

A CAISSON THEIR COFFIN.

Fourteen Men Buried Under the Ohio Waters.

THOUSANDS LINE THE BANKS.

Louisville the Scene of the Awful Accident—Heckless Work the Cause—No Hope for the Entombed Men.

Harried Under the Waves.

LOUISVILLE, Jan. 9.—The most appalling accident known here in many years occurred this evening about 6 o'clock.

Caisson No. 1, about one hundred yards from the Kentucky side, used in the construction of the new bridge between Louisville and Jeffersonville, suddenly gave way and the workmen employed in it were either drowned or crushed to death by the stone and timbers.

As the workmen pumping were looking for the men in the caisson to pat off in their boats, leaving for the night, they suddenly saw the low dark structure disappear in dashing white waves.

The station station was immediately notified of the accident and two workmen were sent to the scene of the wreck. Word was also sent to the police station and a squad was at once ordered to the ground to aid in the work of recovery.

The site of the bridge is at the upper end of the city, just below Tow Head island. Within an hour from the disappearance of the caisson 1,000 people were on the shore and straining their eyes to see something of the wreckage. Dozens of boats were being sent out to look for the caisson but it was not seen until about 10 o'clock, when it was seen to have broken up and the massive structure of stone and timber. It was seen about four or five miles from the shore and the men who were at work at the time of the accident had escaped.

The killed were: WILLIAM E. HAYNE, forty years old, John Knox, twenty-eight years old, Mr. Adams, twenty-six years old, Hyde Park, twenty-three years old, and Frank Mahan, twenty-three years old, native of New Jersey.

PAUL NAYLOR, twenty-seven years old, Philadelphia; THOMAS A. BAY (colored), thirty years old, Henderson, Ky.; GLENN HOWLAND (colored), thirty-four years old, Henderson, Ky.; CHARLES CHILES (colored), thirty years old, Henderson; THOMAS JOHNSON (colored), thirty years old, Henderson; JOSEPH GORHAM (colored), twenty-five years old, Henderson; THOMAS HAMILTON, twenty years old, Henderson; THOMAS SMITH, twenty-seven years old, Henderson; ELLIOTT STAGGER (colored), twenty-five years old, Henderson; ROBERT TYLER, sixteen years old, Henderson.

The last man out of the caisson was Frank Haddix. He was barely saved by Murray, who dragged him from where he was caught waist deep in the caisson. He was a heavy man, and says he had stood near the iron ladder which they got in and out. He heard a rumbling noise and there was a rush of air almost as they were instant. He jumped up the rungs of the ladder followed by some other men.

They had just started down the caisson when the water burst through the man hole, knocking them all into the river.

Haddix saw Morris, who was climbing back below him, after the water had risen to his head. He heard his cries for help, but could do nothing.

The caisson is now wrecked, as first supposed, but has settled down in the bed of the stream and is completely filled with sand and water. The pumping station is hard at work clearing the caisson, but they will not be reached tonight. They are absolutely no hope for any of those caught within the caisson.

The negro who escaped says John Knox the gang boss, had them dig too deep before letting the caisson settle and the digging was too close to the side of the caisson. Just before the accident Knox gave some order to the keeper in charge of the upper door. He opened this door and the compressed air which kept out the river rushed out, letting the caisson settle. The men say they were in an ugly quicksand at the time. The caisson was about forty feet by twenty and was built of timbers twelve inches square.

THE READING'S DIVIDEND.

English Stockholders Dissatisfied with the Reading of It.

LONDON, Jan. 9.—[New York Herald Cable-Special to The Herald.]—One of the firm of J. S. Morgan & Co. said to me today: "I think that the announcement of the probable passing of the dividend on Reading first income bonds look everybody by surprise. Even those most familiar with Austin Corbin and the opinions as expressed by him as to the earnings of the railroad within a month. While no one could recommend the payment of an unearned dividend, it is the opinion of many of the best informed people that large amounts have been charged to working expenses that were intended at the time of reconnection to be defrayed out of the working capital. It was provided in the shape of a reserve of 4 per cent. Such charges as those for opening new collieries or repairing damages caused by unusual and disastrous floods should not properly be charged against the earnings of the year, but ought to be over several years, especially when it is remembered that income bonds are not cumulative and it is unjust to burden them along with an expense which can only be met by securities. Representations to this effect have been made to their correspondents by various influential houses in London, and it is hoped that they will not prove entirely without effect upon the managers. The feeling runs very high, and should no dividend be paid a disastrous effect will be produced on all American issues in Europe."

Has a Warlike Look.

PORTSMOUTH, Jan. 9.—[New York Herald Cable-Special to The Herald.]—It is rumored that the admiral's yacht Enchantress has been ordered to Gibraltar with several orders for the Benbow and Colossus. These orders, it is said, are for the Benbow and Colossus shall convey the Enchantress up the Tagus to Lisbon, where the British minister, Petres, will embark with his staff and withdraw from Portuguese territory. The talk here is very warlike.

Building a New Racer.

LONDON, Jan. 9.—[New York Herald Cable-Special to The Herald.]—At the close of the yacht racing season I called that Jameson of Dublin had given an order for a yacht to Jay & Co. of Southampton. This yacht is now in course of construction. Her designer is A. Hutchinson of Liverpool, who modelled the Ilex. The new cutter will be a great departure from the Ilex, except in length, the water line difference being less than a foot. She will have a seven-foot keel. The keel of seventy-two tons was cast in one piece, with a core in it

to form an aperture. She will have more sheer than the Ilex. The model conveys the impression that she will have a great reaching power, and the entrance lines of the forebody are so easy that she should take a head sea kindly. It is anticipated that she will carry 8,000 square feet of sail. This vessel carries 9,500, the Ilex 7,000, the Valkyrie 6,500. As present there is no intention of sending the cutter to America, but she may be regarded as a representative vessel.

A Newspaper Victory.

Copyright 1889 by James Gordon Bennett. WOLFEHARTON, Jan. 9.—[New York Herald Cable-Special to The Herald.]—Two newspapers were tried here today for selling Heralds on Sunday. The case attracted a big crowd. Major Stanton presided. The boys' counsel maintained that they could not be fined. The minister has been summoned to the place where he is awaiting trial. The Official Gazette says that the king was quiet during the early part of the night, although feverish. The fever decreased during the night, but he secured some sleep, but at 2 o'clock he suffered a partial collapse, which has not yet entirely passed over.

ALFONSO DYING.

At Midnight His Condition Regarded as Hopeless.

MADRID, Jan. 9.—The illness of the infant king has assumed a most alarming phase. During the night he had convulsions and a high fever. He is extremely weak. The royal physicians have little if any hope of his recovery. At 2 o'clock this morning it seemed as though he was dead, but he subsequently rallied. The minister has been summoned to the place where he is awaiting trial. The Official Gazette says that the king was quiet during the early part of the night, although feverish. The fever decreased during the night, but he secured some sleep, but at 2 o'clock he suffered a partial collapse, which has not yet entirely passed over.

The latest report records a slight increase of fever in the king's case. Many statesmen and diplomats are constantly calling on the prince. Queen Christina telegraphed to the emperor of Austria that Alfonso was much worse. At 9 p. m. the gravest fears were felt for the life of Alfonso. His threatening feature is much increased prostration.

At midnight the condition of Alfonso is regarded as hopeless. The bishops throughout the country are ordered to offer prayers for his recovery. Influenza is spreading in the city.

An Undertaker's Harvest.

BOSTON, Mass., Jan. 9.—[Special Telegram to The Herald.]—The mortality of Boston this day is way beyond anything ever known in the history of the city. The death rate of the week which ended last Saturday was about double the normal rate. Sunday of this week fifty-six deaths were reported, Monday eighty-six, Tuesday seventy-three, and yesterday fifty, or for three days about 200 deaths, which is a record. Sunday of this week it is not necessary to say that the number of deaths are directly or indirectly due to the influenza. The influenza has been spreading since the first of the year. The continuance of warm, spring-like weather induces carelessness on the part of convalescents and relapses almost always occur. The influenza has been spreading since the first of the year. The continuance of warm, spring-like weather induces carelessness on the part of convalescents and relapses almost always occur. The influenza has been spreading since the first of the year. The continuance of warm, spring-like weather induces carelessness on the part of convalescents and relapses almost always occur.

Spreading in the West.

CHICAGO, Jan. 9.—[Special Telegram to The Herald.]—The grip, which is becoming rather a "chestnut" to the east, is according to dispatches received here, becoming alarmingly prevalent in the western states. Wisconsin, Michigan and Indiana have hundreds of cities and villages come the grip is raging and many fatal casualties are reported. Yesterday at Port Atkinson, Wis., yesterday Lucius Hart, an aged and wealthy farmer, was buried with influenza, both of whom were the grip. It developed into pneumonia and the old people died within a few hours of each other.

New York's Big Death Record.

NEW YORK, Jan. 9.—La grippe is spreading in this city as shown by yesterday's death record, which records 230 deaths up to noon. This is the highest number known in the history of the health department in twenty-four hours during a winter month, and is more than in any summer month since July 2, 1872, when the death toll was 236, six of which were from sun stroke. Four of yesterday's deaths were due directly to influenza, six to pneumonia, and twenty-six from bronchitis.

Request for Augusta.

BERLIN, Jan. 9.—Tonight a solemn requiem was sung in the chapel of the palace. The coffin was carried by twelve non-commissioned officers of Augusta's regiment, accompanied by the emperor and empress and grand duke of Baden. The remains of the emperor and empress were buried in the palace.

A Prominent Victim.

ROCK ISLAND, Ill., Jan. 9.—Bally Davenport died this evening of influenza. He was a son of Colonel George Davenport, the pioneer of the state, who was murdered here July 2, 1857, and the father of the late president of the People's National bank.

West Pointers G. O. H.

WEST POINT, N. Y., Jan. 9.—One hundred cadets have la grippe. Several officers are down with it and twenty of the engineer corps are sneezing.

AWFUL TALE OF MURDER.

Only the Father Left Out of a Family of Seven.

OTTAWA, Ont., Jan. 9.—[Special Telegram to The Herald.]—An awful tale of misery comes from the mining district of the Upper Lievre, where of a family that consisted of a father and mother and five children, only one remains. Diphtheria having caused the death of the others. Recently the two youngest children were attacked with the disease and soon died. The neighbors of the afflicted family thereupon took them to the hospital, but the father and mother, the other three children only by one succumbed. The last mother, worn out by nursing and watching, died also. The father had to dig the graves, and the coffin and bury the members of his own family without any assistance from his near-stricken neighbors.

Proposed Extradition Treaty.

OTTAWA, Jan. 9.—A copy of the proposed extradition treaty between the United States and Great Britain has been received by the minister of justice. The scope of the proposed treaty is contained in a treaty of 1842, which contains an extradition clause. If the pending treaty is adopted, legislation by the dominion government will be necessary to bring Canada under its provisions.

Crushed to Death.

CHICAGO, Jan. 9.—A pile of lumber in an Hedges & Peters' lumber yard fell over on four workmen this afternoon. John Thompson and Andrew Johnson were crushed to death. Perry and John Ludwig each had a leg broken. Thompson, one of the men killed, was married just a week ago.

Sewer Pipe Trust Dissolves.

PITTSBURGH, Jan. 9.—The Globe sewer pipe trust has dissolved and a heavy cut in prices is expected to follow.

JUDGE KELLEY PASSES AWAY.

At the Setting of the Sun He Breathed His Last.

CRAFTSMAN AND STATESMAN.

Beginning as a Journeyman Jeweler He Fought His Way to Fame—Morgan Will Be Condemned—The Sioux Commission.

WASHINGTON HERALD: THE OMAHA HERALD, 1117 FOURTEENTH STREET, WASHINGTON, D. C., Jan. 9.—At last the end has come for Judge William D. Kelley of Pennsylvania, the "father of the house of representatives," is dead. He expired at 6:33 this evening.

The news of his death, when it was circulated throughout the city, created no surprise, but universal and profound regret was expressed. His death was momentarily expected for the past twenty-four hours. He passed into eternity peacefully and without pain. The life of Judge Kelley is linked closely not only with the history of congress for more than a quarter of a century, but with the history of the country at large. He was a conspicuous participant in national affairs during the most interesting and important episode of the country. Beginning his career as a journeyman jeweler in old Philadelphia, he subsequently studied law, became the prosecuting attorney for the city, was ten years a local judge and entered the Thirty-seventh congress. He was successively re-elected four times and was serving on his fifteenth term when he died this evening, the longest period of congressional life without a break recorded in history. It seems almost incredible that the judge will find himself at home without the presence of an old statesman's presence and outworn advice.

In the prime of his life he was one of the greatest orators of modern times. He was both flowery and logical. He had a deep, powerful and at the same time musical and pleasant voice. His flow of language was as constant and easy as the rippling waters of a mountain brook. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

Representative of the tariff advocate the country has ever produced. He was among the very earliest of our statesmen to advocate a tariff for protection, and he maintained his principles in this regard to the fact that the revenues of the country were greater than were necessary. He was a man of great patience and was the soul of the tariff. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

Personally there was not a more popular man in congress than Judge Kelley. He was a man of great patience and was the soul of the tariff. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

His death is a great loss to the country. He was a man of great force, because he was both pithy and instructive. He was an original in his ideas as he was progressive in his purposes.

FIGHTING FOR A PRINCIPLE.

A Theory Advanced Regarding the Western Rate War.

THE STAND TAKEN BY THE "Q."

How Canadian Lines Can Seriously Injure Those in This Country—A Well Known Railroad Man Dying.

A Principle at Stake.

ST. PAUL, Minn., Jan. 9.—[Special Telegram to The Herald.]—A meeting was held here tonight that the western rate war is a fight for a great principle. The reason advanced is that the Burlington, in the interest of American railroads in general, has taken the position it now occupies in order to bring to the attention of congress the possibility of Canadian railroads seriously injuring the business of the United States. The fact that the Canadian railroads are in the United States, the time selected for the Burlington could not have been better, if for the purpose mentioned, because of the fact that travel from St. Paul to New York and New England points is lighter at this season of the year than at any other time.

General Manager Dudley Dying.

ST. PAUL, Minn., Jan. 9.—[Special Telegram to The Herald.]—Elnelbert L. Dudley, general manager of the St. Paul & Duluth road, is dying at his home at the Hotel Ryan of laryngeal paralysis. His physicians say he cannot live more than a few hours. His sister, Mrs. L. D. Garth of St. Paul, has been telegraphed to come to St. Paul at once. Mr. Dudley was attacked with la grippe a few days ago, which developed into paralysis of the larynx this morning. He was born in Danville, Ky., January 18, 1840, and was in the army from 1862 to 1867. He was with the St. Louis, Iron Mountain & Southern from 1870 to 1888, going next to the Texas & Pacific, first as superintendent and then as general manager. In 1886 he became general manager of the Central Iowa and in 1888 general manager of the St. Paul & Duluth.

Omaha and South Dakota Survey.

MITCHELL, S. D., Jan. 9.—[Special Telegram to The Herald.]—Henry Hoffman, J. K. Smith and E. S. Waterbury, appointed as a committee at the meeting of the Omaha & South Dakota directors yesterday to secure engineers to make a preliminary survey of the road, have decided that a traverse survey be first made as preliminary to a regular survey. That this might be done at once W. L. Hunt, chief engineer of the Omaha & South Dakota directors, was telegraphed this morning for Forest City. From that point he will drive to Yankton on the line of the projected road and take such notes and observations with reference to the route as will be necessary to make a regular survey satisfactory, which will be begun as soon as the traverse survey is completed.

The Northwestern as a Claimant.

ST. PAUL, S. D., Jan. 9.—[Special Telegram to The Herald.]—President Marvin Hupfitt of the Northwestern road is out in a public notice claiming all of the mile square on the reservation opposite the city or so much thereof as may be necessary for a depot, round house, tracks, warehouses, etc., which were built on the land in question. The Northwestern road has a government treaty to back its claim. With Fort Pierre and Fort Union, the Northwestern road has a government treaty to back its claim. With Fort Pierre and Fort Union, the Northwestern road has a government treaty to back its claim. With Fort Pierre and Fort Union, the Northwestern road has a government treaty to back its claim.

BRICE THE VICTOR.

Nominated on the Second Ballot by a Large Majority.

COLUMBIA, O., Jan. 9.—[Special Telegram to The Herald.]—The democratic members of the legislature convened in caucus this evening for the purpose of selecting a candidate to be voted on for United States senator to succeed Henry B. Payne. There were numerous runners of efforts at combination during the afternoon, but they all failed. The caucus was called to order at 7:45 and the roll called showed seventy-three of the seventy-seven members present. Representative Hunt of Shelby presented the name of Brice, a being received with loud applause. Representative Hargarty presented the name of Hon. John B. Thomas and Representative Forbes that of William H. Brice. Several other names were proposed.

The first ballot resulted—Brice 31, Thomas 24, Hargarty 13, Hunt 2, Neal 2, Evans 2, McCoskey 4, Hodges 2, Oathwaite 1.

Hunt's name was withdrawn and the second ballot resulted—Brice 45, Thomas 23, Hargarty 13, Hunt 2, Neal 2, Evans 2, McCoskey 4, Hodges 2, Oathwaite 1.

Brice was elected by the committee and a brief speech was made by the legislators for the honor bestowed upon him.

Senator Wilson Re-elected.

BALTIMORE, Jan. 9.—The Maryland legislature today elected E. K. Wilson United States senator.

CHINA ADVICES.

A British Ship Wrecked—Particulars of the Shan Tung Horror.

SAN FRANCISCO, Jan. 9.—The steamer City of Peking, which arrived from China today, brings news of the wreck of the British ship Siam, November 21. A boat containing the crew and passengers was wrecked in the theater collapsed at Shan Tung, China, reported by telegraph from Shanghai in these dispatches, it appears that the temple where the performance was being held, collapsed on a high terrace. A hill was once there, but it had been cut away by the portion on which the temple stands, a wall about fifty feet high being built up around the structure to support the terrace. During the performance the wall fell and the men, women and children were hurled to the street below. Many died of suffocation and others met death by being trampled upon by their fellows while trying to escape. All the time immense blocks of stone were falling from the broken wall fell with deadly force. Heads were burst open, bodies crushed and arms and legs broken. The list of dead numbered nearly two hundred and fifty.

Two Dakots Gre n Good Dupes.

SIOUX FALLS, S. D., Jan. 9.—[Special Telegram to The Herald.]—Some time ago Adam Schmitt and David Smith, two farmers living a few miles west of this city, received a "confidential" communication from parties in New York of the sale of "green goods." The two farmers issued two cars full of cattle and hogs and shipped them to Sioux City, where they were sold for \$1,000. In their receipts they went to New York and purchased \$5,000 worth of counterfeit money. They arrived home last night and went to the express to have their packages opened. They found two handsomely wrapped packages. The farmers trembled and their wrath is terrible to witness.

Will Play a Club in Brooklyn.

NEW YORK, Jan. 9.—It has been announced as a positive fact that the American association has decided to play a club in Brooklyn. This action was fully decided upon at a meeting of the association held at Rochester last night and the following officers were elected: President, Hon. John C. Watson; first vice president, D. P. Roff; second vice president, Robert Payne; secretary, H. M. Boydston; treasurer, Horace McCall; board of directors, C. W. Hines, David H. Hines, Paul Schmitke, William Bishop. The new officers are among Nebraska City a beat and will be met by Mr. Watson as president and Mr. Boydston as secretary. Some good work for the city may be looked for during the coming year. Among the enterprises already under consideration is a new railroad, a permanent wagon bridge across the Missouri and several new factories, among the latter being a beet sugar factory and a wax mill.

Beatrice Electric Company Suspends.

BEATRICE, Neb., Jan. 9.—[Special Telegram to The Herald.]—The Beatrice Electric company suspended operations today. The concern was a small affair and the failure does not seriously involve any one. The proprietors, Slocum & Albright, have left the city and the creditors of the concern will take possession of the plant, which consists of a building and a few pieces of machinery.

Shot Himself.

ST. PAUL, Minn., Jan. 9.—James N. Kilgus, cashier of the Northwestern express company, shot and killed himself this evening. His affairs were in a state of confusion in good shape and no cause is assigned for the act.

FAST MAIL TRAIN WRECKED.

The Overland Flyer Goes Into the Ditch Near Sidney.

LUCKY ESCAPE OF PASSENGERS.

The Baggage-car and Two or Three Others the Only Ones Injured—Three Sleepers and Mail Matter Burned.

The Overland Flyer Ditched.

SIDNEY, Neb., Jan. 9.—[Special Telegram to The Herald.]—Passenger train No. 3, the fast mail for San Francisco and Portland, was almost completely wrecked on the tracks near Sidney at 5 o'clock this morning. It was drawn by two engines. A broken rail was the cause. The engine passed over safely and ran on to the station before they were stopped. The baggage, mail and express cars were thrown from the track and swung around over it. There were four sleepers and a dining car in the train. Three of the sleepers and the baggage car were completely filled with passengers, who were left standing. The other two were thrown off the track and turned over on their sides. There were ten passengers in one of these and a small number in the other. The dining car came next and was thrown over its side. The rear car was the San Antonio, which was a number of people. It remained on the track. The only ones injured were the express messenger, not fatally, and two or three others, slightly. The most of the express matter was burned. There were only two money packages. The registered mail was burned. The passengers lost all their baggage. The train was running thirty miles an hour. In ten minutes the cars were all flung from the tracks, with the exception of the baggage car, which was on the surface, with graded slopes. It seems incredible that no one was killed. The dining car is not materially injured. Among the several California passengers were George Knight of San Francisco and Louis Whitney of Sacramento. There was a woman from the people board who are going to Wyoming with James Cannon, the famous agitator. More than a dozen reported. The passengers are all well. The baggage car was flung northwest of Lyman, Neb. It is astonishing that no one was killed or seriously injured. Your correspondent talked with the train men and learned that the train was going to be wrecked and that the passengers were all thrown out. The sleepers and baggage car were thrown into the ditch below. One of the sleepers tells the story, which is substantially the same in all cases. He immediately broke his window and escaped. He was not seriously injured, but he could escape turned his attention to others and was astonished to find that the train was wrecked. The passengers were injured. The baggage car was thrown over its side and was on fire and they had to use all possible means in extinguishing themselves to escape from the train. The baggage car was spreading when they had all gotten safely out. There was no thought but of one's own safety. The through registered mail was completely destroyed. The contents of one entire car, including the letters for California and Australia and other Pacific business, in the baggage car, were saved. A RUSSIAN NOBLE SUICIDES.

The Union of a Once Powerful Family Lets Out His Life Blood.

NEW YORK, Jan. 9.—Joseph Kosco, aged forty-eight, a Russian nobleman by birth, committed suicide this morning by gashing the arteries of both arms with a razor and rapidly bleeding to death. Despondency induced by misfortune was the direct cause of the act. He leaves a wife and five children in destitute circumstances.

Kosco was a nobleman who was for several years a power in Poland-Russia. During the revolution of 1863 the government seized Kosco and banished him to Siberia for ten years. His estate was confiscated. Five years ago he came to this country with all that was left of his fortune, \$10,000, and he has since been unable to allow him and all his adventures resulted in disaster.

Wasn't Asked to Arrest Dudley.

WASHINGTON, Jan. 9.—The vice-president laid before the senate a communication from the attorney general in response to the resolution adopted by the senate yesterday. The attorney general states that no instructions, oral or written, have been given to District Attorney Chambers on the subject of the arrest of Dudley. The communication says that the attorney general has been seen by the department of justice to the district attorney of Indiana, nor has any received from him, and that the attorney general has no reference to the subject. The communication was printed and referred to the committee on judiciary.

Nebraska, Iowa and Dakota Penalties.

WASHINGTON, Jan. 9.—[Special Telegram to The Herald.]—Penalties granted Nebraska: Melville B. Goodnow, Burrell; George Cunningham, Beatrice; Isaac Brewster, Beatrice.

Penalties for Iowa: Original invalid—G. W. Puller, Atter; Edward Moylan, Atter; G. W. Hines, Hamford; Linn Springs, Joseph S. Pearson, Prairie City; Increase Henry J. Peckark, Costwood; Levi D. Hamilton, Perry; Original widow, etc.—Mary J. Hogier, former wife of George W. Hines, Fairfield; Goolley E. Homes, former widow of John Timberlake, Kookuk. Widowed mothers—Original invalid—Mrs. Thomas Alderson, widow of Thomas Alderson, Fairport.

Penalties for Dakotas: Original invalid—John J. Thorison, Edgerton.

Steamship Arrivals.

At Southampton—The Aller, from New York. At New York—The Gallia, from Liverpool; the Circe, from Glasgow. At Glasgow—The State of Georgia, from New York. At Swinemore—The Thyngvala, from New York. At Liverpool—The Bavaria, from Boston.

Mrs. Lowe's Inheritance.

ST. LOUIS, Mo., Jan. 9.—[Special Telegram to The Herald.]—The will of J. C. Haron's will, a certified copy of which was filed here today, Mrs. W. H. Lowe of Kansas, his daughter, is one of the chief beneficiaries. The estate is very large. Among the bequests to Mrs. Lowe is a house and lot in New York city.

O'Shea Secures an Attachment.

&lt;