ANOTHER DISASTER ON THE BAIL.

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 mlies 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 engineers 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 Rothaker, 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, 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 bour. "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 coming round it a distance of over forty 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 buried on the spot. Some years since a dreadful accident occurred at the place and the railroad men feared the spot.

NO PREMONITION OF DANGER.

The engineer on the east bound train was running under orders to pass the other freight at Blue tank and he was inaking 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 lookout as they went into the curve, but the first intimation either had of dange was when the headlight of each approaching engine swept into view from around the curve. Both men reversed and threw back the throttles and whistled 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 he leaned off at about the same time. Alcorn the 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 other side and was clambering up the steep and rocky bank when he lost his hold and fell just as the trains came together and with them was burried. The engineer 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 buried 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 as it was. Thomas Perryman, 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. AWFUL SCENES AT THE WRECK. The engines were "Moguls," which weigh eighty-one 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 go ng 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 raised themselves in a pyramid over twentyfive feet high. Some bore semblance 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 grain and ice cars in the other train were thrown 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. To add to the fearful fright and terror of both the men and animals the fire in the engines soon communicated to the cars and in a very little while the flames had spread and enveloped the whole mass. There were nearly ninety head of cattle in the cars which had gone over the engines. Part of them had escaped from the cars which had broken but the most of them were roasted in the fire which soon became raging. Being in the deep cut there was no chance for the cattle getting out and they perished uttering the peculiar noises made by animals in mortal terror. EFFORTS TO SAVE THE TRAINS. The brave firemen and brakemen, with the conductors who had escaped, endeavored to check the flames, but finding that impossible they immediately set about to save what they could. The wreck was almost total, but some of the cars were on the track and these the men, aided by several who had been attracted by the flames, pushed out of danger. They worked heroically and help was sent for among the farm houses in the near vicinity. This soon arrived and a messenger was sent to Little Blue, the nearest station. All the means that could be thought of or acted upon were taken by the little band to save something out of e burning mass but the heat was so intense that they could accomplish nothing. As soon after the collision as possible the accident was reported and the east and west wrecking trains with a large force of men were sent to the scene. Water could only be obtained at the Little Blue tank over two mlies away, and it was brought from there. The authorities at both Independence and Kansas City were notified and chief Hale went down immediately with the steamer John Campbell No. 2 on a special train, arriving there about 11 o'clock, too late to be of much service in extinguishing the flames, which had by that time almost burned out, but of incalculable service in

over twenty-five feet. Roadmaster Mauder superintended the clearing away of the debris and by 6:30 last night the whole of it was gotten off the track and the road made free for

traffic again. Most of the cattle on the train belonged to Mr. W. Crandall of Leroy, Coffee county, Kansas. His total loss he reports was forty-live cattle. 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 an-nounced as clear before they started, The operator to whose carelessness the

cident was due 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 depariment, in speaking of the appearance of the wreck and its surrounding, said: "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 flames. A train 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 miles was made in twenty-seven minutes and in twentyeight minutes water was playing on the fire. The scene that broke upon our sight as the train rounded the bend approaching the wreck cannot 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.

WONDERFULLY INTENSE HEAT.

"I never saw a more intense fire 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 empty 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, holding in in 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 of these were piled up on each other in a great heap in the cut, as would not have case had the collision ocbeen the curred on open ground. I think that this fact accounts largely for the great loss sus-tained by the accident. The heavy trucks and the large weight of iron and wood which composed the debris held most of the stock unprisoned until they were surned by the fire. A great many, however, escaped and were scattered about in the surrounding pastures and woods, lowing pitcously. Some of them had ears burned off, some broken horns and others a hoof gone or half the entire body

singed and burnt black The fight with the fire was a terrible one, on account of the intense heat, and it could hardly be approached for half an hour after we began throwing water on the flames. So great was the heat, however, that nothing could be saved, and had the fire been extinguished the material recovered would be valueless. I don't believe there was a perfect piece of the iron work left. The brake beams were twisted about and bent and broken in as many ways as a man could twist, bend and break as many wires. The whole wreck was almost a total loss and I do not believe that \$100,000 will more than cover the damages.

THE ENGINEERS' LAST ACTS.

"I stood at the point where the two engines collided when the heat had subsided, and I do not believe that either engineer saw the other's train, on account of the shape of the hen it was more than 10) vards away. An examination of the machinery shows that the levers in both of the locomotives were reversed, showing that the last thoughts of the men were attention to duty. "It is remarkable to think of the rapidity with which they must have performed their last act of service, and the nerve they must have possessed in accomplishing what they did, with death staring them in the face." The men who responded to the call of assistance, which was made to the fire department, were Chief George C. Hale, Lon Hale, engineer of steamer No. 2; William McCutchin, foreman of No. 6 company; James Radburn, Charles Jarboe, Chauncey Butterfield and Jack O'Neil. Several large tanks, steamer No. 2 and 650 feet of hose were taken out on an extra train of flat cars. The run of nineteen miles was made in twenty-seven minutes, and in one minute more steamer No. 2 was forcing a stream of water upon the flames.

OLD CHARTER OAK WRECKED.

President Bartholomew of This Great Insurance Company a Heavy Defaulter.

Hartlord (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 Pardee, late this afternoon, appointed Messrs. Brooks and Stedman 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 had 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 indorser for the Hartford Silk company and the Union Manufacturing company. So far as can be learned \$360,000 of the Hartford Silk paper, \$200,000 of the Union company paper, \$200,000 of the Schuyler Electric Light company paper, a considerable amount of Charter Oak and some Holyoke Water Power company paper had come to light.

This paper turns up in many different sections of the country [outside of Hartford,] report coming in from Philadelphia, New York, Boston, Providence, Holyoke, New Haven, New London and other places. A director of the Charter Oak company said this evening that the first intimation he had of the terrible state of the company's finances was at Saturday's meeting. Mr. Bartholomew then said that he had sufficient capital to refund all he owed. He gave no explanation as to what he had done with the money. He claimed to have been promised aid from Cyrus W. Field and other New York capitalists. He went to New York ostensibly to see them and has not been heard of since.

Another director said that the company is completely wrecked. There is no money to its credit, and several drafts have already been protested.

Mr. Bartholomew is president of the Schuyler Electric Light company. The secretary of the company said that the mpany was sound. The employes were paid yesterday, the regular pay-day, and received only 40 per cent of their wages. Mr. Bartholomew is president of the Watkinson library, a trust of considerable magnitude, but Mr. Trumball to-night and he had no reason to believe that anything was wrong in the management of the funds. A prominent director of the Charter Oak company said to a reporter to-night that the gentleman who audited the accounts of the company had known for some time that Mr. Bartholomew was in debt in large amounts. Charles Willard, secretary of stones. the company, on being informed of this statement said that he did not for a moment believe that there is a collusion be tween auditors and the missing president. "Bartholomew," he continued, "was recognized by all the officers and stockholders as the financial backbone of the company. hear, but I do not know personally, that when the annual examination of the concern's condition was made any shortage

CATHOLICS ASKED TO CONTRIBUTE.

An Appeal to Them in Behalf of the Earthquaks Sufferers. 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., September 19 .- Reverend Dear Sir: I have waited a week until time should have allayed the excitement attended 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 terrors of the earthquake that 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 infirmary will need extensive repairs. Some of the school houses are entirely destroyed, and we have been compelled to dismiss the 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, sleep in tents. The holy sacrifice is daily offered 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 this, 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 our 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. Very sincerely in Christ.

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.

FIERCE FIGHTING IN BELFAST.

Police and Military Alike Attacked by the Savage Mob.

BELFAST, Sept. 21 .- 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 Grange Queen's island ship vard men from coming in contact with mill hands. The stoning was so heavy and skillful that the police had to retreat as far as Shank bill. Here they were reinforced and drove the mob back, capturing a number.

AN ARMED REGIMENT ATTACKED. While this battle was going on another mob in a different locality attacked with stones the Black watch regiment of

DISASTROUS BLOW IN ILLINOIS.

From Fifteen to Twenty Houses Wrecked, but Nobodu Killed.

JOLIET, Ill., Sept. 20 .- The scene of Saturday night's ccyclone 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 Plains 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 I'mits 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 grindstone belonging to Mr. Rutner was blown 250 feet. The residences of the Schlim brothers, John Day, Hod 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 wrenched

out of shape. The house of Peter Daly, on Chicago street, was turned upside down. The roof now rests on the ground and the front door high up in the air. Telegraph poles were twisted off like pipestems, the streets being blockaded 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,-800.

DISEASED CATTLE NEAR CHICAGO. Pleuro-Pneumonia Among Herds in an Illi-

nois County.

Chicago special: There are grave fears that the cattle of the Harvey farm at Ridgeland, near here, have spread pleuropreumonia 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 call 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. Casewell, 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 Il at present. He is of the opinion that the pleuro-pneumonia has been about this 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 a 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.

A NEW LIFE LINE ROCKET.

Successful Test Made of the Invention ---Pleuro-Pneumonia -- Other Washington Notes.

Washington special: Some experimental tests of the Cunningham life line rocket, intended to be used by the life-saving service in carrying a line from the shore to shipwrecked vessels, were made here this afternoon. Several rockets were fired over the arsenal grounds range. One rocket carried a line with great accuracy a distance of 1,050 yards. Superintendent Kimball of the life-saving service was very much interested in the exhibition and thinks that this rocket, if accuracy of aim and delivery can be attained in all sorts of wind and weather, may be used with great advantage where wrecks are more than 500 or 600 yards from the shore. The maximum distance, it is said, that the Lyle gun, now used by the life-saving service, can be depended on to carry a line to vessels in distress is about 750 yards. The tests to-day of the Cunningham rocket were merely preliminary to thorough tests which which will be made this fall on the Sandy Hook ordnance proving ground, to prove or disprove its effectiveness and accuracy in delivering lines at distances between 6,000 and 10,000 vards.

Commissioner Coleman, of the department of agriculture, who sent Dr. Salmon. of the bureau of animal industry, to Chicago to ascertain if the disease that has broken out there is pleuro-pneumonia, received by telegram to-day the following report:

There is no doubt that the cattle disease here is pleuro-pneumonia. The authorities find much difficulty in dealing with it. Seventy thousand dollars worth of cattle are to be slaughtered, and less than \$50,-000 is available in the state appropriation. The department cannot pay for the diseased cattle here because the state laws require their slaughter without compensation. I have offered, for the department, to meet the expenses of the slaughter, excepting the compensation of the owners, the disinfecting, and also to make an inspection of suspected districts. Do you approve of what I have done? The state ommission are now arranging details of the slaughter.

Commissioner Coleman sent the following reply:

Telegram received and your action approved. You are also authorized to take any steps deemed necessary and expedient to still further confirm your diagnosis and satisfy the most exacting that the disease is typical pleuro-pneumonia.

President Cleveland settled down to his old time business habits to-day. He was up early, breakfasted early, and was early at his desk, looking over his mail. He hegan to receive callers at the usual hour-10 a.m. Among the callers to-day were Senators Voorhees and McPherson, Gens. Sheridan and Drum, and a number of bureau officials. At 1:30 the president came down to the east room and held a public reception. There were about 125 visitors present, and the president with good grace soon passed through the customary hand-shaking ordeal.

Consul-General Williams at Havanna, in reply to an inquiry from the secretary of state, confirms the report that the Madrid government has sustained the Cuban authorities in their refusal to carry out the treaty agreement making mutual concessions to American and Spanish vessels trading between Cuba and this country. This will lead to a correspondence between onnish authorities this country and the to ascertain what the latter mean and ultiimmediate region since some time last fall. 1 mately to cause the revocation of the order carrying the arrangement into effect on the part of the United States, unless the Spaniards conclude to carry out the arrangements in good faith. The reported treaty between Great Britain and the United States, a synopsis of which has been telegraphed from Ottawa, Ont., has never been submitted to the American authorities and nothing is known of it at the state department. There seems to be no doubt, however, that a treaty of some kind is being negotiaged by Minister Phelps, but nothing can be learned as to its scope and provi-SIOUS. Late information received at the agricultural department regarding the condition of hogs is that in Illinois and Indiana cholera prevails generally. In the former state heavy losses are reported in several counties. In Ohio and Michigan the condition of the animal is fair. In some parts of Wisconsin the farmers are afraid to keep hogs on account of the cholera, and reports from Iowa are of a similar character in some cases. Cholera, pinkeye and measles are reported from Missouri and Nebraska. The condition is considerably below the average. Kansas and Kentucky hogs are generally in good condition.

handling the wreck. The two wrecking trains set right to work getting the track in order as soon as the fire was stopped and the debris was rapidly cleared away. All the wood work was found to have been burned away on the two engines, and there was not a piece of iron in either that was perfect, the machinery of Doth Derng almost a total loss.

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 burned 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 shipped at once to Sedailia, 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

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.

Schuadborst has resigned the presidency of the Birmingham Liberal association.

Mrs. John Smith, of Sandusky, O., spoiled her cistern 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 af £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 English, and Herr Leibknicht spoke in Gerduring the year from \$562,002 to \$446,-419, or a little over 20 per cent.

MAINE'S OFFICIAL RETURNS.

The official returns of the recent election for governor, embracing all except a few small towns, are as follows: Bodwell (republican), 68,837; Edwards (Democrat), 55,987; Clark (prohibitionist), 3,872; Scattering, 20; Bodwell over Edwards, 12,850.

INSURGENTS KILL THEMSELVES.

MADRID, Sept. 22 .- 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 runnored that Colonel Melguizo, commander of the Albuera regiment, was dangerously

would be explained by Bartholomew. In this way he said that he had placed money in the bank in his own name to protect it from attachment, but that it was at the service of the company at any time. As for myself I knew nothing about the finances of the company."

Mr. Bartholomew is a prominent Episcopalian. His outstanding personal paper is estimated at \$1,000,000. He is now in Montreal.

AID FOR RELEASED PRISONERS.

Acting Adjutant General Belton has issued an order to carry into effect the provision of congress, approved August 4 last, for clothing and e. donation of \$5 in money for each prisoner released from confinement under sentence executed at military posts after discharge from the military service, and announcing that the commandant of the military prison at Fort Leavenworth, Kan., is charged with the disbursement of the funds appropriated, usual, Mr. Cleveland did not give the public The clothing will be similar to that furnished at the Leavenworth prison, and will be procured in the same manner. Commanding officers of posts where there are prisoners to be benefitted by the provision will immediately send to the commandant of the Leavenworth prison a list of the names of prisoners who will probably be released at their respective posts in the period between this date and January 1, 1887, and beginning October 1, 1886, will send a similar list in the first week of every quarter for a period covered by the next succeeding quarter. The proper measurement for coat, yest, trousers and sizes for hats, shoes and socks for each prisoner will be furnished with the list of names.

SOCIALISTIC PICNIC.

New York dispatch: About five thousand people attended the picnic of the socialists at Beommer's Union park today. Herr Wilhem Leibknicht and Dr. Edward Aveling and Mrs. Aveling were present and received an ovation. Dr. Aveling and his wife made addresses in man. - The addresses were mainly congratulatory and in no way referring to the doctrines of socialism. A large squad of police were present, but there was very little occasion for their services. A drunken man attempted to cheer a speaker, but was promptly arrested. Dr. Bushong, of Boston, was among the speakers. The socialists evaded the excise laws by buying kegs of beer and giving it away to the thirsty crowd.

WILLIAMS' FAREWELL.

Emperor William in his farewell ordered 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 mly the German people are united and

though the soldiers were fully armed and in fighting array. The troops with fixed bayonets charged in double quick time on the mob and drove them from the scene, wounding a great number and arresting two.

Still another mob got into a fight in a tram car stable, and surging out into the street threw a passing car from the track and overturned it, though it was at the time filled with passengers. The rioters were fighting a purey religious fight, but the locality was infested with rowdies, drawn thither by the riot, and when these loafers saw the car up side down and fiiled with people they fusilladed it with

EVEN A FUNERAL CORTEGE STONED. The terror-stricken passengers crowded close under the seats and under one another and shielded themselves as best they could with the floor mats and seat cushions. Several were hurt and their situation was terrible until the police rescued them and escorted them to a place of safety.

Tha funeral cortege of a man named Boyle, while returning from the cemetery to-day, was attacked by a mob, who assailed the mourners with stones. The military charged on the mob and arrested a score of rioters. In the melee the colou-1 in command of the troops was badly hurt. At midnight the city was quiet.

THE PRESIDENT'S RETURN.

Washington special: President Cleve land 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 trunks, 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 then, but as 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 that it was well-tanned and healthy looking. 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 out, nothing was done but eat supper. To-morrow the president will take up the runs of his office and the humdrum life of a president will begin again.

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 Phœnix distillery this afternoon, decided that the disease existing among the cattle there is pleuropneumonia. A meeting of the state live stock commission will be held soon, and it will probably be decided to have all the distillery cattle killed and the sheds burned, as there is no other way to prevent the infection.

ning, and met a number of gentlemen interested in pleuro-pneumonia. The club room at 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 Casewell, of Illinois, Veterinary Surgeon Murray, of Delaware, and J. H. Sanders, editor of the Breeders' Gazette.

THE A. O. U. W. of the state will have an

THE NEW INDIAN AGENT.

Washington special: Hugh D. 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 legislation in congress without a split. Senator Vorhees and ex-Senator McDonald wrote a joint letter to the president for Mr. Gallagher, in which they say: "We will be personally 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 coroners without number. Mr. Gallagher succeeds McGullicuddy, and relieves Captain Bell, who was put in charge of the agency after McGillicuddy'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. Hesays 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 ARRESTED.

St. Louis dispatch: Martin Irons, leader of the Knights of Labor strike on the Missouri Pacific railroad last spring, was ar rested 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 recent ill-behavior of the master workman his bondsmen have withdrawn from his bond, and he will be kept under arrest until his case is tried.

Duning the fire at Greenwood sneak organ after October 1, at which date a pa- thieves got away with some of the goods

WARLIKE ORDERS.

BERLIN, Sept. 23 .- The Vossische Zeitung says that General Gourko has ordered each brigade in Warsaw, Courland and Livonia te 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 rancs.

The Bulgarian government has sent Madjid Pasha, the Turkish delegate, to Constantinople to ask Turkey to intervene 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 BY A HUNGARIAN. PESTR, Sept. 23 .- In the Hungarian chamber of deputies to-day Count Apponyi interpolated the government concerning the attitude of Austro-Hungaria 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 Kaulbars, to interfere in the internal cr 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 HAFOC 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, had 4,000 windows broken in his greenhouse. The storm was bad in the surrounding country. The hail riddled tobacco leaves in many fields which remained unharvested.

Shade trees were, badly damaged. Hundreds of birds were killed, and about 8,000 panes of glass were smashed, chiefly in greenhouses and photograph studios. The storm's approach 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.

Soria, 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

IT IS PLEURO-PNEUMONIA.

Dr. Salmon arrived in the city this morn-

loaded with cattle, two cars loaded with wheat and one with ica. The track was tern up for wounded in a skirmish with rebels. that had been carried from the burning consul has advised the government of the arrival of General Kaulbars before taking per will be started in Lincoln by E. W. Mc how all are animated by the same spirit." | Donald. buildings. action in the matter.