

THE STATE FAIR AT LINCOLN.

Exhibits are Not Yet in Shape, but They Will be by Monday.

ALL FORMER DISPLAYS TO BE EXCELLED.

Every County in the State, Prompted by a Spirit of Friendly Rivalry, Will Try to Outdo its Competitors.

LINCOLN, Neb., Sept. 5.—[Special Telegram to THE BEE.]—The exhibits at the state fair are not yet in shape, but they will be by Monday, and the exposition will then practically commence.

Each one is endeavoring to outdo the other. Agricultural hall, which has been improved, will be devoted entirely to county exhibits with a few individual displays. The Lancaster county fair has been a part of the exposition and its headquarters have been established in a neat building adjoining agricultural hall.

Custer county has a fine display and it has upwards of five hundred exhibits, including grains, fruits and vegetables. There are also seventy-five specimens of grasses from that county.

Nemaha county has 300 exhibits of grains, fruits and vegetables. Stanton and Perkins have also fine displays, while Richardson county has specimens of winter wheat which will weigh sixty-five pounds to the bushel.

And out which will weigh forty-two pounds to the bushel. Every feature and decoration of the department is entirely of best quality. The poultry house has been doubled in size in order to accommodate the large exhibit presented.

Lincoln has carried out her obligations incurred by the relocation of the state fair by erecting a number of buildings, among which is the art hall, a pagoda-like structure situated north of the art hall. Externally it has the appearance of a three-story building, and the interior is most pleasing in its arrangements. It will be devoted exclusively to art work of all kinds.

Secretary Furnas this afternoon moved into his new quarters on the fair grounds. The building is a handsome structure and will hereafter be for the use of the secretary and his assistants exclusively. Amphitheaters have been erected on the stock ring and also for the accommodation of visitors to the blue and white displays. The exhibits of the draft horses are a most attractive feature of this program.

Mr. Harrison was re-elected president of the Regimental Association by an unanimous vote. Loving greeds were set him.

ARRID LANDS.

Commissioner Groff Issues a Circular Relinquishing Them.

WASHINGTON, Sept. 5.—[Special Telegram to THE BEE.]—Commissioner Groff today issued to registers and receivers of land offices a circular releasing from reservation the lands of the arid region. It calls attention to that portion of the act approved August 30, 1890, which repeals so much of the act of October 2, 1888, as withdraws lands in the arid region of the United States from entry, occupation and settlement with the exception that the reservoir sites heretofore located or selected shall remain sequestered and reserved from entry or settlement unless otherwise provided by law.

World's Fair Matters.

CHICAGO, Sept. 5.—[Special Telegram to THE BEE.]—The South Park commissioners today decided not to tender Washington park as a site for the world's fair, as requested by the exposition directors. They had already made a tender of the unimproved portion of Jackson park and will now add thereto the improved area of that park, making the total acreage so tendered one and a half miles and a half of frontage on the lake shore is included in the tender.

The Bennett Law and the Tariff.

CHICAGO, Sept. 5.—[Special Telegram to THE BEE.]—The battle-ground in the western states this fall will be in Wisconsin, where the Bennett law and the tariff question are glowing issues. Representative McKinley has agreed to spend one week of the coming year in Wisconsin and make a series of speeches in behalf of the republican ticket. He will make one speech in Milwaukee and two in the North district.

Exchanged National Anthems.

TOLSON, Sept. 5.—[Special Telegram to THE BEE.]—The British squadron departed this morning. As the fleet passed on, the harbor band on the flagship played the Marseillaise and the bands on the French men-of-war responded with the British anthem.

ENGINE HAD NO HEADLIGHT.

Accident to the London-Paris Night Express Train.

PARIS, Sept. 5.—[New York Herald Cable.—Special to THE BEE.]—Early yesterday morning Paris was startled with a report that a frightful accident had happened on the northern railway. Information was soon forthcoming that the English night mail from London to Paris had come to grief and the number of killed and injured was variously reported at from forty down to two or three. But little attention was paid these reports until it became evident that something really had happened. As usual, the delivery of the English letters failed to take place on the evening delivery, and still nothing came from London. In this circumstance would not have been uncommon in winter, but it is very unusual this time of the year. Something akin to a panic then occurred in business circles. The wildest rumors were quickly about, telegrams were flashed by the dozen to London inquiring after remittances, unnumbered letters, parcels, telegrams and telegrams were sent of value that go to fill the tons of mail bags that pass nightly between the two capitals.

As the day went on, trust-worthy information reached London and was ascertained that though a serious accident had really taken place, it had not resulted in a general massacre of lives and was ascertained that the train had not been wrecked. The disaster was averted. The passengers, suddenly awakened from their slumbers and turned out into the open air, were not injured. The train, which was a passenger coach, was overturned and wrecked engine added its final puffs and whistles to the screams of the engine and the passengers.

Altogether a more lugubrious scene can hardly be imagined. It was not long, however, before a special came down in hot haste from London and the passengers were conveyed back to Paris by another route, reaching Paris at 9:30 with the mails. There was no later delay of the train at Paris than the delay of a quarter of an hour. The following account by one of the passengers differs very materially from the one given in the draft of the London-Paris night express, perhaps it may interest your readers to see an account of the disaster that occurred in the London-Paris night express, which will doubtless appear tomorrow in all the French papers.

The train left Charing Cross station punctually at 5:15 p. m. and was a first-class passenger train. The train was a passenger train and was a passenger train. The train was a passenger train and was a passenger train.

The train was a passenger train and was a passenger train. The train was a passenger train and was a passenger train. The train was a passenger train and was a passenger train.

HARRISON'S REGIMENT.

The President Unable to be Present at the Annual Reunion.

INDIANAPOLIS, Ind., Sept. 5.—[Special Telegram to THE BEE.]—President Harrison's regiment, the Seventeenth Indiana volunteers, held its annual reunion ten miles south of this city yesterday. The following letter from the president was read:

My dear comrades—The annual reunion of the survivors of the old regiment is a source of very great regret to me and I venture to hope that the dear old friends whose happier lot it is to be present will also feel some little disappointment. I am a debtor to them for the brave and patient service they gave to our country under my command and for the affectionate comradeship since the fighting days were over. God bless them, every one.

SMALL SENATION IN CHICAGO.

Judson of the Hyde Park Gas Company Withdraws His Petition.

CHICAGO, Sept. 5.—[Special Telegram to THE BEE.]—President Judson of the Hyde Park Gas Company called on Mr. Hutchinson of the city law department this morning and imparted the surprising information that he desired to withdraw his petition for a permit to lay gas pipes along certain streets in Hyde park for the purpose of connecting the Indiana gas fields with Chicago. Mr. Judson gave no reason for this action, after having created so much comment and several small sensations, but it is not likely that an effort to get the right to lay these pipes will be dropped. The idea seems to be put down the extension of the Hyde park company's pipe, permit or no permit, to the case up in the courts if interfered with and go on making connection with the mains from the Indiana gas fields, while the lawyers are arguing the right to do so. The claim is made that there is nothing in the franchise of the Hyde park company that forbids using its mains for natural gas purposes, that until it goes into an open combination with some other Chicago company there is no danger of a charter being forfeited. So whatever may be the real purpose of the natural gas proposition, it is not likely that it will be stopped until that purpose is accomplished. It will be to be late. It is generally understood, and is emphatically announced by the Chicago press, that the Hyde park company is behind this proposition, and that it has secured control of the vast natural gas fields of Indiana.

STATIONARY ENGINEERS.

Next Meeting of the Association to be Held in Omaha.

NEW YORK, Sept. 5.—[Special Telegram to THE BEE.]—The annual meeting of the Association of Stationary Engineers at their meeting today elected J. J. Higgsworth of Utica, N. Y., president. The next meeting will be held at Omaha on the first Tuesday in September, 1891.

Harrison Starts for Cresson.

WASHINGTON, Sept. 5.—President, Mrs. Harrison and Private Secretary Halford left this morning for Cresson, Pa. The president expects to remain at Cresson until October 1, but his stay will be governed by the proceedings of congress. He has accepted an invitation to attend the reunion of the Army of the Cumberland at Toledo, O., on the 15th inst.

BRECKINRIDGE IS NOT IN IT.

The Seat He Has Been Occupying in the House Declared Vacant.

HE MAKES A TALK IN HIS OWN BEHALF.

The Senate Disposes of Several Articles on the Free List of the Tariff Bill—Hides Are Still Dutiable.

WASHINGTON, Sept. 5.—In the house today the Clayton-Breckinridge case was again taken up and Mr. Breckinridge was accorded the floor to argue in his own behalf. He charged the chairman of the committee on elections (Rowell) with impropriety in judging cases. That gentleman, in discussing another election case, had referred to the case from the Second Arkansas district and had declared that in that district five political parties had been named. He called upon the gentleman to name the five parties.

Mr. Rowell said that they were Benjamin, Smith, Bentley and Clayton, while an attempt had been made to assassinate Wall. Mr. Breckinridge denied the correctness of the statement and called attention to the fact that the gentleman himself concurred in the report, which said that there was suspicion only of these things being true. He denied that the members were political murderers. His distinguished and lamented opponent had been feigning and infamously murdered, but no one had produced any evidence that it was in any sense the result of public antipathy or had come from a collective or organized effort. The state of Arkansas had done ten times as much in money and effort as it had ever done before to detect and punish the guilty.

Mr. Breckinridge then read a letter from the floor or in the press that the people of Arkansas, or any group of people representing that state had ever shown any disposition to assassinate any crime, or that he (Breckinridge) had any knowledge of it. In the remotest degree uttered that which he had written in the press, and which he knew to be false. [Democratic applause.] He then turned his attention to Judge McClure, stating that on the return of the subcommittee he had written to Judge McClure for a high judicial position in Arkansas.

Mr. Lacey of Iowa, chairman of the subcommittee, said he recommended Judge McClure in strong terms, believing him one of the best and most competent men in Arkansas. Mr. Breckinridge proceeded to quote from a statement made by Mr. Blackburn, a republican, to show the bad character of McClure. He criticized the action of the subcommittee, asserting that he had been denied witnesses after he had been promised they would be accorded him. No greater detraction from the honor of the committee had been committed than by that committee.

He said in conclusion: "Come to your conclusion as I will, I am not a member of the honor to represent on the broad ground of common honesty, and in November they will receive the verdict of the people. [Democratic applause.] Mr. Dalzell of Pennsylvania read in detail the testimony bearing on the theft of the ballot box at Plummerville and said its theft was absolutely necessary to Breckinridge's return. It had been stolen from a republican public ballot box. The house stood dumbfounded in the face of this sublime embodiment of the baseness and the backwardness of the state of Arkansas in endeavoring to hunt down the murderers. From her desecrated soil the blood of John M. Clay was cried to heaven, and she stood dumbfounded for justice, and the members of both sides were here as sacred ministers to execute her just decrees. [Republican applause.]

The debate having closed, Mr. Crisp of Georgia moved to commit the case with instructions to report on the 10th. The resolution declaring the case vacant was then agreed to, yeas, 101; nays, 82. The house then took a recess, the evening session being for the consideration of private pension bills and at 10:30 adjourned.

THE RECIPROcity RESOLUTION.

TORONTO, Ont., Sept. 5.—[Special Telegram to THE BEE.]—The Globe, in an editorial on Senator Sherman's reciprocity resolution, says: "Some imagine that Sir John Macdonald will close with Mr. Sherman's offer of reciprocity in coal and closer trade relations in general if it should pass congress. This may be doubted. Sir John would hardly care to alienate the Manufacturers' association, his pretorian guard, on the eve of an election. To employ a historic phrase, he would be one of those d-d short-circuits which always produce confusion and at such a time should be avoided. He would, however, should resolve to appropriate the liberal party the liberals would be their utmost to help him in forming the best possible arrangement for Canada."

THEY WANT A LITTLE TIME.

BOSTON, Mass., Sept. 5.—[Special Telegram to THE BEE.]—Thomas J. Hurley this morning received the following dispatch from Lee and Ferguson, Liverpool, Kan.: "The Chicago parties holding our paper will agree as you suggest to renew at six and a half months we will have no difficulty in paying every dollar. We suggest that all parties place their matters in some one person's hands and outside what they will do, and we propose to do it in our power to protect every creditor, large or small."

A WHOLE FAMILY POISONED.

CINCINNATI, O., Sept. 5.—[Special Telegram to THE BEE.]—W. J. Hart and his family, living at Westwood, O., six in all, were poisoned last night by eating lemon pudding into which a patent pudding powder had been placed. It was recommended by his sister, Mrs. Watts of Springfield, O., who was visiting at the house. All who ate the pudding were attacked with symptoms of cholera, and the physician, Dr. Taylor, who was called, was relieved, but all are in a critical condition.

THE WEATHER FORECAST.

For Omaha and vicinity—Fair; warmer. For Nebraska—Fair; cooler; variable winds. For Iowa—Fair; warmer; southerly winds; cooler Sunday. For Dakota—Fair; cooler; variable winds.

A POWDER TRICK.

CHICAGO, Sept. 5.—The American powder company was incorporated at Springfield, Ill., yesterday. It is learned today that it is to be a trust, plants to buy up a large number of small plants throughout the country and run them in opposition to the Dupont and Hazard concerns.

A WORLD'S FAIR DECISION.

WASHINGTON, Sept. 5.—The first comptroller of the treasury has rendered an opinion that commissioners and alternate commissioners of the world's fair, Columbia exposition cannot serve both as such commissioners and as officers of the commission.

A PETITION TO OUST FISH.

The President of the Illinois Central Obnoxious to Many Stockholders.

AN INTERSTATE COMMISSION RULING.

The New Bill of Lading—All Roads Will Probably Be Using It Inside of a Week—Rail Goslip and News.

NEW YORK, Sept. 5.—An evening paper publishes the petition which it states is now being diligently circulated among the stockholders of the Illinois Central railroad, urging them to rise in rebellion against the present management of the company at its headquarters in Buffalo. The petition states that the company is practically on the verge of ruin through the mismanagement of its affairs. It reviews the present financial condition of the company and then says: "It is clear that a crisis in the affairs of this company is rapidly approaching and that if it is not promptly met heavy losses will ensue. With the facts before us we must insist that the present management is not a success and that owners should demand a change. The best interests of the stockholders, in our opinion, requires that its president and vice president should be proffered office, and, if they have demonstrated their ability to successfully manage a great railroad like ours, we believe that the highest available talent for these positions should be secured and that the men selected should be known to have the confidence of the patrons and employees of the road. We further urge that not only the relations between the directors, officers and agents of the road and the people along its lines are necessary to its successful management, but that the great mass of the people, from whom the road derives its revenue, should be kept in mind as well as the shareholders. The result, and must continue to be, a condition of unpopularity bordering upon commercial hostility toward the diverse legislation, both state and municipal."

The petition calls attention to the violation of the law of the state of Illinois, which requires that a majority of the directors of a road incorporated by the state of Illinois shall be residents of that state. In consequence of the violation of this law, the stockholders are urged to elect a new board of directors to accomplish the changes.

A contrast is made between the proposals of the company in 1881 and in 1888, after five years of the Fish-Harriman management. It is shown that "with an increase in the debt and stock of \$4,000,000 there has been a decrease in the net earnings from operations of the road, when the results from 1883 are compared with those of the fiscal year ending June 30, 1888, the latter a year ago. The net earnings from operations in 1883 were \$1,000,000, while in 1888 they were only \$700,000. Dividends have fallen from 8 per cent in 1883 to 4 per cent in 1888. The net earnings from operations in 1883 were \$1,000,000, while in 1888 they were only \$700,000. The net earnings from operations in 1883 were \$1,000,000, while in 1888 they were only \$700,000.

The petition further states, "It is believed that the net earnings from operations in 1883 were \$1,000,000, while in 1888 they were only \$700,000. The net earnings from operations in 1883 were \$1,000,000, while in 1888 they were only \$700,000. The net earnings from operations in 1883 were \$1,000,000, while in 1888 they were only \$700,000.

Comments on the Fish Matter.

THE NEW YORK TELEGRAPH publishes this afternoon a long article on the Fish matter, in which it criticizes the action of the directors of the Illinois Central in their plan to oust President Fish. It is a sensational piece of news to Chicago railroad men, but was not in the nature of a surprise. It has been known that for years the Illinois Central debt had been growing and its net earnings decreasing. The hint that General McNeill's resignation was being considered by the Holland stockholders as a successor to President Fish is susceptible of partial confirmation here. It is not known whether or not the Fish receivership General McNeill, in answer to questions, told the writer that he intended making a special trip to Europe in the near future, but it is known that his position in the railroad world than his receivership. General McNeill was positive that he would resign, but it is known that he was afterward learned that Director Cooley, a disaffected stockholder of the Illinois Central, had urged General McNeill to stand for the presidency of the road. General McNeill spent three months abroad, all the time in consultation with Holland and London bankers. On his return he told the writer that he had not been able to spend any time during his trip in consultation with foreign money men in regard to the Illinois Central debt. He had previously spoken of his resignation, but he had not been able to do so. He had been successful, but that matters would not materialize for perhaps a year. It was not until the 1st of September that he had been able to do so. He had been successful, but that matters would not materialize for perhaps a year. It was not until the 1st of September that he had been able to do so.

Combine Against Workmen.

PITTSBURGH, Pa., Sept. 5.—A number of the richest corporations in the country have formed an alliance against the strikers. Among the members are the Western Union, the Yule lock company, Colt arms company and four or five other big factories, and presumably the Pullman interests. In the compact it is agreed that in case a strike occurs to which the company demands, whether the strike be against only one of the associated factories or all work is to cease and the strikers are to be allowed to return to work, and no factory is to employ any worker who may have left the factory since the strike. The alliance is to employ any worker who may have left the factory since the strike. The alliance is to employ any worker who may have left the factory since the strike.

New York Central Strike Inquiry.

ALBANY, N. Y., Sept. 5.—Before the state board of arbitration today Mr. Lefevre, a discharged employe of the New York Central railroad, testified that he had been employed by the company eight years. Superintendent Bissell discharged him, but gave no reasons, telling him he knew what for. He supposed it was because he was a Knight of Labor. He said he never had any quarrel with Superintendent Bissell, and that he was discharged because of some alleged drunkenness or incapacity. The testimony of other discharged employes, of the same general tenor, was taken. Officials of the railroad testified that they were for same general tenor, was taken. Officials of the railroad testified that they were for same general tenor, was taken.

Chicago Carpenters' Strike Ended.

CHICAGO, Sept. 5.—It is estimated that only about three hundred and fifty of the striking carpenters have refused to return to work up to the present time, and the strike is considered virtually at an end. The union is now devoting its energies to getting non-union men into the field with a view to a general strike next spring.

Panama Railroad Strike Ended.

WASHINGTON, Sept. 5.—The department of state has a telegram from Consul Almon of Panama saying the strike of railroad laborers is practically ended.

Eight Miners Halted Alive.

INDEPENDENCE, Mich., Sept. 5.—Eight miners were buried in the Lake Angelina mine by a cave-in on the sixth level this morning. Every effort is being made to rescue them. The men are alive and are communicated with by means of a pipe used to convey compressed air for the power drill.

Interstate Commission Ruling.

WASHINGTON, Sept. 5.—The interstate commerce commission today rendered the following decision: "The acquisition and consolidation by a rail carrier under one system of management different competing lines of road serving the same territory in the carriage of competing traffic to cause markets, cannot be held to be in violation of the act of March 3, 1875, which prohibits the consolidation of the consolidation of interests to deprive the public of the benefits of fair competition, nor afford a warrant for an oppressive discrimination with a view to the interest of the public. The act of March 3, 1875, which prohibits the consolidation of the consolidation of interests to deprive the public of the benefits of fair competition, nor afford a warrant for an oppressive discrimination with a view to the interest of the public. The act of March 3, 1875, which prohibits the consolidation of the consolidation of interests to deprive the public of the benefits of fair competition, nor afford a warrant for an oppressive discrimination with a view to the interest of the public.

DIABOLICAL TRAIN WRECKERS.

They Succeed in Ditching the Montreal Express on the Central.

THROWN DOWN AN EMBANKMENT.

The Passengers Badly Shaken Up, but None Seriously Injured—A Live Thousand Dollars Reward Offered for the Perpetrators.

ALBANY, N. Y., Sept. 5.—Last night about 11 o'clock a successful attempt at train wrecking was made on the New York Central, about four miles south of Greenbush. Luckily no loss of life or serious injury resulted. The second section of the Montreal train out of New York due here at 11:30, consisting of an engine and eight coaches, in which there were sixty-two men, women and children, was derailed and a number of cars thrown down an embankment and wrecked, but barring a shaking up of the passengers and the breaking of half a dozen or so, nothing more serious than the wrecking of the cars resulted. An investigation showed the wreck was caused by a rail jammed into the cattle guard, wedged in with timbers and secured by the person or persons who were on the train. It was found on the southbound track a little way below when the other obstruction had been placed on the north track. Superintendent Bissell's opinion that the wrecking was the result of deliberate plans, laid there were six or seven men, women and children, was derailed and a number of cars thrown down an embankment and wrecked, but barring a shaking up of the passengers and the breaking of half a dozen or so, nothing more serious than the wrecking of the cars resulted.

An investigation showed the wreck was caused by a rail jammed into the cattle guard, wedged in with timbers and secured by the person or persons who were on the train. It was found on the southbound track a little way below when the other obstruction had been placed on the north track. Superintendent Bissell's opinion that the wrecking was the result of deliberate plans, laid there were six or seven men, women and children, was derailed and a number of cars thrown down an embankment and wrecked, but barring a shaking up of the passengers and the breaking of half a dozen or so, nothing more serious than the wrecking of the cars resulted.

It is said the evident intention in placing the obstructions on the tracks was to accomplish the destruction of valuable freight trains which pass both ways here at Albany. The vestibule cars which were derailed remain intact. They sustained no injury and were not damaged. Superintendent Bissell said these cars were the finest in the world in point of strength and durability, and it is very interesting owing to this fact that no lives were lost. Vice President Webb has offered a reward of \$5,000 for the detection and conviction of the person or persons who placed the obstruction on the track.

Robert A. Pinkerton visited the scene of the catastrophe today and has several of the best detectives working on the case. No freight on any account is moving between here and Hudson. Superintendent Bissell sets all hands to work to pass the train past the place where the derailment occurred, letting alone trying to move freight trains. Usually when cars are derailed in a wreck of this kind, they are left where they lie to remain so until the following Sunday. The wrecking crews, however, have commenced to clean up all traces of the wreck and it looks very probable that their work will not be completed before tomorrow afternoon. All the south-bound freight trains are being held up at Albany, and it looks as though another freight blockade will shut in the yards in this vicinity. The passenger trains, however, on the Hudson route tonight will pass without any trouble on their being a little late.

THE OVERLAND DERAILED.

OGDEN, Utah, Sept. 5.—[Special Telegram to THE BEE.]—There was a derailment on the Union Pacific, thirty miles east of Ogden, this forenoon. Two coaches and a large passenger car were derailed and on their sides on a bank about five feet high. Only one passenger, a lady, was severely but not dangerously bruised. The coaches were not broken up and the track was not torn up. It is not known which caused the wreck.

LOST A BAIT OF HONEY.

NEW YORK, Sept. 5.—[Special Telegram to THE BEE.]—Sporting men around last night had a piece of news to discuss. It was to the effect that that wholesale plunderer, Mike Dwyer, had lost \$20,000 in bets made on August Belmont's raceband to beat L. Stuart's Trigan in the race and three-sixteenth race at Sheepshead Bay, which ended in a victory for Trigan. When the betting first started on the race Mike Dwyer and the other who were betting on the horse Trigan were seen to place thousands after thousands on the race and at odds from one to three and one to five. When Dwyer and his companions had bet \$20,000 in bets particularly unfortunate this year, both in the running of horses and in his betting. Conservative estimates place his aggregate losses in the betting since the start of the season at \$100,000. He has lost in playing supposed "air-tights," such as Ragsdale. Dwyer also lost a mint of money by the defeat of Sam Wood by the horse Vivid. It is said that he bet \$100,000 on \$120,000 and lost the money after a very close finish.

Vermont Election Returns.

WHITE RIVER JUNCTION, Vt., Sept. 4.—Verified returns from all the 240 towns in the state show a total vote of 23,318 for Page, 19,314 for Brigham and 12,130 for Allen and others. These returns make Page's plurality 4,004. The returns for the other towns in 1888 gave Dillingham 4,577. Shurtleff 19,048, Seely and all others 14,307, making Dillingham's majority 57,062 and showing a falling off in the republican majority of 4,794. The results will be made up of twenty-nine republicans and one democrat. According to the returns received by the Vermont state board of publicans, 50 democrats and two farmers' league, with three towns to be heard from. One hundred and thirteen towns in the Second congressional district give Dillingham 17,000 and Seely and all others 17,000. The results will be made up of 37 towns to complete the congressional vote in both districts.

The Sawyer-Wallace Failure.

LONDON, Sept. 5.—[Special Telegram to THE BEE.]—London Sawyer, who had charge of the business here of the firm of Sawyer, Wallace & Co. of New York, was interviewed in regard to the failure of that firm. He said: "The failure surprises me as it does others. It is true that large losses have been sustained in both home and foreign markets conducted through the London house, but it is not true that my private speculations caused the disaster. The failure has caused much excitement in commercial circles in London."

THROWN DOWN AN EMBANKMENT.

The Passengers Badly Shaken Up, but None Seriously Injured—A Live Thousand Dollars Reward Offered for the Perpetrators.

ALBANY, N. Y., Sept. 5.—Last night about 11 o'clock a successful attempt at train wrecking was made on the New York Central, about four miles south of Greenbush. Luckily no loss of life or serious injury resulted. The second section of the Montreal train out of New York due here at 11:30, consisting of an engine and eight coaches, in which there were sixty-two men, women and children, was derailed and a number of cars thrown down an embankment and wrecked, but barring a shaking up of the passengers and the breaking of half a dozen or so, nothing more serious than the wrecking of the cars resulted.

An investigation showed the wreck was caused by a rail jammed into the cattle guard, wedged in with timbers and secured by the person or persons who were on the train. It was found on the southbound track a little way below when the other obstruction had been placed on the north track. Superintendent Bissell's opinion that the wrecking was the result of deliberate plans, laid there were six or seven men, women and children, was derailed and a number of cars thrown down an embankment and wrecked, but barring a shaking up of the passengers and the breaking of half a dozen or so, nothing more serious than the wrecking of the cars resulted.

It is said the evident intention in placing the obstructions on the tracks was to accomplish the destruction of valuable freight trains which pass both ways here at Albany. The vestibule cars which were derailed remain intact. They sustained no injury and were not damaged. Superintendent Bissell said these cars were the finest in the world in point of strength and durability, and it is very interesting owing to this fact that no lives were lost. Vice President Webb has offered a reward of \$5,000 for the detection and conviction of the person or persons who placed the obstruction on the track.

Robert A. Pinkerton visited the scene of the catastrophe today and has several of the best detectives working on the case. No freight on any account is moving between here and Hudson. Superintendent Bissell sets all hands to work to pass the train past the place where the derailment occurred, letting alone trying to move freight trains. Usually when cars are derailed in a wreck of this kind, they are left where they lie to remain so until the following Sunday. The wrecking crews, however, have commenced to clean up all traces of the wreck and it looks very probable that their work will not be completed before tomorrow afternoon. All the south-bound freight trains are being held up at Albany, and it looks as though another freight blockade will shut in the yards in this vicinity. The passenger trains, however, on the Hudson route tonight will pass without any trouble on their being a little late.

THE OVERLAND DERAILED.

OGDEN, Utah, Sept. 5.—[Special Telegram to THE BEE.]—There was a derailment on the Union Pacific, thirty miles east of Ogden, this forenoon. Two coaches and a large passenger car were derailed and on their sides on a bank about five feet high. Only one passenger, a lady, was severely but not dangerously bruised. The coaches were not broken up and the track was not torn up. It is not known which caused the wreck.

LOST A BAIT OF HONEY.

NEW YORK, Sept. 5.—[Special Telegram to THE BEE.]—Sporting men around last night had a piece of news to discuss. It was to the effect that that wholesale plunderer, Mike Dwyer, had lost \$20,000 in bets made on August Belmont's raceband to beat L. Stuart's Trigan in the race and three-sixteenth race at Sheepshead Bay, which ended in a victory for Trigan. When the betting first started on the race Mike Dwyer and the other who were betting on the horse Trigan were seen to place thousands after thousands on the race and at odds from one to three and one to five. When Dwyer and his companions had bet \$20,000 in bets particularly unfortunate this year, both in the running of horses and in his betting. Conservative estimates place his aggregate losses in the betting since the start of the season at \$100,000. He has lost in playing supposed "air-tights," such as Ragsdale. Dwyer also lost a mint of money by the defeat of Sam Wood by the horse Vivid. It is said that he bet \$100,000 on \$120,000 and lost the money after a very close finish.

Vermont Election Returns.

WHITE RIVER JUNCTION, Vt., Sept. 4.—Verified returns from all the 240 towns in the state show a total vote of 23,318 for Page, 19,314 for Brigham and 12,130 for Allen and others. These returns make Page's plurality 4,004. The returns for the other towns in 1888 gave Dillingham 4,577. Shurtleff 19,048, Seely and all others 14,307, making Dillingham's majority 57,062 and showing a falling off in the republican majority of 4,794. The results will be made up of twenty-nine republicans and one democrat. According to the returns received by the Vermont state board of publicans, 50 democrats and two farmers' league, with three towns to be heard from. One hundred and thirteen towns in the Second congressional district give Dillingham 17,000 and Seely and all others 17,000. The results will be made up of 37 towns to complete the congressional vote in both districts.

The Sawyer-Wallace Failure.

LONDON, Sept. 5.—[Special Telegram to THE BEE.]—London Sawyer, who had charge of the business here of the firm of Sawyer, Wallace & Co. of New York, was interviewed in regard to the failure of that firm. He said: "The failure surprises me as it does others. It is true that large losses have been sustained in both home and foreign markets conducted through the London house, but it is not true that my private speculations caused the disaster. The failure has caused much excitement in commercial circles in London."