

ABOUT NEBRASKA.

-Rev. D. S. Davis, of York, will be a candidate for chaplain of the house of representatives this winter.

-It is said the B. & M. will build a line northward from Plattsmouth to South Omaha.

-Ed. Hoagland, an employe of the Union Pacific, was killed by the cars in Omaha last week.

-Irvin P. Estcourt, pharmacist in charge of the drug department of I. W. Ingles' general merchandise store at Pleasant Hill, was fatally injured while gunning by the premature discharge and bursting of the gun. His left arm was blown off at the wrist and his skull badly fractured.

-The report of Warden Hyers of the state penitentiary was filed last week with the secretary of state. The report covers the month of September. The number of convicts at the opening of the month was 329. Ten were received during the month and twelve were discharged, leaving 337 prisoners on the first of October.

-A number of farmers in Holt county lost all their hay by prairie fire last week.

-The Union Pacific road house at Sidney is undergoing a thorough repairing.

-A meeting of all the priests of his diocese has been called by Rt. Rev. Bishop Bonseum to meet in Lincoln at an early day. The gathering will be of priests alone and of these there will be thirty-eight. The meeting is called for the purpose of counseling in regard to certain matters pertaining to the management of the diocese. Rev. Father Bonseum will preside. The occasion is considered one of great interest and importance.

-The Omaha horse car company has made arrangements for heating the cars the coming winter. Cable car competition brought about this beneficial result to the public.

-J. W. Edgerson, the union-labor candidate for congress in the First district, is lying at his home in South Omaha dangerously ill with typhoid fever.

-Bishop Newman was given a reception at Omaha last week. The church edifice was beautifully decorated for the occasion and quite an elaborate programme had been prepared. Speeches were made by Rev. Dr. Maxwell, Judge Fawcett and the Hon. John M. Thurston.

-Washington special: On motion of Mr. Rice of Minnesota the house to-day passed McShane's bill making Lincoln, Neb., a port of delivery. This was done at Mr. McShane's request, and there was no objection offered. Later in the day the bill was sent to the senate. The Nebraska senators will see that it is adopted in the senate as soon as possible. When the bill becomes a law the importers at Lincoln can have their goods sent direct to them, without any re-shipment or other delay at ports on the coast, which will be a great advantage, especially where heavy goods are imported.

-Bishop Newman has arrived in Nebraska, and is temporarily making his home at Lincoln.

-Charles Paulsen, while drinking in an Omaha saloon, showed the size of his roll, \$130, and next morning when he arose he found that burglars had been in his room and taken the wealth.

-Early this morning, says the Lincoln Call, a bad accident occurred at the new brick and tile works that may result fatally to John Roland, a workman employed there. A heavy belt was revolved loosely around a shaft and Roland was caught by the belt and carried over the shaft round and round, crowding him between the shaft and a heavy timber with each revolution. His clothing was practically stripped from his body and when the machinery was stopped and the man was released it was found that one of his legs was broken in two places and that he had sustained severe cuts and bruises about the head and shoulders.

-Joseph La Flesche, the most prominent of the Indians at the Omaha agency, died recently. He was one of the best specimens of the Indian, and owned a good farm with good buildings in all worth several thousand dollars. His children have all received a good education in eastern schools.

-On Tuesday last, says the Tecumseh Republican, Mabel Warren, a 13-year-old girl, was brought before Judge Wilson by her adopted father, Walter W. Warren, who resides near Vesta. The adopted parents of the girl claimed she was incorrigible and that they had no control over her. The judge concluded that the girl was not a proper place for her, and thither she was conveyed.

-The sheriff of Seward county arrested in Ottumwa, last week, a young man named Bickford, who is charged with rape.

-The governor's appointment as temporary state veterinarian has been made permanent by the governor.

-The Beatrice Express has it from a reliable source that within thirty days the Rock Island company will submit a bond proposition to Beatrice and Fairbury for terminal or division facilities.

-The money order department of the Omaha postoffice did a local business for the last fiscal year of over five million dollars.

-The Salvation army, headed by a fat woman with a tambourine, has swooped down upon York.

-The home of J. C. Boyd, a prominent citizen of Otce county, living near Dunbar, was last week the scene of the greatest social event of the season. The marriage of his son John to Miss Martin, and his daughter Laura, a former teacher of the Papillion schools, to M. P. Brown, of Papillion, took place at 7 o'clock, Rev. Riedle performing the ceremony.

-The third annual convention of the Young People's Society of Christian Endeavor was in session in York last week. About two hundred were in attendance from the forty-three societies in the state.

-The mayor of Omaha has decreed that all low-down men vacate a certain portion of that city. The order affects a large number of them and there is a grand rush for homes outside the district covered by the mayor's decree.

-The Ainsworth Journal says: Godwin, the photographer who has been in Ainsworth off and on the last three months, attempted rape on a six-year-old girl in Springview, a few days ago, and was treated to a good horsewhipping and a coat of tar and feathers. This same man was run out of Long Pine for a like offense. Hanging would be good for such scoundrels.

-A boat was launched in the Missouri river the other day at Nebraska City in which four young men will make the trip to New Orleans.

-The roof is being placed upon the state industrial home at Millard and the building will soon be ready for the interior work.

-A North Platte special says: Yesterday one Downing was crossing the Loup river on a foot log carrying a musket in his hand, and when almost the center of the river he placed the butt of his musket on the log to steady himself, when the musket slipped off. The hammer striking against the log fired the gun, the whole charge from which struck Downing in the right eye, tearing away nearly the whole top of his head. Downing is a brother to the man killed by one Yonkins about a year ago on the Dismal river north of Lozano county. The coroner of Logan county summoned a jury, who gave verdict yesterday of accidental death.

-In the case of the state vs. McMahon, the B. & M. detective, concluded last week at David City, the jury brought in a verdict not guilty after being out about 15 minutes. McMahon was guarding an engine at David City last April when he was assaulted by some strikers, and in self defense fired a shot which wounded a man in the wrist. He was arrested for assault with intent to kill with the above stated results.

-Last week burglars raided a number of places in Nebraska City. The booty, however, was small.

-The republicans of Omaha had a big political demonstration and torchlight procession on the 11th.

-The Salvation Army has secured winter quarters at Omaha. The horse-drawn parades will be kept up whenever the weather will permit.

-Celebration of opening of the Omaha-Council Bluffs bridge will occur on the 30th inst. The railroads will make reduced rates on the occasion.

-Postmaster Gallagher, of Omaha, and his assistants have been casting up accounts for Uncle Sam with the following result: Value of stamps sold during the month of September, \$12,392.11; cancelled, \$1,335.35; total, \$13,727.46. Total number of special delivery letters received, 1,509. Total value of stamps and envelopes sold during the quarter, \$48,042.78.

-Another Union Pacific employe was seriously and perhaps fatally injured last week. When freight train No. 23 was about one mile east of Sidney, a car of oil was discovered to be on fire, and in a few minutes was completely enveloped in flames. The train was brought to a standstill and George White, a brakeman, traveled to the engine to complete the burning car from the train. As he stepped between the cars there was an explosion, and in a moment his clothing was ablaze, and before assistance could be rendered he was seriously burned. He was conveyed to Sidney and given the best of treatment, but he died next day.

-On and after the first of November all stock entering these yards, says the South Omaha Hoop and Horn, will be weighed on entering the yards and the actual weights will be taken, no matter whether they run above or below the weights given by the agents at the points loaded. The entire system of weighing will be under the supervision of the western traffic and inspection bureau.

-Thomas Fox, jr., about 23 years old, who lived with his family on the old homestead, seven miles southeast of David City, was found dead in his bed by his brother, who slept with him in the same bed. On awakening, young Fox was shocked to find his brother's hand on his forehead, and when he examined his body he found it inanimate. No cause is known, but it is supposed to be heart disease.

-The prairie fire is beginning to taper and extra caution should be taken to guard against them.

-Fast freight No. 75 on the A. & N., about one mile west of Preston, Richardson county, ran into the rear of an extra freight, damaging the way car of the extra and the engine of No. 75 to the amount of about \$400. A brakeman had an ankle sprained in the collision.

-The owner of a team stolen in Mitchell, Dak., was in Omaha last week. He tracked the thief as far as Blair. One of the animals was a two-year-old that had never been hitched up before, but the thief drove it seventy miles the first day.

-Martin McAndrews, of Omaha, was killed in a sewer excavation last week.

-Hans Gutzleben, who arrived in Grand Island last week from Germany, was seriously hurt by a runaway team. He was riding on the high seat of a dray wagon when the team became frightened and ran away. The driver jumped from the wagon, but Mr. Gutzleben clinging to the seat, was hurled by the tracks the box was thrown off and on top of him, pinning him to the ground. He sustained serious internal injuries, which may prove fatal.

-A dispatch from Shelton says: While a young man was passing through the grove just north of town this morning he was attacked by a lynx, which tore nearly all of his clothing off, but the youth succeeded in frightening the animal away before it did him any harm. The people turned out en masse to hunt down the animal, but as yet have not succeeded in capturing it.

-Sam Black, of Norden, has just taken to himself a wife after twenty years of courtship through the mails.

-The Tarkenton Burtonian mentions that thirteen bachelors singled out some time ago are rapidly marrying off.

-The salvation army is rounding up the sinners of Grand Island.

-The brass band at Potter has indulged in new uniforms.

-Mrs. G. W. Clark, president of the Women's Christian Temperance union of Omaha, has two very pretty infants which she wishes some person to adopt.

-The St. Paul road will erect a depot at the Nebraska end of the Sioux City bridge for the benefit of the denizens of Covington.

-The grocers of Lincoln have under consideration a resolution binding all of them to sell for cash only after January 1, 1888.

-A Negro Murderess Hanged. Union Springs (Ala.) Dispatch: Pauline McCoy, a negro girl aged nineteen, was hanged here to-day for the murder of Annie Jordan, a fourteen-year-old white child, last February. The execution was private, only the necessary persons being admitted. The crime for which the woman was hanged was a peculiarly heinous one. Annie Jordan strayed away from her home in Montgomery, and nothing was heard of her till her dead body was found in a plum thicket. Circumstances pointed to Pauline, and she was arrested with the dead body on her. She was found guilty last spring and sentenced to death. Efforts were made to get the governor to interfere, but to no avail.

POLITICAL MATTERS IN NEBRASKA.

Hon. John A. McShane's Letter Accepting the Democratic Nomination for Governor.

OMAHA, Neb., October 8, 1888. HON. MATT MILLER, CHAIRMAN: My Dear Sir: I have received your telegram of the 29th of August, addressed to me at Washington, informing me of my unanimous nomination to the office of governor of the state of Nebraska by the democratic state convention recently assembled at the city of Lincoln.

In accepting the nomination so generously bestowed I wish to express my sincere appreciation of the confidence reposed in me, with a deep sense of the responsibility which the office reposes, should it be ratified by the voters of Nebraska.

Under our constitution the duties of governor, "being executive in their character," are so plainly set forth that it is needless for me to dwell upon them at length.

My conduct in the important positions to which I have already been entrusted by the people will, I hope, give a sufficient guarantee of the faithful discharge of whatever duties may hereafter be devolved upon me.

I have carefully examined the declaration of principles adopted by the convention, and most heartily approve the same, except as to its reference to me personally.

In our federal system of government the question of tariff taxation at issue in the coming national election so manifestly affects the interests of Nebraska that I must not neglect the duty of calling the attention of the voters of the state to this important question in which all our people are so directly interested.

In a letter accepting the nomination for congress two years ago, I made the following declaration: "I have conscientiously and steadily adhered to 'All tariff taxes collected beyond the necessary wants of the government are oppressive to the people, and should be reduced to a revenue basis and laid in such a way as to be the least burden of life of these imposters. The imposition of a tax of two dollars per thousand on lumber is an imposition on the people of our state, and should be repealed. All articles of necessary use among the general public should be either on the free list or the taxes reduced to the lowest possible basis. Articles of luxury should bear the greatest burden.'"

The constitution of our country guarantees to every American citizen the enjoyment of the right of property. It is not such an amount as shall be his fair proportion of the expenses of government; and any law exacting a greater sum is oppressive, and should be modified so as to reduce taxation to the necessary requirements for the payment of the expenses of the government, economically administered—including the interest on the public debt, and pension to veteran Union soldiers, liberally bestowed.

Grave abuses of the taxing power of the legislature of our state are manifest to all who have taken the pains to investigate the same. When we contemplate that the rate of taxation levied upon the property of our people is, with one exception, greater than either in the Union; and the fact that it is higher than that levied upon the three states of Minnesota, Iowa and Kansas, combined.

It is conclusive proof that the affairs of the state are being extravagantly administered, and the public money ruthlessly expended without regard for that economy which ought to prevail in the disbursement of the money belonging to the people.

The people will not complain at the payment of taxes for defraying the expenses of an economical administration of their affairs, although it be the fact that over a million three hundred thousand dollars is collected from them annually for state purposes alone, it is high time they should call a halt in such extravagant waste of their hard earnings.

"Nearly eight years" enforced and practical operation of the present system of license law has demonstrated beyond all question that it is the most feasible solution of the traffic in intoxicating liquors; the revenue arising therefrom being far in excess of the cost of the public schools throughout the state, thereby relieving the people of direct taxation upon their property of millions of dollars annually.

The people of our state are, as a rule, sober and industrious, and should not be afflicted with the burdens of the prohibitory restrictions upon those personal liberties which are dear to the hearts of all our citizens.

The state of Nebraska should profit by the unfortunate experience of the states of Iowa and Missouri in the prohibitory question. Those states have lost many of their best and most worthy citizens; and values of property have been materially affected from this cause. It is to be hoped that the people of Nebraska will take prompt and enter their unqualified protest before it is too late.

Good government would suggest that the enforcement of the laws of the state should be performed by officers duly appointed from our own citizens, and the importation of armed officials under contract, on the pretext to protect property, or preserve the public peace, is a violation of constitutional rights, a vicious public policy and should not be recognized or tolerated.

Railroads, as common carriers, are the creatures of the state, and are subject to control by the people. They should be protected in their right to carry on their legitimate business the same as individuals, but extortion and exorbitant charges in freight and passenger rates, and unjust discriminations against individuals and localities, should be prevented by effectual legislation, so that all shippers of freight may secure equal rates, and the producers and consumers within our state as cheap transportation for their products as possible.

The benevolent institutions of our state for the helpless and unfortunate, such as the asylum for the insane and blind, and the home for the friendless and feeble-minded, and institutions for the deaf and dumb, should receive from the state generous support, and be watched over with a tender care worthy of the benevolent spirit which pervades our people. The aged and infirm, and most cruel treatment of those unfortunate persons confined in our state institutions is revolting to the public sense, and calls for the people a speedy and earnest expression of their disapproval.

The Home for Disabled Union Soldiers, for which provision was made at the last session of the legislature, should receive every encouragement from the people, and liberal support from the state treasury. No class of our citizens are more entitled to the generous consideration of all the people than those who have become impoverished as the result of wounds sustained, or loss of health, while in the service of our country.

The laboring men of those engaged in agricultural pursuits, form much the larger part of our rapidly increasing population. Upon their contentment and industry largely depends the future prosperity and welfare of the state. They are not more entitled to the demand, and should receive their full share of consideration and attention from those who make and execute the laws. They should be protected in their efforts to secure for themselves a fair and honest return for their labor. They are not more entitled to the demand, and should receive their full share of consideration and attention from those who make and execute the laws. They should be protected in their efforts to secure for themselves a fair and honest return for their labor.

I am satisfied the sentiment of the people is such that they are anxious to entrust with power those who will honestly and faithfully administer the affairs and give a watchful care to all their varied interests. If I am chosen by the suffrage of the people to perform the duties of chief executive of the state I shall assume the duties of that position with a full realization of the grave responsibilities resting upon me, and will put forth whatever energy I may possess in an earnest effort to serve them faithfully and well.

JOHN A. MCSHANE.

A FIGHT WITH TRAIN ROBBERS.

Bold Attempt to Wreck and Rob by Masked Bandits.

Deadwood (Dak.) dispatch: About 8 o'clock this morning a bold attempt was made by masked bandits to wreck and rob the east Pierre & Black Hills railroad train, owned and operated by the Homestake Mining company, at Reno's gulch, nine miles from Lead City. The train left Lead City half an hour late with the paymaster, W. A. Reemer, supplied with about \$20,000 to pay off the timber employes. Chief Engineer Dick Blackstone and passengers and employes, amounting to about twenty people, were on board. They ran at increased speed to make up lost time to a point about 100 yards from the scene of attack, where they slowed up to let some of the men off. This movement prevented a great calamity, for before the train got fully under way the engine slipped from the rail that had been removed a few inches by the robbers and the train derailed.

One of the wounded robbers was captured and is now in the Deadwood jail and will probably die before morning. His name is Billy Wilson and he is an indicted horse thief from Pennington county for whom the sheriff has been hunting for some time. He was captured or three months ago. He says the other two are named Clark and Johnson. The latter was the leader. The sheriff and a posse of homestake employes are scouring the vicinity and their capture is a matter of time. It is believed that if they are captured lynch law will be summarily dealt.

Rawlins (Wyo.) special: The sensation of the hour is the work of the grand jury of the county during the last three days. They have found twenty-one indictments against conductors and brakemen of the Union Pacific railroad, most of whom reside in this city. They ran from this place to Green River in charge of freight trains. They are accused of robbing and looting the freight cars of valuable merchandise in transit between San Francisco and eastern cities. The robberies are supposed to cover a period of twelve or fifteen months and thousands of dollars' worth of property are missing. Members of the parties are under arrest, and telegrams and officers have been dispatched for the others. Some of the men have been in the employ of the road for years. The affair was disclosed through the testimony of a man named Johnson, who is supposed to have been offered him in order to get his confession. The four under arrest are named Matthews, Pillsbury, Kennedy and Dillon. The names of the others are not known.

Mr. Jewell's Proposition Declined. Indianapolis dispatch: A recent proposition of Chairman Jewell, of the democratic state committee, to Chairman Huston, of the republicans, that each name forty-five members and the prohibitionists ten members to constitute a committee of 100, whose duty it shall be to prevent illegal voting, Chairman Huston to-day makes a reply to Chairman Jewell, wherein he says:

"You are doubtless aware that there is now existing a committee of 100, which is non-partisan in its character. Being already organized and having had valuable experience in the work it was organized to accomplish, it can certainly be more effective than any new committee that might be formed at this time. With the consent and hearty approval of our committee I have forwarded to the treasurer of this committee my check for \$500, which sum shall be expended under their direction in giving rewards for the apprehension of any persons violating the election laws of our state. I have no doubt, and ever have been, in favor of an honest ballot and a fair count."

S. P. Sheerin, secretary of the national democratic committee, in an interview this evening touching Chairman Huston's reply, says:

"I regard Chairman Huston's reply as most extraordinary one, and as a public declaration that the managers of the republican campaign are not only not in favor of an honest election, but absolutely opposed to it. It is untrue that this committee is made up equally of democrats and republicans. The truth is that two-thirds of the local committee of 100 are active working republicans, and the association of names with Chairman Huston after the receipt of Chairman Jewell's letter, dumped \$500 of the republican campaign fund into the treasury of this local committee is proof positive that his intentions are to make the republican campaign a success by the use of money, and to enter into organization for the enforcement of the law without fear or favor."

A Mysterious Find. Des Moines special: While some young men were hunting near Blencoe they discovered a set of keys in the Missouri river containing a small pocketbook, some scraps of paper and a suit of clothes. In the papers a letter was found, written in Norwegian, but nearly illegible to a brother of the writer, and of what sentences said, "I have never harmed anyone; have never stolen anything; have always behaved myself, and I don't know why they are after me." Near by, leading to the river, were footprints, and considerable interest has been aroused over the mystery. It is thought that the writer of the letter was drowned in the Missouri river, or else was the victim of foul play.

Armour, Cudaly & Co., South Omaha, are making extensive improvements and additions to their packing business and will soon have a capacity for killing 4,000 hogs, 1,200 cattle and 500 sheep every day.

A HUGE POLITICAL DEMONSTRATION.

One of the Largest Meetings Ever Held in Indiana.

Indianapolis dispatch: The republican demonstration to-day was one of the largest and most successful ever held in Indiana. The early trains poured their thousands into the city. Nearly all of the fifteen railroads ran special trains. Some of the roads were not able to bring all the passengers who desired to come. Not less than 1,000 extra passenger coaches were employed. It is estimated that by noon over 60,000 visitors had arrived. Early in the day the streets became blocked throughout the business district, and pedestrians found it a tedious matter to travel. Scores of bands and drum corps were marching to and fro, and the scene during the morning was one of confusion and noise. The hotel corridors were crowded, and the din of life and drum was to be heard everywhere.

General Harrison, accompanied by Mrs. Blaine, arrived at the New Division and made their way across the crowded balcony to the outer railing. Their appearance was the signal for a tremendous outburst from the 30,000 people packed on the sidewalks of the street. General Harrison stood for some time, and the cheers being first for Harrison and then for Blaine. Both gentlemen repeatedly lifted their hats in acknowledgment. At 1:50 the boom of a cannon was heard from thousands that the column had started for the city. At 2 o'clock when the battalion of police made their way slowly through the dense streets, opening a path. As Grand Marshal Millard, followed by fifty mounted militia, led the column, they halted a moment with military precision and saluted. The column was one hour and thirty minutes passing and it is estimated that there were nearly 12,000 in line, a large majority of whom were uniformed. There were not less than forty drum corps in the procession. At the rear of the first division came a gigantic Harrison and Morton ball drawn by four horses and rolling continuously on its frame work. This is the first Harrison ball seen in this city, and its passing excited the interest of the masses. One of the most demonstrative organizations was the Irish club, their banners reading: "Protection—It's Irish, You Know." They also carried a mammoth streamer 100 feet long, inscribed in big green letters: "Our Million Fail The—Our Distinguished American Celt, James G. Blaine."

Perhaps the club that elicited the greatest applause was the fifty young ladies, ranging from 12 to 15 years, of Harrison's "Blue Girls" from Danville. They wore jackets of blue with stars and skirts of red, white and blue, with blue caps. As the little beauties passed the reviewing stand they gracefully lifted their caps, holding them at a salute while they chanted the motto: "We are for Harrison," etc. General Harrison and Mr. Blaine saluted them repeatedly.

From Illinois there were a dozen clubs, aggregating nearly 1,000 manufacturers. One Illinois club carried an old tattered flag of the campaign of 1840, which drew cheers wherever it passed. After the column had been passing for an hour Mr. Blaine quietly withdrew from the balcony and sat down in one of the rear cars. He was seen before proceeding to the exposition grounds, General Harrison and General Porter, however, remained until the last man had passed in review, when the general and Mrs. Harrison sought their carriage and were driven to the exposition grounds, arriving at the speakers' stand just as the rear of the great column reached the grounds. Surrounding the stand was a number of men, estimated at 30,000, only a small portion of whom could be seen speaking. It was now 4 o'clock and threatening rain. As Mr. Blaine entered the stand a mighty shout went up from the multitude and the din of so many voices mingled with the din of the bands and drum corps was almost deafening. General Harrison, Rev. Ira J. Chase, Major Calkins, and other speakers had preceded Mr. Blaine to the exposition grounds. General Hovey made a brief speech, followed by Rev. Chase, candidate for lieutenant governor. Mr. Blaine entered the stand and was speaking and the latter discontinued his address. After several minutes, when the din and cheering had subsided, Mr. Blaine stepped forward and said:

"Ladies and Gentlemen: A man might as well take his position on the end of Cape Race and address the Atlantic ocean as to attempt to address this vast crowd. I hope to speak to a small section of you this evening, but I came out here simply to exchange greetings, to exchange congratulations, and to say to you, what you know before I say it—that this great concourse of people means 15,000 majority in Indiana for General Harrison and Mr. Blaine. [Cheers.]"

Mr. McShane's Letter of Acceptance published to-day is calculated to strengthen him in the estimation of Nebraska voters. It contains three leading features:

First—A demand for the reduction of national taxes, more particularly for the abolition of the tax on lumber.

Second—A demand for the reduction of state taxes, which are higher in Nebraska than in any other state of the Union in proportion to wealth and population and are due to reckless extravagance and profligacy, which Governor Thayer has encouraged instead of checking.

Third—A defense of the high license system and condemnation of prohibition. The thoughtful voter who carefully reads Mr. McShane's vigorous English cannot fail, whether he be republican or democrat, to admit that it is the utterance of a plain-spoken man of business, who proposes, if elected governor, to administer the duties of the office in a business-like and common sense way. He proposes to reduce the taxes now growing and introduce economical methods instead of the present reckless extravagance—Omaha World.

The Colorado Rate War. Denver special: There is nothing new in the cut rate war to-day, and the expression is quite general that no further cut will be made. The lines are watching each other and show no disposition to be the first to inaugurate another drop in the rates. It is thought that upon the entry of the Rock Island into the Colorado association the rates will be revised and re-established on a basis satisfactory to all concerned.

HEART-RENDING AND SICKENING SCENES.

The Lehigh Railroad Horror Has Hadly a Parallel in Freight-Car Catastrophes.

Wilkesbarre (Pa.) dispatch: News of the terrible disaster on the Lehigh Valley railroad, near Mud Run, to a train which was a section of an excursion train returning from Hazleton, was received about 10 o'clock last night. Nearly six thousand Luzerne and Lackawanna people had gone there and no one knew who had returned. All the efforts of the crazed people to get any information of the railroad officials regarding the wreck were fruitless, as the officials declared they knew nothing. No dispatches could be gotten over their wires. Every means was taken to get information but all to no purpose. A New Jersey Central train finally brought news to the effect that eighty were killed, and the excitement grew intense. There were seventy-eight cars from Wilkesbarre to Hazleton, the number of passengers being about 5,000. Throughout the night the depot was thronged by hundreds of people, suffering untold agony over the uncertainty. The throng was loud in its denunciation of the company for refusing all information and causing much needless suffering.

Many persons wanted to go to the scene of the disaster and endeavored to charter a locomotive but were unable to do so. Many persons, after waiting from 10 to 3 in the morning took a train which passed here at 3 o'clock and went to the scene of the disaster. There they learned that the third section had stood on the track a few hundred yards from Mud Run waiting for the sections ahead to get out of the way. A fireman had been seen with a lantern, and a guard the train from the rear. Suddenly the passengers on the rear platform saw the train approaching at a high rate of speed. Several of those passengers who saw the danger jumped and escaped. In an instant there was a crash and the engine plunged her full length into a crowded mass of humanity. The shock drove the rear car into the next one two-thirds of its length, and the second car was forced into the third. Not a single person escaped from the rear car. The second was crowded with mangled and bleeding bodies, and the third car had but few who escaped. The shattered engine was pouring forth streams of scalding steam and water, which hid from the eyes of the mangled passengers the full measure of the horrible scene, while its hissing sound deafened the shrieks and groans of those imprisoned in the wreck. Some of the dead sat pinioned in their seats as erect as in life.

As the steam and smoke cleared away around the rear cars its awful sights were revealed. Timbers were crushed and wrenched, while on all sides lay mangled bodies and limbs. The few bodies which were not mangled were buried and sealed by the mud and dirt. The scene was a sight to sicken the heart and to horrify the imagination. The first car had, in a measure, subsided, the injured began to do what they could for their unfortunate companions. The few who had survived the train were called into requisition, but proved feeble instruments indeed. The St. Francis pioneer corps, who were on the train, pined with zeal the broad axes they were meant for bloody occasions. They were, however, not able to get to the work and were soon rendered useless. In the meantime the windows of the coach were smashed in, brave men entered and released those hurt or least disabled. A young lady was found caught by the lower part of her dress, her limbs were quickly released, but the other could not be freed, and unfortunately a misdirected blow of the axe severed it from her body. She was taken on board one of the trains and given all possible care, but she could not survive the terrible injuries and died in the arms of friends on the car.

To free the bodies in the rear car, the wrecked engine and sand pile to pull it from the wreck, the first movement of the shattered wreck brought from the surrounding friends ordered the engineer to desert on pain of his life. They did not stir, so the mangled forms still remained mutilated.

At 6:30 this evening a funeral train arrived in Wilkesbarre, bearing fifty-seven dead bodies. They had been partially prepared for burial, and lay upon boards piled upon the backs of seats in three passenger coaches. It was an awful sight, indeed, to look through the long coaches at the bodies, each covered with a white cloth. Here the form of a boy of twelve years, and beside it a stalwart man, were seen. The bodies were on their way up the Delaware and Hudson road to Miners Mills and Seranton. The people in the special coach again began to clamor for permission to enter the funeral cars, but were again refused, and they argued that one had the keys. Several who were in search of missing friends became desperate and soon broke down the car doors and began a frantic search for loved ones. Clothes were torn from the bodies, and the faces of the bodies, revealing the gray uniforms of St. Aloysius men, nuns and other members of societies. Those who knew that their relatives were on board also flocked into the cars and began rearranging the bodies of the corpses. Many were distorted and in horrible attitudes, and friends endeavored to lessen their frightful appearance. At Miners Mills the train stopped to leave the body of James Flynn. No signs could be obtained, and much of the work was done in partial darkness.

It was as the train drew up at Pleasant Valley that the most heart-rending scenes were enacted. Hopes had been stretched about the depot and streets kept the immense throng back. The screams and shrieks of stricken friends and relatives were pitiful in the extreme. The first body carried out was that of Oscar Gillison, thirteen years of age, carried in the arms of his stalwart brother. Then one after another forty-six white-sheeted bodies were carried out and given in charge of friends. The shrieks and cries of women and the hoarse shouts and imprecations of men made a terrible scene.

When all were out the train again pulled out to bear the remaining dead to Seranton, Minooka and points beyond. There are ten bodies still unidentified. It is impossible to tell the number of wounded. Twenty-five were brought here to the hospital, and numbers of others, slightly injured, have gone to their homes or are being cared for elsewhere.

An Advance in Crackers. Chicago dispatch: At a joint meeting of all the cracker bakers between Pittsburg and the Rocky mountains this morning it was unanimously agreed to advance the price of crackers from 1 cent to 1 1/2 cents per pound on the various kinds mentioned. The change goes into effect to-morrow morning, and is due to the advance in flour andlard.

THE STREET CARS AGAIN MOVING.

An Amicable Understanding Reached Between Employer and Employed.

Chicago dispatch: The great street car strike, after a duration of nine days, was ended this evening on a basis honorable on both sides. The question of wages was compromised. An advance was secured, but the scale is materially lower than what had been insisted upon by the strikers up to the very last. They got about one-third of the increase asked for. On the other hand, all the reforms demanded by the men in the system of working are conceded, and all the strikers are to be re-employed. The men hired by the company since the strike began will also be retained. The minor questions at issue will be settled by arbitration, the sole arbitrator to be Lyman J. Gage, president of the First National bank, who enjoys the confidence of both strikers and President Yerkes.

The "set-car" system, which the men claimed prevented them from getting a fair amount of sleep at any one time, is abolished. The working day is to be ten consecutive hours. Twenty-five on every street car line of the north side will be resumed to-morrow morning, lifting the embargo completely. The agreement was reached at a meeting which lasted nearly six hours. Those present were Mayor Roche, committee of the strikers headed by Master Workman Gustafson and President Yerkes, with two attorneys of the company.

While the conference was going on a riot occurred about half a mile away, at the corner of Market street and Chicago avenue. The strikers of the north side cars close together and guarded by police, had caused a crowd of 300 or 400 men and boys to assemble at the street corner. When the patrol wagon, led by the first car had passed, the mob made a rush and closed in on the imported conductor and driver of the second car. The police on the car were being overpowered, and a resort to revolvers was imminent, just as Lieutenant Brennan with fifty officers