with Mrs. Folsom, made up the party. As it was late when the party arrived at the white house, and they were pretty well tired, nothing was done but eat supper. To-morrow the president will take up his office, and the humdrum life of a president will begin again.

IT IS PLEURO-PNEUMONIA. Chicago special: Dr. Salmon, chief of the national bureau of animal industries, after an examination of the lungs of one of the ailing cows of the Phoenix distillery this afternoon, decided that the disease existing among the cattle there is pleuro-pneumonia. A meeting of the state live stock commission will be held soon, and it will probably be decided to have the distillery cattle killed and the sheds burned, as there is no other way to prevent the infection. Dr. Salmon arrived in the city this morning, and met a number of gentlemen interested in pleuro-pneumonia. The club room of the Grand Pacific was filled with authorities on veterinary diseases, among those present being H. McChesney, J. M. Pearson and C. R. Johnson, of the state live stock commission; State Veterinarian N. T. Atkinson, of Missouri; State Veterinarian Caswell, of Illinois; Veterinary Surgeon Murray, of Delaware, and J. H. Sanders, editor of the Breeders' Gazette.

WILLIAMS' FAREWELL. Emperor William in his farewell address to the German army says: "I leave the Fifteenth army corps with a feeling of the liveliest satisfaction, with a firm belief that the corps will always show the world how firmly the German people are united and how all are animated by the same spirit."

CATHOLICS ASKED TO CONTRIBUTE.

An Appeal to Them in Behalf of the Earthquake Victims.

New York special: The following appeal from the right reverend bishop of Charleston was read from the pulpit of the Catholic churches in New York on Sunday last by direction of Archbishop Corrigan: CATHEDRAL GROUNDS, CHARLESTON, S. C., Sept. 22.—Reverend Dear Sir: I have waited a week until time should have allowed the excitement attending on the earthquake lately experienced by this city, and have enabled us to estimate with some degree the injuries we have sustained before making an appeal to the charity of the faithful. It is unnecessary to describe the terrible earthquake which shook this city or to detail the ruins it wrought. There is not a building in the city that is not injured and few that are not seriously damaged. The churches have all been materially injured. The orphan homes and infirmaries will need extensive repairs. Some of the school-houses are entirely destroyed, and we have been compelled to dismiss the teachers of the male schools. The residences of the clergy are much injured and the Episcopal residence irreparably so. The clergy, the sisters, the orphans, like the large majority of the inhabitants of the city, are in a state of great distress, and daily opened up in a rude shed on the cathedral lot in the midst of the camp, where the people are gathered together. We are utterly helpless to repair or rebuild, while the people whose property has been destroyed are asking for bread.

With the memory of our many previous trials, and in the midst of the ruins of the most terrible of all, we beg you in the name of our Lord and charity's sake to come to our relief. May I beg you to read this, my appeal, to the reverend clergy under your jurisdiction and through them to the faithful to those who are willing to have a part in the efforts to relieve our suffering people; to provide for the protection and care of our orphans; to reopen our schools and to repair our churches; that we may once more give to Almighty God becoming worship and service. May God bless those who help us in this, His work of mercy. H. P. NORTHRUP, Bishop of Charleston. Collections will be taken in all the churches throughout the United States in behalf of the stricken city. The Rev. Father Shandler, of Charleston, is at present in New York making arrangements with the pastors of the churches here.

PIEROUS FIGHTING IN BELFAST. Police and Military Altit Attacked by the Savage Mob. BELFAST, Sept. 23.—Desultory rioting accompanied by firing continued throughout the city during last night and two policemen were severely wounded and a number of citizens injured. The Catholics evinced a more bitter spirit against the police and soldiers and the appearance of a single constable in one of the troubled districts was greeted with a volley of stones. Rioting was resumed at dinner time at the junction of Northumberland street and the Falls road by the Catholic mill hands stoning the police on duty to keep the Queen's island ship yard men from coming in contact with mill hands. The stoning was so heavy and skillful that the police had to retreat as fast as their feet would carry them, and drove the mob back, capturing a number.

THE NEW INDIAN AGENT. Washington special: Hugh A. Gallagher was to-day appointed Indian agent at the Pine Ridge agency, Dak. Mr. Gallagher is a merchant of Greensburg, Ind., married, and is forty seven years old. He has a war record of enviable proportions, having entered the service in 1861 as a private in the Thirty-first Indiana and was mustered out lieutenant colonel of the Thirty-fifth Indiana in 1865. He has the distinction of having the finest set of papers ever filed in the interior department endorsing an army candidate for appointment, and also of being the first candidate for any office to secure the united backing of the Indiana legislature in congress without a split. Senator Voorhees and ex-Senator McDonald wrote a joint letter to the president for Mr. Gallagher, in which they say: "We will be particularly responsible for every act of Mr. Gallagher if appointed to this office, and for the faithful performance of his duty." Mr. Gallagher's application was a purely formal one, he himself making no effort for the place. It was endorsed by Holman, Lowry, Matson, Lamb and other members of congress, and by sheriffs, county auditors, state officers and congressmen without number. Mr. Gallagher succeeds McGillivuddy, and relieves Captain Bell, who was put in charge of the agency after McGillivuddy's suspension.

EX-PRESIDENT ARTHUR. New York dispatch: Ex-President Arthur has decided to leave New London. He will return to New York on Monday and occupy his house on Lexington avenue this winter. Sherman W. Knevals spent Sunday with him at New London. He says that the general's health does not show any improvement, neither can he be considered any worse than when he left New York. He is certainly somewhat thinner and is confined to his chair the greater part of the time, but his appearance would not lead a stranger to think him an extremely sick man. His skin is fresh and rosy, as he no longer suffers from insomnia. His appetite is only occasionally capricious, and he is bright and cheerful. He takes a lively interest, not only in his own personal affairs, but in all public questions of the day. It is not expected that he can engage actively in business this winter.

MARTIN IRONS RESTED. St. Louis dispatch: Martin Irons, leader of the Knights of Labor strike on the Missouri Pacific railroad last spring, was arrested in Kansas City last night, and will be brought to this city to answer the charges found against him in an indictment for complicity in tapping private telegraph wires running into Vice-President Hoxie's residence. Owing to the president's ill-behavior of the traster workman his bondsmen have withdrawn from his bond, and he will be kept under arrest until his case is tried.

ADVISED TO GO SLOW. Sofia, Sept. 20.—The Russian agent has asked the regency to postpone the trial of the kidnapers of Prince Alexander until the popular ferment has been appeased. The German consul has advised the government to await the arrival of General Kaubars before taking action in the matter.

PLAYED HAVOC WITH GLASS. Madison (Wis.) special: The severest hail storm ever experienced in this city occurred here at 2 o'clock this morning. The storm was accompanied by heavy thunder and lightning. Hailstones fell five inches in circumference and all of them were very large, and every skylight in the city was smashed. Schiebel, the greenhouse man, has 4,000 windows broken in his greenhouse. The storm was heralded by many rumbling sounds and intense heat, and fears of a tornado were so general that hundreds of families fled to their cellars.

DISASTROUS BLOW IN ILLINOIS. From Fifteen to Twenty Houses Wrecked, but Nobody Killed. JOLIET, Ill., Sept. 20.—The scene of Saturday night's cyclone in this city was visited yesterday by fully 10,000 people. It is a remarkable fact that although 15 or 20 houses were completely demolished and scattered by the terrific wind, yet not a single person was fatally hurt. Everybody seemed to be aware of the approach of the cyclone some minutes before it struck the city and secured their safety by fleeing to their cellars. The cyclone came from the southwest straight up Des Plaines river. The constant flashes of lightning lit up the sky so that the funnel shaped monster could be plainly seen as it came whirling toward the city with a roar like 100 locomotives blowing off steam. As it reached the city it turned east on Monroe street, demolishing houses, barns and out-houses. The air was filled with boards, limbs of trees, sections of roofs and pieces of heavy timber. The bridge on Monroe street was picked up bodily and deposited almost intact two blocks away. A heavy griststone belonging to Mr. Rutner was blown 250 feet. The residences of the Schlim brothers, John Day, Hol Brown, Jerry Buckley, Patrick Daly, Peter Daly, William Barrett, John Maher and William Hinds were scattered to the winds. Pieces of some of these houses were carried a quarter of a mile. A large number of houses were more or less moved from their foundations and wrecked out of shape. The house of Peter Daly, on Chicago street, was turned upside down. The roof and rests on the ground and the front porch high up in the air. Telegraph poles were twisted off like pipe stems, the streets being blocked with a mass of tangled wires. Along Fourth avenue great holes were scooped out of the hard gravel road. Eye witnesses state that these holes were made by balls of electricity or fire, which bounded along the ground. The horse and buggy of Deputy Sheriff Ward was hitched in front of his house when the cyclone came, and when it had passed the horse and buggy had disappeared. No trace has yet been found. The damage to the property in the city is estimated at \$75,000.

DISEASED CATTLE NEAR CHICAGO.

Pleuro-Pneumonia Among Herds in an Illinois County.

Chicago special: There are grave fears that the cattle of the Harvey farm at Ridgeland, near here, have spread pleuro-pneumonia contagion. When the disease was discovered there the other day measures were at once taken to confine the disease, and yesterday the usual notice of a quarantine was served on Mr. Harvey. There are 118 head on the farm, mostly belonging to milkmen, who merely pasture there, and as there is not much pasture there the animals have wandered all over that section of the country. Two cows and a calf have been killed on Mr. Carnes' farm and an examination of the lungs of one of the animals showed an unmistakable evidence of pleuro-pneumonia. Mr. Caswell, state veterinary surgeon, says there will be a meeting of the board of commissioners early this week, and his first step will be an effort to induce them to put a force of men at work to watch the home cattle night and day. There was a possibility he thought that all the cattle would have to be killed, but he could not see at present the necessity of such a course. The pleuro-pneumonia has been about this immediate region since some time last fall. He explains the fact that the terrible disease has been lingering about town so long without being discovered by saying that the cattle so far affected have been the property of milkmen. As soon as the cow took the disease her milk would fall off to nothing, and the men took no pains to doctor their stock, for they shipped the dry cow to the slaughter-houses at once or traded her off at a sacrifice, without stopping to make any investigation of the cause of her illness. With this view of the case it would be a wise cattle man indeed who would venture to express an opinion as to how far the contagion may have reached.

WASHER ORDERS. BERLIN, Sept. 23.—The *Vossische Zeitung* says that General Gourko has ordered each brigade in Warsaw, Conland and Livonia to hold itself in readiness to start for the south at a day's notice; also that each brigade has been instructed to have four cannons ready for transportation. The Russian agent at Sofia has withdrawn from deposit here the entire funds of the agency, amounting to upward of 1,000,000 francs. The Bulgarian government has sent Madjid Pasha, the Turkish delegate, to Constantinople to ask Turkey to intercede if Russia occupies Bulgaria. French and German bankers have telegraphed to Sofia that they are willing to advance a loan to the Bulgarian government.

QUESTIONS IN HUNGARY. Pest, Sept. 23.—In the Hungarian chamber of deputies to-day Count Apponyi interpolated the government concerning the attitude of Austria-Hungary on the Bulgarian question. He declared that Austrian interests did not admit of any one-sided extension of the influence of any particular power in the Balkans and said that he wished to know whether Austrian interests permitted Russia through a special commissioner, General Kaubars, to interfere in the internal or even judicial affairs of Bulgaria. "It is evident," added Count Apponyi, "that Germany supports Russia. Has there been any consequent change in the Austro-German alliance?"

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TRAINS LAID OUT.

All the morning trains over the Missouri Pacific road were late yesterday and the most of them had to be brought into the city by very circuitous routes. The night trains got out of the city on time, the track being unobscured as clear before they started.

THE OPERATOR WHOSE CARELESSNESS THE ACCIDENT WAS CAUSED LIVES AT GREENWOOD. He has not been arrested, but probably will be. CHIEF HALE DESCRIBES THE SCENE. Mr. George C. Hale, chief of the fire department, in speaking of the appearance of the wreck as it looked from the top of the hill, described it as follows: "The wreck was the completest one, perhaps, that ever occurred in this part of the country. The scene of the wreck was a cut about twenty-five feet deep and not over thirty-five feet wide, about three miles west of Lee's Summit. There the two great Mogul engines weighing eighty tons each plunged together, and so fearful was the shock that the heavy cars loaded with stock were hurled on top of each other until the two trains were nothing more than one great mass of wheels and iron and shattered wood. Fire at length broke out in the wreck and the fire department was called upon to render some assistance. In checking the same, a quantity of flat cars was made up and Engineer A. Murray pulled out of the city carrying steamer No. 2, 650 feet of hose and several large tanks of water. The run of nineteen engines was made in twenty-seven minutes and in twenty-eight minutes water was playing on the fire. The scene that broke upon our sight as the train rounded the bend approaching the wreck can best be described. There was a terrible uproar going on from the cattle that were being burned to death and the smell that arose from the wreck was shocking.

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INSURGENTS KILL THEMSELVES. MADRID, Sept. 23.—A number of insurgents at Toledo shot themselves to avoid being captured. It is stated that all officers implicated in the revolution will be put to death. It is rumored that Colonel Melguizo, commander of the Albuera regiment, was dangerously wounded in a skirmish with rebels.

RECOVERING THE BODIES. In clearing away the mass Dowler was the first victim whose body was recovered. He was found at the bottom of the pile and was buried and mutilated in a frightful manner. Lighter, the other unfortunate engineer, was not found until nearly five o'clock, when he was taken out unrecognizable. The bodies of both men were placed in one casket and taken to where they had lived with their families. The injured men were placed under the immediate care of a physician and Calfus was taken to Lee's Summit. The cars destroyed consisted of ten cars loaded with cattle, two cars loaded with wheat and one with ice. The track was torn up for

DISASTROUS BLOW IN ILLINOIS. From Fifteen to Twenty Houses Wrecked, but Nobody Killed. JOLIET, Ill., Sept. 20.—The scene of Saturday night's cyclone in this city was visited yesterday by fully 10,000 people. It is a remarkable fact that although 15 or 20 houses were completely demolished and scattered by the terrific wind, yet not a single person was fatally hurt. Everybody seemed to be aware of the approach of the cyclone some minutes before it struck the city and secured their safety by fleeing to their cellars. The cyclone came from the southwest straight up Des Plaines river. The constant flashes of lightning lit up the sky so that the funnel shaped monster could be plainly seen as it came whirling toward the city with a roar like 100 locomotives blowing off steam. As it reached the city it turned east on Monroe street, demolishing houses, barns and out-houses. The air was filled with boards, limbs of trees, sections of roofs and pieces of heavy timber. The bridge on Monroe street was picked up bodily and deposited almost intact two blocks away. A heavy griststone belonging to Mr. Rutner was blown 250 feet. The residences of the Schlim brothers, John Day, Hol Brown, Jerry Buckley, Patrick Daly, Peter Daly, William Barrett, John Maher and William Hinds were scattered to the winds. Pieces of some of these houses were carried a quarter of a mile. A large number of houses were more or less moved from their foundations and wrecked out of shape. The house of Peter Daly, on Chicago street, was turned upside down. The roof and rests on the ground and the front porch high up in the air. Telegraph poles were twisted off like pipe stems, the streets being blocked with a mass of tangled wires. Along Fourth avenue great holes were scooped out of the hard gravel road. Eye witnesses state that these holes were made by balls of electricity or fire, which bounded along the ground. The horse and buggy of Deputy Sheriff Ward was hitched in front of his house when the cyclone came, and when it had passed the horse and buggy had disappeared. No trace has yet been found. The damage to the property in the city is estimated at \$75,000.

DISEASED CATTLE NEAR CHICAGO. Chicago special: There are grave fears that the cattle of the Harvey farm at Ridgeland, near here, have spread pleuro-pneumonia contagion. When the disease was discovered there the other day measures were at once taken to confine the disease, and yesterday the usual notice of a quarantine was served on Mr. Harvey. There are 118 head on the farm, mostly belonging to milkmen, who merely pasture there, and as there is not much pasture there the animals have wandered all over that section of the country. Two cows and a calf have been killed on Mr. Carnes' farm and an examination of the lungs of one of the animals showed an unmistakable evidence of pleuro-pneumonia. Mr. Caswell, state veterinary surgeon, says there will be a meeting of the board of commissioners early this week, and his first step will be an effort to induce them to put a force of men at work to watch the home cattle night and day. There was a possibility he thought that all the cattle would have to be killed, but he could not see at present the necessity of such a course. The pleuro-pneumonia has been about this immediate region since some time last fall. He explains the fact that the terrible disease has been lingering about town so long without being discovered by saying that the cattle so far affected have been the property of milkmen. As soon as the cow took the disease her milk would fall off to nothing, and the men took no pains to doctor their stock, for they shipped the dry cow to the slaughter-houses at once or traded her off at a sacrifice, without stopping to make any investigation of the cause of her illness. With this view of the case it would be a wise cattle man indeed who would venture to express an opinion as to how far the contagion may have reached.

WASHER ORDERS.

Berlin, Sept. 23.—The *Vossische Zeitung* says that General Gourko has ordered each brigade in Warsaw, Conland and Livonia to hold itself in readiness to start for the south at a day's notice; also that each brigade has been instructed to have four cannons ready for transportation.

QUESTIONS IN HUNGARY. Pest, Sept. 23.—In the Hungarian chamber of deputies to-day Count Apponyi interpolated the government concerning the attitude of Austria-Hungary on the Bulgarian question. He declared that Austrian interests did not admit of any one-sided extension of the influence of any particular power in the Balkans and said that he wished to know whether Austrian interests permitted Russia through a special commissioner, General Kaubars, to interfere in the internal or even judicial affairs of Bulgaria. "It is evident," added Count Apponyi, "that Germany supports Russia. Has there been any consequent change in the Austro-German alliance?"

PLAYED HAVOC WITH GLASS. Madison (Wis.) special: The severest hail storm ever experienced in this city occurred here at 2 o'clock this morning. The storm was accompanied by heavy thunder and lightning. Hailstones fell five inches in circumference and all of them were very large, and every skylight in the city was smashed. Schiebel, the greenhouse man, has 4,000 windows broken in his greenhouse. The storm was heralded by many rumbling sounds and intense heat, and fears of a tornado were so general that hundreds of families fled to their cellars.

ADVISED TO GO SLOW. Sofia, Sept. 20.—The Russian agent has asked the regency to postpone the trial of the kidnapers of Prince Alexander until the popular ferment has been appeased. The German consul has advised the government to await the arrival of General Kaubars before taking action in the matter.