

TELEGRAPHIC NEWS.

CHICAGO, Oct. 7.—The cars were started this morning over the North Side lines. At 7:30 o'clock seven cars drawn by horses and manned by about a dozen policemen each, left the city limits and other car lines destined for the business centre. The cars were not molested by the strikers and on-lookers gathered around the bars. The down trip was made successfully without any mishaps to speak of although the cars were somewhat hampered by the crowd of vehicles which took up the tracks. Comparatively few people rode in them.

General Manager Parsons, of the West Division Railway Company, said late this afternoon that all hope of avoiding a strike of the conductors and drivers on his division in sympathy with the North Division strikers had been abandoned and that he had no doubt that the men would quit at 6 o'clock tomorrow morning.

ST. LOUIS, Oct. 8.—In front of the court house today Judge Lubke of the circuit court was rotten-egged by a well-known business man named Henry Weigel. The judge had rendered a decision against Weigel in a money matter. Weigel was arrested.

ANNISTON, Ala., Oct. 8.—An attempt was made this afternoon to assassinate W. H. Edmunds, editor of the *Hot Blast*, in his office. The trouble grew out of the enmity aroused by the paper's war in favor of the rigid enforcement of the prohibition laws. A week ago four ex-police who had been discharged for inefficiency waylaid Editor Edmunds and beat him severely. This afternoon justice of the peace J. S. Lawrence, accompanied by Will Lacey, entered the *Hot Blast* office in which at the time were Edmunds, John Copell, the mail clerk, and A. Tribney, who had come in on business. Lawrence called Edmunds outside, where some conversation was had in reference to some communication which appeared in the *Montgomery Dispatch*, written by Lawrence, who is correspondent for that paper. Lawrence asked Edmunds to retract the severe reply he had made to the communication, but Edmunds refused. Ascertaining that Edmunds was not armed, Lacey pulled a revolver and opened fire on him. He was shot in the left arm and was seriously wounded. Lacey again attempted to shoot but the pistol snapped, which probably saved Edmunds's life. He then fired on Messrs. Copell and Tribney, the former being shot in the neck and the latter receiving two wounds in the head, both being serious. Lawrence and Lacey were arrested. The feeling in the city is strong and much talk of lynching is being done. A mass meeting will be held to-morrow and a plan of action will be decided upon.

NEW YORK, Oct. 8.—Stein & Stein, diamond brokers, missed several thousand dollars' worth of diamonds, and it is suspected that J. P. Miller, one of the clerks, is the cause of the disappearance; \$14,000 worth of jewels were found in pawn shops. Miller has disappeared.

AUBURN, N. Y., Oct. 8.—Wm. Lahey escaped from prison here this morning, piggling through four feet of solid masonry composing the roof of his cell and sawing through the roof proper. The escape is one of the most laborious and difficult ever accomplished in Auburn prison.

INDIANAPOLIS, Oct. 8.—At Knightstown this morning, about 2 o'clock, the frame dwelling of N. B. Wade, occupied by Mrs. Higgins, her mother and Mrs. Martha Cates, situated south of the railroad, was discovered on fire. After breaking open the door Wade was found unconscious at his mother's bed. He was taken out but died in a few minutes. His mother was dead before taken out. Mrs. Cates was not found till her limbs and arms were burned off. A knife covered with blood and a bottle of Paris green were found in Wade's pocket. The indications are that he murdered the woman and then suicided. The testimony before the coroner tended to substantiate this theory. Mrs. Cates was the widow of a soldier and resided with Mrs. Higgins, who had reared her from a child. In 1876 Mrs. Cates was granted \$1400 arrears of pension and a regular pension of \$10 a month. Wade illegally assumed her guardianship and appropriated the money to his own credit. Recently she complained to the A. R. Post of her treatment by Wade. A legal guardian was appointed and it was found that Wade had appropriated her money. Today he would have been compelled to account for the money, and it is presumed he had been brooding over the matter so much that he became insane and went to his mother's house last night, and after murdering Mrs. Cates set fire to the house. He is then supposed to have taken a large dose of Paris Green and thrown himself into the flames.

NEW YORK, Oct. 8.—Francis W. Williams, senior member of the well known banking house of Williams, Black & Co., committed suicide by shooting himself through the head at the Grand Union Hotel today. The firm was squeezed in the Hutchinson deal in Chicago and suspended Sept. 29th but rallied and opened for business on the first inst. The firm is said to have lost heavily although it is still solvent. Mr. Williams has been acting strangely since the crash in the firm's affairs. He was 38 years old and leaves two sons and a wife.

CHICAGO, Oct. 9.—The two great street car systems of the west and north sides are now tied up. The strike on the west side began this

morning, as soon as the last night car was run into the barns. Nearly three fourths of the population of the city are left without other means of transportation than footy or riding on extemporized carry-alls and express wagons.

No attempt will be made to run cars on the west division today. Everything is quiet in all directions. No trouble has been attempted.

CHICAGO, Oct. 9.—Schneman's packing house and butterline factory burned this morning. Loss \$125,000; insured.

NEW YORK, Oct. 9.—The livery stable of D. D. Withers, on 34th Street, was burned this morning. In it were burned to death Thomas Cary, a newsboy, and twenty-seven horses. John Roach, a newsboy, was sleeping in the stable with Cary, and was so severely burned that he is not expected to recover. Loss \$40,000.

JACKSONVILLE, Oct. 9.—Official bulletin—New cases, 93, of which 28 are white; deaths 4. George Wheaton Deans, Frank Marvin, Mrs. Conrader and John N. Smith, of Ohio. Total cases to date (corrected), 3319; total deaths, 290.

LONDON, Oct. 9.—At a meeting of the Corn Millers' Association at Leeds today the price of flour was advanced 1s. 6d. per 18 stone, making a rise of 8s. 6d. within eight weeks. The enhanced values of American and poor qualities of English wheat caused the advance.

ROCHESTER, N. Y., Oct. 9.—After a heated debate today the Genesee conference adopted resolutions disapproving of high license by a vote of 132 to 58, many being absent and not voting. Strong resolutions pledging the conference to abstain from political action of any kind or influencing members of the churches in public action were adopted unanimously.

BALTIMORE, Md., Oct. 9.—The entire family, seven in number, of Dr. Trego Shertzer of this city were attacked with lead poisoning last night, the result of drinking milk which had stood for thirty-six hours in a new milk can. Each patient's symptoms were nausea and vomiting, followed by cramps in the stomach and headache. None of the cases will prove fatal.

CHICAGO, Oct. 9.—No attempt will be made to run cars on the West Division today. Everything is quiet in all sections. No trouble has been attempted.

The bitterness of feeling towards the management of the lines appears to increase and the contagion gives evidence of spreading to outside elements in the population not under the strikers' control. At Garfield and Larabee streets today a number of boys laid a large plank across the track and fastened it securely with iron spikes. When six Garfield Avenue cars came from their down trip they were stopped. The police got their patrol wagon out but did not attempt to remove the obstruction. The strikers immediately surrounded the cars and as a result of their solicitation three new men joined their ranks. The success of this led other boys to imitate their example, which led to

A RIOT.

The employees of the road endeavored to remove the debris but it was replaced as fast as taken away. Finally the mob became so large and demonstrative that the sergeant in command of the police ordered them to charge. The officers, aggravated somewhat by the stubbornness of the people, responded with a will. They made a rush, and used their clubs freely. Men and boys were hurt, and even women were not spared, one woman who was particularly demonstrative, being seriously wounded by a club blow on the head.

Altogether, about fifteen cars were run at irregular intervals on the North Side during the day. Everywhere the new conductors and drivers were greeted with hisses and opprobrious epithets from the crowds which lined the streets.

Alderman Reich of the Twenty-third Ward took a prominent part in a delay which occurred at a point where an excavation was being made under the tracks. The policemen in the first car alighted and pushed the car over, and those in the next car were about to do the same, when Reich stepped forward and ordered the officers to keep their hands off, adding that it was a shame to have these "scabs" run the cars.

The strike in the West Division was without special incident during the day. A few cars were sent out over the principal lines in the afternoon under a police guard.

A DISTURBANCE

more serious than those on the North Side marked the ending of a trip on Madison Street this evening. As the cars approached Western Avenue on their return trip the crowd surged around them in such a compact mass that it was impossible for the horses to move. A platoon of police forced a way for the leading car, but the one following was brought to a sudden stop by a wooden wedge inserted in the switch by some person in the crowd. In a minute after it stopped the vicinity was a pandemonium. Stones and sticks were hurled at the car, and the air rang with yells and curses.

A flying brick caught Assistant Superintendent Nagel, who was driving the car. In the stomach. Uttering an oath, he pulled a revolver from his pocket and turned menacingly towards the crowd. His example was quickly followed by the conductor, but the two men were disarmed by police. Nagel left the car and was immediately

attacked by a northwestern switchman named Gleason who was under the influence of liquor. This man had to be mercilessly clubbed and then sat upon by the police officers in the patrol wagon before he could be subdued. Others were scarcely less determined and but for the fact that all appeared to be unarmed the fray would scarcely have been finished without loss of life.

NEW YORK, Oct. 10.—The National Line's steamer *Queen* which arrived today from England, is reported to have collided with the fishing schooner *Madeline* on the 5th inst. It is said 20 persons perished.

The collision occurred at 3 a. m. on Friday, during a fog off the banks of Newfoundland. The *Queen* struck the *Madeline* amidships, cutting her in two and sinking her immediately. The captain, the first and second mates and the steward of the fishing schooner were rescued after having been nearly an hour in the water. The rest of the crew numbering 20 were lost. The *Queen* lost her bowsprit and foremast. The *Madeline* was a French fishing schooner.

CHICAGO, Oct. 10.—The strike of street car men on the North and West Divisions continues, with no indication of a speedy settlement. During the night some of the tracks in sympathetic districts of the North Division were obstructed by being filled with all sorts of household refuse and such other movable things as came to hand. A few cars were run out in this division to the usual accompaniment of jeers. No attempt has been made as yet to run cars on the West Division. Appearances indicate that the company will not make any general effort for the resumption of traffic till matters have quieted down somewhat.

Strikers in this division who have been through two or three successful strikes exhibit an uglier disposition than those of the north side. They declare cars will not be permitted to run and that if the attempt is made they will be tumbled into the ditch. The track on Centre Street in the north division presented a peculiar sight this morning. For a mile or more they were covered with paving stones and every other kind of debris obtainable. This was done during the night, and this morning men and boys are at work once more on Centre Street, near Orchard, under the very noses of the police. Carbing stones were piled on the tracks and the officers merely laughed at the work of barricading. At Halstead and Centre streets four rails were torn up and laid crosswise. The same thing was done at Center and Sedgewick streets. The company have put a force of fifty laborers on the street, cleared away the debris and relaid the tracks. Cars ran out and made a trip down town without being interfered with, but on the return trip the center line was found so obstructed that it was decided to go up Claybourne Avenue. In anticipation of a renewal of the trouble a large force of new men were sworn in this morning as special officers.

QUINCY, Oct. 10.—The fireworks grand stand containing 4500 people collapsed this evening. Many persons were injured.

The number of persons hurt will reach 150, some of whom will die. The annual festival known as the Merchant's display was the occasion for the gathering.

There were probably nearly 6000 persons on the grand stand to witness the fireworks exhibition. Scarcely had the first rocket been fired when the supports of the west end of the structure gave way and 800 feet of seats collapsed. The electric light went out and darkness added to the terrors of the scene. Fully 500 persons were injured and 150 will cover all who are at all seriously wounded. Among the injured are Mrs. Van Thusing, son and daughter, of Los Angeles, Cal., who received bad bruises. It is not thought their injuries are likely to result seriously, however.

POTTSYLVANIA, Pa., Oct. 10.—Information was received in this city tonight of a terrible accident which occurred on the Lehigh Valley Railroad, at Mud Run, the first station above Penn Haven. A grand parade of the Catholic societies took place at Hazleton today, and a large excursion was run from Wilkesbarre for the occasion, composed of lodges, bands and sight-seers from Wilkesbarre, Nanticoke and other points along the line.

An excursion train was run in two sections, and upon their return trip tonight the rear section ran into the forward one at Mud Run, about 9 o'clock, with disastrous results. Several cars of the forward section were telescoped and 40 persons killed outright and about an equal number injured, many of them probably fatally. The late hour at which the accident occurred, the remote and isolated character of the scene, and the reticence of the railroad people conspire to render the obtaining of news extremely difficult. It is impossible to obtain the names and residences of the wounded, but the number is stated to be about the number given above.

WILKESBARRE, Oct. 10.—The accident on the Lehigh Valley road at Mud Run near Penn Haven is beyond all question the most awful disaster that ever happened in this portion of the state. Though no details can be learned there is no doubt that the number killed will reach nearly eighty, and the wounded nearly double that number. The trains were excursion trains, returning from the Hazleton annual parade of the Catholic temperance societies of the Scranton diocese.

Thousands of people went down to Hazleton from towns in Luzerne and Lackawanna counties. Several trains with

CARS FILLED TO THE DOORS

passed through White Haven this morning, taking the old route by Penn Haven. On the return the train left Hazleton about 5 p. m., the others following as rapidly as it was deemed safe. The first three sections came through without an accident, the disaster happening to the fourth and fifth sections. For some reasons not explained the fourth section was standing on the track near the little station of Mud Run, three miles below White Haven, when the fifth section shot around a curve close behind and crashed into it. The cars were smashed and broken and hurled off the track. The road lies close beside the Lehigh River, a steep embankment sixty feet high running down to the water. Several of the cars rolled down this and others were crushed against the cutting on the other side.

Up to this writing (12:30 a. m.) no direct communication has been established with the scene of the disaster, and the railroad officials here, if they know anything, absolutely refuse to give any information. At 1 o'clock this morning reports about the accident are conflicting. It is known, however, from dispatches received at the depot, that the accident is quite as bad as at first reported, and at least thirty or more are killed. Nothing official can be obtained at the company's office which is closed to reporters. One train has been started from the wreck and is expected to arrive about 4 a. m. Most of the injured are said to be from Scranton and Lackawanna County.

WILKESBARRE, Pa., Oct. 11.—The first word of the dreadful accident at Mud Run on the Lehigh Valley road was received at 10 o'clock last night. There were nearly six thousand people from Luzerne and Lackawanna counties in the excursion at Hazleton. There were 78 cars from Wilkesbarre, the number of passengers being about 5,500. The sections were all crowded to suffocation furnishing conditions for the terrible loss of life. People flocked to the depot wringing their hands in agony. Railroad officials could not or would not give any information, nor would they furnish facilities for any one to go to the scene, though anxious ones offered to pay any price. Throughout the night the depot was thronged by hundreds of persons suffering untold agony over the uncertainty. The throng was loud in its denunciation of the company for refusing all information, causing needless suffering.

At 3:30 a. m. a rumor was in circulation that arrangements had been made for the receipt of a large number of wounded at the hospital. The rumor was soon confirmed. The officials were expecting twenty-five of the victims. With such a list of wounded coming in this direction the public pulse stood still over the horrible possibilities, and thousands of fainting hearts quivered in dread. Many persons, after waiting during the long weary hours from ten to three in the morning took the south-bound train which passed here at 3:10, and went to the scene of the disaster. It was there learned that the third section of the excursion train had stood on the track a few hundred yards from Mud Run, waiting for the sections ahead to get out of the way. A flagman, some say, had been sent back with a lantern to guard the train from the rear. Suddenly the passengers on the rear platform saw a train approaching at a high rate of speed. Several jumped and escaped. In an instant the flash of the headlight illuminated the interior of the ill-fated rear car. There was a frightful crash, and the engine plunged full length into a crowded mass of humanity.

THE SHOCK

drove the rear car through the next one two-thirds in length; the second car was forced into the third. Not a single person escaped from the rear car. The second was crowded with maimed, bleeding bodies. The third car had but a few passengers who escaped. The uninjured of both trains made their way out of the cars and on going to the telescoped engine and cars found the shattered engine pouring forth streams of scalding steam and water which hid from their eyes the fullest measure of the horrible scene, while its hissing sound deadened the shrieks and groans of those imprisoned in the wreck. Ghastly white faces peered into the windows to be greeted by faces far more ghastly. Some of the dead sat pinioned in the seats, erect as life, staring open-eyed as if aware of their horrible surroundings.

A train from the scene of the accident arrived this morning bringing a number of those who went down to make inquiries and from whom the foregoing facts were gleaned. The scenes about the depot are of the most distressful character. A special train of three cars arrived here at 5 o'clock this morning from the wreck.

WITH TWENTY-FOUR INJURED.

They were placed in the city hospital. Many of the injured were badly burned by sparks from the engine stack. The killed as far as can be learned are: Machi Ellen Gilton, Hyde Park; Miss Kate Featherstone, Pleasant Valley; Andrew (or Barney) Meighan and two daughters, Pleasant Valley; Thomas Redy, Pleasant Valley; John M. Coleman and two sons, Scranton; Owen Kilkullen, Scranton; Mike Tyrell, Dodge town.

As the steam and smoke cleared from the rear car, an awful sight was revealed. Timbers were crushed and wrecked, while on all sides hung mangled bodies and limbs. There were few bodies that were not mangled, burned or scalded by steam, and little remained in the rear car which bore human resemblance. When the shock of the first crash had in a measure subsided, the uninjured began to do what could be done for their unfortunate companions. The few light tools on the train proved feeble instruments indeed. The St. Francis pioneer corps, who were on the train, plied with zeal broad axes meant for heavy occasions, which were, however, but little adapted to the work and were soon rendered useless. In the meantime the windows of the cars were smashed in, and brave men entered and released those least hurt or least tangled. John Lynch, of Wilkesbarre, was

HANGING FROM THE ROOF

by one leg. His cries brought friends who stood upon the wreckage and held the weight upon their backs until he was released. A young lady was found caught by her lower limbs; one limb was quickly released, but the other could not be freed. Unfortunately a misdirected blow of the axe severed it from the body. She heroically bore her torture, but could not survive the shock, and soon died. To free the bodies in the rear car, the trainmen attached the locomotive to the wreck. The engine started to pull it from the wreck. The first movement of the shattered wreck brought from the wounded such awful cries of distress that surrounding friends ordered the engineer to desist on pain of his life. They did not wish to see the mangled forms still further mutilated. The few houses about the spot were throw open to the suffering, and bonfires were lighted to aid the work of relief. It is not probable the work will be completed before noon.

Passengers on the rear train state they saw the train ahead when far down the road. They sprang from their seats or stared in wonder and surprise that their train did not slacken speed. Suddenly the engineer and fireman were seen to jump, then came the shock. Engineer Harry Cook and fireman Hugh Gallagher sustained slight injuries. The fireman saw a red light and informed the engineer and then jumped.

Passengers give many different accounts of the

PROBABLE CAUSE

of the accident, some attributing it to negligence of the flagman in not going back with a red light.

Ahe Reilly, Bellevue; Mrs. Melvin, Mrs. Callahan, Mary Conner, M. Gibson, Willie Noon, Richard Powell, all of Hyde Park; E. Mulhoy, J. S. Whalen, Pleasant Valley; Harry Burke Bellevue; Minto Roane, Dodge town; Miss Lizzie Featherstone, Pleasant Valley; Patrick Welsh, Pleasant Valley; James Kline, Providence; Mary (or Ellen) Durkin, Scranton; John Welsh, Miners Mills; John Rogan, Winton; Anthony Mulligan, Olyphant; Patrick Dolan, Providence; Mike Dolan, Providence; Frank and Harry Jackson, Pleasant Valley; Secretary Kelly, Pleasant Valley; John Conaboy, Minooka; Ralphford, a boy, Minooka; Mrs. T. B. Brehony, Pleasant Valley; Willie Kellie, Pleasant Valley; Ben O'Brien, Pleasant Valley; Mrs. McAndrews and two sons, Pleasant Valley; Oscar Gibbons, Pleasant Valley; Mary Ann Cannon, Hyde Park; Michael Moffitt, Bellevue; Kate Kennedy, Hyde Park; Annie Part, Hyde Park; E. Mulherry, Minooka; Patrick Doran, Mrs. P. Farrell, Lewis Doran, William Early, Patrick Curran, James Jackson, Mamie Atkinson, all of Pleasant Valley; James Flynn, of Miners' Mills; Annie Loftus, of Olyphant.

Two of the wounded at the hospital died this morning. Six or eight more will die. The bodies of the dead will be brought to White Haven this afternoon, where they will be placed in caskets and forwarded to their homes. There are still a number of dead unidentified.

Bulletin: The most reliable estimates give the number of killed as 55, with 40 wounded.

A Correction.

In the EVENING NEWS of Sept. 20, there appeared an article in reference to the surplus canal, in which it was stated that at least one suit against the company was planted after the canal was finished. The fact is the suit was planted before the canal was completed, and it was compromised and settled. This correction is made at the wish of a party interested, who felt that the article reflected upon him though it was not so intended.

Sunday School Visit.

James P. Paskett writes an account of a pleasant affair which occurred at Hennefer, Summit County, on the 30th ult. The Croydon Sunday school, in a body, visited Hennefer, in return for a similar visit made last summer by the Hennefer Sunday school. A number of visitors were present from Coalville and other points in the Stake.

The Sabbath school pupils and the people assembled together, and a programme of interesting exercises was gone through with, embracing addresses by a number of prominent brethren. The Hennefer brass band enhanced the pleasure of the occasion by enlivening music.