

in length could be seen. Had the cyclone veered a few feet northward the main street would have been razed and hundreds of lives sacrificed."

At Marion, Carroll says, there was a heavy storm of rain, hail and wind. At Savannah halstones that measured 7½ inches in circumference fell. After it had passed Stillman valley, the storm turned to the north and wrought destruction in Wisconsin. But for a course of 150 miles it followed the track of the C. M. & St. P. road and left death and destruction in its path. Mr. Carroll relates that at Delhinger Junction a man drove up to the railroad station, gave his horses loose reins and rushed into the depot for shelter. Amoment later the cyclone, swooping the edge of the building, caught the horses, hurled them through the street and killed them both. So severe was the wind that the horses were torn apart.

Detroit, May 19.—A very heavy wind and hail storm swept across a portion of southern Michigan early this morning. At Battle Creek the old shops of the Brown & Upton Thresher Co., 200 feet long, were unroofed. M. M. Hipman, a wagon maker, is missing, and is believed to have been killed.

At Kalamazoo small buildings were overturned, roofs blown off, windows broken, and the electric lights were extinguished by lightning. Much damage was done through the country by blowing down of chimneys, orchards, fences and outbuildings.

Dubuque, Ia., May 19.—Reports coming in from the country, show that the heavy rains the past thirty-six hours have done great damage.

The smaller bridges have been swept away, and in some places sod has been washed out of the ground. More than two inches of rain fell.

Rhineland, Wis., May 19.—A cyclone passed from west to east of Pierce and neida counties in northern Wisconsin about 6 o'clock last night. The track of the storm extended forty miles from Brantwood, Pierce to Pennington, Oneida counties in northern Wisconsin Sioux railroad. At Pennington the roundhouse depot and a number of houses were destroyed. Two men, Chas Fosberg, section foreman, and E. C. Beekman, car repairer, were killed.

Eight were injured. Five were reported killed at Barshaw, a small lumbering town west of here.

Milwaukee, Wis., May 19.—A special from Rhineland, Wis., giving further details of the storm in northern Wisconsin, reports that eighteen dead bodies lay in the station at Heafford Junction. The victims are supposed to be from Gifford's Camp. The train from the Soo railroad from the north last night was delayed several hours, having been compelled to turn back on account of the storm. Telegraph poles and wires were demolished in all directions and buildings in the path of the storm were razed.

London, May 19.—The deepest manifestations of grief are seen throughout the country. Flags are half masted, the bells are tolling, shades are down and public galleries have the pictures of Mr. Gladstone draped with crepe. The queen and the prince of Wales received an early intimation of the sad news and immediately sent touching expressions of condolence to the widow.

Further details from Hawarden castle of the passing away of the great English statesman show his end was the most peaceful imaginable. There was no sign of pain or distress.

Mrs. Gladstone clasped her husband's hand and occasionally kissed it, while the Rev. Stephen Gladstone read prayers and repeated hymns.

The nurse in the meanwhile bathed the brow of the patient who showed gratitude, murmuring, "How nice."

came the gentle, almost imperceptible cessation of life in the midst of his son's prayers. The only evidence that Mr. Gladstone realized his surroundings was when his son recited the litany. Then the dying man feebly murmured, "Amen." It was the last word spoken by Mr. Gladstone.

After his death the weeping family slowly filed from the room, taking Mrs. Gladstone, who was induced to lie down and who soon slept quietly. Mrs. Drew, Mrs. Henry Gladstone, Mrs. Stephen Gladstone, Miss Helen Gladstone and others attended early communion this morning at Hawarden church, conducted by Rev. Stephen Gladstone. The ordinary service was prefaced with selected prayers from the burial service.

Very many telegrams of sympathy are arriving at Hawarden.

President Faure has telegraphed his condolences.

Hawarden, May 19, 9 a. m.—Though the news of Mr. Gladstone's death, which occurred at 5 o'clock this morning, spread rapidly, it was the tolling of the Hawarden church bell which carried the sad tidings to every sorrowing home in this vicinity. Slowly the details of the last moments of the great statesman are coming out from the castle, where the grief is too profound to be intruded upon. The family was summoned at 2 a. m., owing to the perceptible sinking noticed by the medical watchers. From that time until Mr. Gladstone passed away no one left the death chamber. The only absentee was little Dorothy Drew, who had tearfully complained that her grandfather did not recognize her.

Even in that hour of agony kindly thoughts for others were not wanting. The old coachman, who had been unable to be present when the servants bade farewell to the dying man, was summoned and remained to the end with his master. At 8:20 a. m., Dr. Doble took his leave of Mr. Gladstone, and returned to Chester, deeply affected. Indeed almost every one around the castle was in tears.

Dr. Doble said he had been assisting Dr. Bliss and Henry Gladstone to draw up a statement of Mr. Gladstone's last hours, which will shortly be ready.

The following despatch has been received at Hawarden from the United States ambassador, Col. John Hay:

"The Right Hon. Herbert Gladstone: I beg to present to all your family my heartfelt expression of sympathy at your personal loss, and at the same to reverently congratulate you and the English race everywhere upon the glorious completion of a life filled with splendid achievements and consecrated to the noblest purposes."

JOHN HAY."

Chattanooga, Tenn., May 21.—One man is dead and two fatally injured as the result of a wreck this morning on the Chattanooga, Rome & Southern railway, between Chattanooga and the volunteer camp at Chickamauga. The dead and injured all belonged to the First regiment, Missouri Volunteer Infantry. The list of fatalities is:

George Walker, artificer, company D, dead.

Alfred M. Laine, private, both legs broken; will die.

Harvard Barlaski, private, leg broken, internally injured; will die.

E. R. Richards, first lieutenant, company H, badly cut about arms and shoulders.

There were many others badly but not fatally injured.

The train on which the most damage was done was carrying the First Missouri from Chattanooga to the park. The last car of this train was loaded with horses of the officers. The military train was standing on the Chattanooga, Rome & Southern track just

beyond the crossing of the belt line, about a half mile from Rossville. It was crashed into by the regular south bound morning Chattanooga, Rome & Southern passenger train.

It is said that there was no flagman on the military train.

The shock was very severe. The locomotive of the regular train was jammed into the horse car, and this car completely wrecked the baggage car, which was the next one forward.

The man who was killed and those badly injured were all on the horse car. Everything was done to stop the passenger train when the other was seen, but it was going at great speed. The engineer, W. C. Wheeler, stuck to his post to the last and escaped with only a maimed ankle. He and his fireman were at once arrested and placed under a squad of soldiers. They are censured by the soldiers for running so rapidly with a special ahead of them.

All the horses of the officers, valuable animals, were killed. The forward coaches of the military train were badly shaken, but no injury was done any one in them.

The damage would have been much greater had the train not been made up in exactly the reverse of the usual order.

If it had gone out in regular order the sleepers would have been behind and the officers occupying them would have been killed instead of the horses. The wounded, about 12 in number, were taken at once in charge by Surgeon Wills of the First battalion of the regiment. Col. Edward Baldorf, commanding the regiment, is doing everything possible for the sufferers. Lieut. John Jacob Astor, of New York, as well as a number of others, were on the regular train, but were not injured.

In addition to the list of injured given above, the following were badly wounded:

R. U. Feldell, private, badly cut about body.

Private Ed Lavinsburg, three ribs broken.

Wm. Moffatt, Chattanooga Times reporter, badly injured about the body.

The names of a number of other wounded cannot yet be secured.

Jack McCade, a section hand, was killed by a passing military train just a few minutes before the casualty to the first Missouri train.

Washington, May 21.—Upon receiving news of the disaster resulting in the death of and injury to a number of the Missouri volunteers near Chattanooga, today Secretary Alger sent the following telegram to Major Gen. Brooke, commanding at Chattanooga:

Washington, May 21.—The Associated Press reports disaster to First Missouri volunteers this morning near your camp, reporting death of five men and injury of several others. The secretary of war directs that every care be taken of the wounded and that the dead be buried with all the honors of war and immediate steps taken to prosecute the railroad responsible for the disaster.

St. Louis, Mo., May 21. The First Missouri volunteer infantry, whose train was wrecked near Chattanooga today, is composed of the flower of St. Louis young men, who to the number of 1,050 responded to the call of President McKinley for volunteers. Thursday evening the regiment under the command of Col. Edwin Baldorf left Jefferson barracks, near this city, over the Illinois Central railroad in three sections for Chickamauga.

Kingston, Jamaica, May 25, 10:45 a. m.—The West Indian and Panama Cable Co. denies that the cable line from Santiago de Cuba to San Juan and Ponce has been cut. The company adds that Porto Rico messages will be received.