

## TELEGRAPHIC NEWS.

BERLIN, Oct. 18.—The *National Zeitung* says that Drs. Bergmann and Gerhardt have declined to adopt the suggestion to have the public prosecutor indict Dr. MacKenzie and the German publisher of his book for libel. They declare that Dr. MacKenzie's statements will recoil on himself and are therefore anxious that his book be given the fullest publicity.

Professor Virchow in an interview with a representative of the *Vossische Zeitung* protests against Dr. MacKenzie's attempt to throw the responsibility upon him. He said he had not been summoned to see Emperor Frederick. The autopsy, he added, showed that the disease was more deeply seated than the tumor from which Dr. MacKenzie removed a particle for examination.

The police of Berlin have seized all the English and French copies of Dr. MacKenzie's book.

LONDON, Oct. 18.—Dr. MacKenzie has issued a statement refuting the assertions of Prof. Virchow and Dr. Waldeyer. He says the abscess was a diffusion, and that, as usual in cases of dying persons, the secretion of pus was arrested during the last few days. Dr. Howell corroborates the statements of MacKenzie.

Prof. Bergmann does not object to fighting a duel with Dr. MacKenzie.

Dr. MacKenzie denies that the Empress Frederick saw the proofs of his book before it was published.

ATHENS, Oct. 18.—Railway traffic through the country is impeded by heavy floods. The Megara plain has been converted into a lake, and the railroads on both sides of Nigara have been destroyed for a distance of 12 miles.

CHICAGO, Oct. 18.—Nathan Corwith & Co., the great high lead firm and promoters of the gigantic pig lead trust or corner, have failed. The immediate cause of the collapse was the refusal of the Union National Bank of Chicago to extend time on overdrafts to the amount of \$99,000. This sum will represent a very small portion of the firm's indebtedness to the bank, and is only the climax to a large series of overdrafts to pay margins which were for the pig lead trust. The liabilities run into the millions, and the assets cannot now be approximated.

NEW YORK, Oct. 18.—The *Iman line* steamer *City of New York* arrived from Liverpool this morning after a passage of six days and twelve hours. This is the best third trial record in shipping annals. It is thought the big steamer will later get over the ocean in a little over five days and carry out the premises of her builders.

NEW HAVEN, Oct. 18.—The broadsword contest this afternoon between Bryan Linn of this city, a member of the Connecticut National Guard, and Xavier Orlofsky of the German Black Hussars, developed so much bad blood that the police interfered and stopped the fight after the second attack. When Linn first rode up and saluted Orlofsky the latter retaliated by giving him a bad cut on the wrist. This made the crowd very indignant. The contest proceeded in an excited manner. The Connecticut man had the best of it, and the score stood Linn 8 points, Orlofsky 6 points. When the men came together in the second bout, Linn greatly surprised the German by unhorsing him. At this the latter became enraged, and rushing up to Linn struck him across the sword arm. The crowd then made a break for Orlofsky, and the police had a lively time to keep them off. When order was partially restored the chief of police stopped the fight. The referee decided the score to be, Linn 9 points, Orlofsky 4 points, and decided the fight should be continued at some future time.

CHAMBERSBURG, Pa., Oct. 18.—A fatal wreck occurred on the Cumberland Valley Railroad near Shippensburg this morning. Trains No. 14 and 9, collided at a sharp curve in the road, telescoping the cars and completely demolishing the engines. The officials of the road here are very reticent in the matter, and refuse to state anything of the causes. From the train men, the following particulars are learned: Both trains were late, and the conductor of No. 9 coming south, received orders to run to Shippensburg and pass No. 14. The conductor of No. 14 says he received orders at Shippensburg to run to Thirty-eight mile siding between Shippensburg and Newville and there meet and pass No. 9. Acting on these orders he left Shippensburg and within three miles met the incoming train. The engineer of No. 9 saw the smoke of the other train around the curve and shut off the steam and applied the air brakes, but before he could stop both trains came together with a crash. The boiler of one engine was driven over five feet into the other. The express cars of both trains were driven back and completely telescoped the baggage cars. Baggage master Chas. Bither of Harrisburg, was caught between the cars and so horribly mangled that he died a short time after being cut out of the wreck. Conductors Linn and Bowman are both seriously injured, and many of the passengers received injuries, though no serious ones. The mail cars caught fire and considerable mail was destroyed.

OTTAWA, Oct. 18.—Hon. J. O. Chapleau, Secretary of State, was banqueted tonight by the Workmen's Conservative Association. He ridiculed the idea of annexation, and said true Englishmen and French-Canadians would never permit it to take

place. He denies trying to bully Americans.

Sir John MacDonald said there is no danger of war between Canada and the United States. He felt hopeful of a satisfactory settlement of the fishery question. Canada is in a critical position and must be cool.

BERLIN, Oct. 18.—The foundation stone of the mausoleum of Emperor Frederick at Potsdam was laid at 2:30 p. m. in the presence of the Empress, Dowager Empress Victoria and her daughters, the Duke of Sparta and others.

Prince Frederick Leopold of Saxe-Meiningen read an address on the objects of the memorial.

The municipal authorities presented an address to Empress Frederick, stating that in grateful memory of Emperor Frederick's efforts to develop the capital of the empire, the people desired to found an institution to perpetuate his memory and that £35,000 would be granted for the purpose. The precise objects of the proposed institution would be left to the discretion of the Empress, the noble partner of Emperor Frederick in his efforts for the people's welfare and enlightenment and they were confident that she was best fitted to carry out the Emperor's wish.

The Empress appeared deeply moved and expressed her heartfelt thanks and said she would do her utmost to make the institute useful.

WILKESBARRE, Pa., Oct. 19.—Today is pay day with the employees of Jas. McFadden, who is building a railroad for Lehigh Valley. He employs 400 laborers. This morning Alex. McClure, paymaster, accompanied by a young Irishman, left Pittston with \$30,000, to go to the works to pay the men. On the way to the works they had to pass through a lonely strip of woods. Without warning both were shot from ambush and killed. Three Italians are suspected. The \$30,000 is gone. There is great excitement, and a posse of 150 men are looking for the murderers.

FRECKPORT, Ill., Oct. 19.—A fatal accident occurred this morning on the Chicago, St. Paul and Kansas City road near Yellow Creek station. A freight train left here in two sections; the first section stopped near Yellow Creek. The extra derailed around the curve and crashed into the rear of the other train, demolishing the caboose and instantly killing three of its six occupants, named James Orr, John Brown and Edward Hickey. The others were badly shaken up.

PITTSBURG, Oct. 19.—It is reported that the Cincinnati express on the Baltimore and Ohio road, was wrecked near Washington, Penn., this morning. Three persons are reported killed and a large number injured.

A dispatch from Washington, Penn., says the accident was caused by the train running into an open switch. The train was completely wrecked. The engineer, fireman and two others were killed, and fifteen injured. Among those seriously injured are Stephen Collins, superintendent of the Pittsburgh post office, and Captain Batchelor of this city.

PITTSBURG, Oct. 18.—Another dispatch says the cannonball express on the Baltimore and Ohio, which left Cincinnati last night, ran into an open switch near the Washington, Pa., depot this morning, and was precipitated over a trestle a distance of ten feet. The train was running at a high rate of speed, and was almost a complete wreck. Two persons were instantly killed and about 20 injured, a number seriously.

The list as far as known, is James Noonan, engineer, of Pittsburgh; Newell, passenger, of Wheeling. Injured—Harry Brown, fireman, badly injured, will die; James W. Batchelor, Pittsburgh, unconscious, very serious; W. S. Greer, Dodge City, Kan., badly bruised about the side and head; his wife's spine injured; A. Brockman and wife, New York, injuries not serious; Henry Murray, Burgettstown, Penna., slightly; S. W. Colwell, New York, bruised and cut; A. Forner, Chicago, bruised; A. L. Brown, Chicago, bruised; John Jones, residence not known, bruised; G. W. Mathews, conductor of sleeper, badly bruised; Mrs. W. J. McCoukey, not serious; Mrs. Hannah McKinney, New Concord, Ohio, slightly; Stephen Collins, Pittsburgh, head cut and body bruised; Mr. Eifer, Allegheny City, leg broken; baggage master Henry, Pittsburgh.

CHICAGO, Oct. 19.—Aspen, Colorado, special: The Aspen mine which has been the scene of so many sensational discoveries, comes to the front with another. A cave has been struck 30 feet long and 70 feet high. Lying on the wall is a bed of ore seven feet thick, enormously rich, as high as 4000 ounces, and it will all average several hundred ounces. At the far end of the cave is a crevice running across the formation. This is of unknown depth. A watch showed after 14 seconds, a stone still going down. A strong current of air came up through the fissure the stones were dropped in.

NEW YORK, Oct. 19.—A small-sized panic seized operators upon the metal exchange this morning. For several days lead has commanded all the interest on the exchange, and it was evident to the knowing ones that a corner in this market was slowly but gradually being manipulated. The senior member of a big Chicago metal firm, Nathan Corwith & Co., one of the principal operators here, has been gradually buying up all the lead offered. The announcement in the morning papers of the failure of Corwith & Co. yesterday was received with shouts of exultation by the bear operators on 'change today.

Corwith left for Chicago late last night. Over 600 tons of lead changed hands on the first sale. The bears had full swing and for the third time this week made a raid on the market and succeeded in breaking the price of October down to 4 cents. One hundred tons and five carloads sold under the rules, presumably for Corwith's account.

ST. LOUIS, Oct. 19.—A special from Coffeyville, Kansas, gives the details of the sensational result of the anarchist exposure at Winfield. The organization known as the Industrial Liberator, or National Order of Videttes, was exposed by a Winfield, Kansas, newspaper and names of prominent citizens are connected with the secret order. Yesterday H. M. Upham, agent for the Pacific Express Company at Coffeyville, received a package addressed to a party in Winfield and marked "Glass, handle with care." Upham took the package home for safe keeping last night. It exploded tearing out the side of the building, probably fatally injuring Mrs. Upham, and badly injuring her daughter. Startling developments are looked for.

TELLURIDE, Col., Oct. 19.—Yesterday while Charles and William Weller, two miners, were digging their way through the snow from La Junta basin a snowslide came down the mountain, carrying the men down the side of the mountain 1500 feet and burying them under twenty feet of snow and rocks. William managed with the aid of a pocket knife to dig himself out and, though badly wounded, made his way to town. A rescuing party started out and after two hours' hard work found the body of Charles underneath the snow and rock, crushed into a shapeless mass.

BRAXTON, Texas, Oct. 19.—Nat Nathaniel, a negro, was lynched near Wharton last night, and trouble between the races is feared. Nathaniel shot and killed Isaac Van Dorn, a white engineer, Tuesday night, because the latter prevented him from whipping a negro boy. The murderer was captured by a posse of citizens at Wharton, who were bringing him back to Braxton, when an armed and masked mob took the prisoner from them and hanged him to a tree.

WILKESBARRE, Pa., Oct. 19.—A daring murder and robbery occurred this morning a few miles from here on the Wilkesbarre mountain. Paymaster John McClure and stable boss Hugh Flanagan of Philadelphia, and their horses, were shot dead and a sum of money amounting to \$12,000 in their possession was taken by the murderers. The murdered men were on their way to pay the workmen on McFadden's new branch of the Lehigh Valley road between Mill Creek and Lascas Run. They were riding along in a buggy through a strip of woods to the place where the payments were to be made, when the highwaymen stepped out of the woods crying halt, shot both horses dead, Flanagan and the paymaster. The money composed of gold and silver the robbers took. The act has caused a great deal of excitement here, and all efforts are being made by the police, detectives and citizens, to capture the villains. The bodies of J. B. McClure and Flanagan were discovered about 10:45 o'clock by Contractor McFadden of Philadelphia, who was coming from his office at Jaulper Creek, a mile and a half from the scene of the tragedy. He first saw the buggy, and the horse bleeding from gunshot wounds. He next discovered McClure below the wheels quite dead and with bullet holes in his head. McFadden then returned to his office for his foreman, and the two went to the scene of the tragedy. Both armed themselves. On reaching the lonely spot they found Flanagan's body lying alongside the road. He had been shot in the head. The money, \$10,000 in currency and \$1,000 in specie, which had been carried in a leather satchel, was gone. This money was drawn out of the Wyoming National Bank of this city at 10 o'clock this morning. Both McClure and Flanagan, his companion, were well armed. It is thought they were shot from ambush. Great excitement prevails. Local detectives and policemen are out, and telegrams concerning the assassination have been sent to all points.

NEW YORK, Oct. 19.—Inspector Byrnes has received a cable dispatch from Antwerp, signed by Detective Heidelberg, announcing the capture of Adolph Sambalino, who is wanted for swindling his employer, David S. Perce, a leather importer at 600 Broadway, in this city, out of at least \$20,000 and perhaps more. Sambalino was a special confidential clerk. His crime is peculiar, and his pursuit and capture were remarkably clever detective work. Incidentally, too, the result involves the exposure of the infidelity of Sambalino's wife. Perce was in Europe last summer. When he returned in July Sambalino, who had charge of all business, declared he had taken the books of the firm to his home in Brooklyn, where they had been burned in a fire which destroyed Sambalino's house. Perce's suspicions were aroused and he consulted Byrnes, the inspector, and put a detective on the case, but Sambalino disappeared before they got to work. Sambalino's wife refused to give any information about her husband. The detectives then shadowed the Brooklyn house, and while there engaged discovered Mrs. Sambalino's faithlessness to her husband. Two weeks thereafter Mrs. Sambalino engaged passage on the "Red Star" steamship for Antwerp. Detective Heidelberg was sent across the Atlantic on a swifter steamer, *La Gasconne*, of the French line, starting about the

same time. He landed at Havre, and from there went to Antwerp, reaching there thirty-six hours before the Red Star steamer with Mrs. Sambalino on board. As had been expected by Inspector Byrnes, Sambalino went on board to meet his wife, and was at once arrested by Heidelberg. The fugitive clerk will be brought back to New York as soon as the necessary papers can be sent to Antwerp.

JACKSONVILLE, Fla., Oct. 19.—The board of health today adopted a resolution requesting the United States officials to aid by regulation and organization in preventing the return of ascertained citizens until frost occurs.

There were 27 new cases of yellow fever for the 24 hours ending at 6 p. m. today. There were four deaths—Wm. Low, I. J. Walker, Mrs. Chambers and a child of Harriet Clark, (colored.) Of the new cases, 9 were whites and 18 colored. Total cases to date, 5,719; total deaths, 826.

WASHINGTON, Oct. 20.—Secretary Vilas said today the Sioux chiefs formally notified him that they had rejected by a large majority the propositions made by the President through the Secretary last Wednesday. They submitted a counter proposition agreeing to accept \$1.25 per acre, the money to be paid at once. This proposition, the Secretary declared, could not for a moment be entertained by the government. A small minority signified their willingness to accept the propositions. This concluded all the negotiations. The chiefs will be presented to the President this afternoon and will leave for the reservation tomorrow. Secretary Vilas expressed the opinion that one of the principal reasons for the rejection of his propositions was due to the fact that the execution of the law would break up the tribal relations, thus depriving the chiefs of their authority.

## UTAH DREYER PROBATE JUDGES.

The following probate judges of Utah nominated by the President, were not confirmed: John Houston, Garfield county; Francis Harwood, San Juan county; Wm. C. McGregor, Iron county; Wm. T. Stewart, Kane county; Thomas S. Watson, Wasatch county; R. W. Cross, Weber county; James A. Melville, Willard county; Samuel Francis, Morgan county.

BOSTON, Oct. 20.—The board of directors of the Atchafon, Topeka & Santa Fe Railway have issued a circular to the stockholders stating that additions to the road since January 1, 1886, have amounted to 276 miles. During the same time locomotives and new rolling stock have been acquired amounting in value to \$7,283,000. The company now owns, exclusive of its interest in the Atlantic & Pacific Railway and roads in Kansas owned jointly with the Union Pacific and St. Louis & San Francisco, 6,331 miles of road. Its bonded indebtedness on the above mileage is less than \$20,850 per mile, and the capital stock is less than \$11,500 per mile.

The circular reviews the causes which have served to depreciate the earnings of the road and states that the closing up of this new construction comes at a trying period. The present net floating indebtedness doesn't exceed \$5,000,000 exclusive of \$144,000 for coal, etc. The insuring of this indebtedness it has been decided to postpone until a more favorable period, but in the meantime to protect the company a guarantee fund of \$7,000,000 of subscribed money will be secured, which will be called on to any extent necessary. Subscribers will receive the company's notes at par for any money they pay, bearing 6 per cent interest and running three years, but with the privilege of prepayment reserved. It is believed this guarantee is ample to protect all liabilities, and it is agreed that the amount of these notes may be increased to a sum not exceeding \$10,000,000 if it be found necessary. The notes are to be secured by a second mortgage of the Atchafon main line in Kansas and a deposit of the Chicago, Santa Fe & California line and terminal stocks with the Boston Safe Deposit trustees.

## ILLEGAL RATES.

CHICAGO, Oct. 20.—The transcontinental tariffs, against which the Chicago merchants made so much complaint, have been declared illegal by the inter-state commerce commission on the ground that these discriminate against individuals and localities. Chairman Leeds and Midgely, who have been in conference with members of the commission at Washington, have telegraphed the result to the interested lines in their respective associations.

The decision applies to commodity tariffs, which were the ones that caused all the row. It has been decreed that the disturbing tariff should be withdrawn. In advising the transcontinental roads of this decision Chairman Leeds has directed them to put in force tariff No. 8 in place of the objectionable tariff and apply it to all points between the Atlantic seaboard and the Missouri river. The effect of this is to give all interior points precisely the same rates as on Pacific Coast business that apply from New York, so that Chicago and other western cities will be just as well off as the Atlantic seaboard points and no better. By this arrangement the distance cuts no figure and the short haul has no advantage over a long haul so far as the coast transportation is concerned.

BERLIN, Oct. 20.—Emperor William is expected to arrive at Drewitz Station, near Potsdam, tomorrow, on his return from Italy. He will drive immediately to the Marble Palace, where

he will pass the day in retirement with his family. Emperor William will visit Berlin in the afternoon, where he will receive the congratulations of the municipal authorities upon his return. Wednesday he will resume his itinerant going to Blankenberg, where he will meet the Regent of Brunswick. He will then visit Prince Bismarck, who will probably accompany him to Hamburg, where the Emperor is expected to arrive on October 29th, and where he will preside over the celebration of the entry of that city into the Zollverein. After leaving Hamburg the Emperor visits Leipzig, and on the 31st instant he will lay the corner stone of the Imperial Palace of Justice. He will return to Berlin early in November and will be present at the opening of the new Landtag. It is also designed that he will receive the Czar on the 18th of November.

The Russian imperial family will pass through Berlin on that date, and the Czar will repay Emperor William's recent visit. The Czar and family are going to visit Copenhagen, where they are going to join in the silver celebration anniversary of the accession of King Christian to the throne of Denmark.

The Berliners anticipate a dull winter. The court is still in mourning, and the leading families are absent.

It is asserted that King Humbert will visit Berlin in the spring. The result of the Emperor's visit to Rome has, beyond doubt, been a blow to the Vatican's hopes. The semi-official press here has been instructed to maintain a judicious silence and to ignore the Vatican's dissatisfaction. The anger and discontent of the clerical breaks out in German and other Catholic organs.

It is admitted that the Emperor used the utmost tact in his

## INTERVIEW WITH THE POPE

and Cardinal Rampolla, Secretary of State, but authentic advices from Rome, which are accepted as accurate by official and Catholic circles state that the Pope forced from Emperor William the declaration that Germany could not encourage the Papal aspirations without endangering the present entente with the Italian Government. From a member of the imperial attendants it became known that Emperor William, while telling King Humbert how the Pope had insisted on talking of the question of Rome, said: "I had to destroy his illusions and it was done effectually." The Vatican does not rest submissive nor inactive. Cardinal Rampolla, besides instructing the Bishops to renew the agitation for sympathy with the Pope, has prepared a statement that His Holiness consented to receive the Emperor after obtaining a declaration that the visit did not imply any recognition of the incorporation of Rome with Italy.

At a meeting of the Medical Society here on Thursday last the members debated and approved the report the effect of which will amount to

## ACCUSING DR. MACKENZIE

of distorting the facts disclosed by the post mortem examination and of a general divergence from the truth. The ex-Empress is implicated in both MacKenzie's statements and in Gelfick's line of defense. The friends of the late Empress are hopeful that the high character of the ex-Empress will find a vindication in the developments of Gelfick's trial. The group surrounding Dr. Friedberg is gaining much strength so that it may soon have power to influence the abandonment of the prosecution of Professor Gelfick. The charge against him, as now defined, is a treasonable divulging of documents. The least sentence it would be possible to inflict on conviction on this charge is two years' penal servitude. Emperor William is much less desirous that his trial should be proceeded with than is Prince Bismarck, whom the Emperor persuaded to direct an abandonment of the prosecution when his vindictive action appeared likely to recoil on himself.

The Landtag electoral excitement is the increase, as is also the activity of the police in suppressing the meetings hostile to the government.

GRAND RAPIDS, Mich., Oct. 20.—A thirty-three round prize fight occurred today between George Siddons, of Milwaukee, and Harry Jones of this city. The first part of the fight was tame but later the men got down to business. Jones had the worst of it from the start and was knocked down several times and in the thirty-second round was very groggy and could scarcely come to the scratch. In the last round he resorted to clinching and the third time he did this the combatants fell and Jones dragged himself to his corner with a broken arm. The fight was then given Siddons on a foul. Both men were frightfully punished.

NEW YORK, Oct. 21.—The once celebrated Fox Sisters, who are patentees of the method of exposing medium spiritualists, appeared tonight before a large audience at the Academy of music, to expose the fraud of spiritualism. Mrs. Margaret Fox Kane read her lecture in a faltering voice and produced the famous rappings, so they were plainly audible, by a movement of her big toe joint. She thanked God she was able to expose spiritualism.

NEW YORK, Oct. 21.—At the Woman's Christian Temperance Union today Miss Francis E. Willard presided and Rev. Elizabeth W. Greenwood of Brooklyn, preached.

Dr. Kate Bushnell of Illinois, the evangelist of social purity, told of her work in the sparsely settled regions of Wisconsin. Dr. Mary A. Allen spoke of the laws of health. Mrs. C.