

today a disastrous fire on Shrewsbury avenue. Thirteen houses were burned and sixteen families are homeless. The houses were owned by the town company and the Manchester Building company of Manchester, England.

Camp Pollard, Tenn., Nov. 2.—The Sixth Virginia, a negro regiment, camped within a quarter of a mile of the Thirty-first Michigan, mutined today because white officers superseded negro officers, who had resigned under pressure. The Thirty-first was ordered out to quell the disturbance.

The regiment started on the double-quick for the negro camp but was stopped by orders from headquarters and sent back to camp. The negroes are parleying with the white officers.

New York, Nov. 3.—The works of the National Starch company at Glenclove, L. I., were visited by a disastrous fire today. The volunteer fire department from Glenclove and surrounding places were unable to check the flames. Loss will be about \$200,000.

Manila, Sept. 24, via San Francisco, Nov. 4.—Headboards have been erected over the graves of the Astor battery dead who lie in the native cemetery and their effects have been sold at auction, bringing large sums. A coat belonging to Private Dunn brought \$20, and a tobacco pouch \$12. The money will be sent to relatives.

William Flick of company M, Minnesota, met with a glad surprise upon arriving here. The German cruiser Princess Wilhelm is now in the harbor, and the young soldier learned that his brother was a marine on board. They had not seen each other for ten years.

The following promotions have been made in the First Nebraska regiment: Captain W. O. Ouray of company B has been made second lieutenant in the Twenty-third Infantry; First Lieutenant Claude H. Ough, G company, to be captain of B company; Second Lieutenant O. W. Burr of E company to be first lieutenant of G company; Sergeant Major Sherman A. White to be second lieutenant of E company; Regimental Quartermaster Sergeant Wadsworth to be sergeant major, and Sergeant Ryan of H company to be quartermaster of the regiment.

Lieut. Critchlow, of battery B, Utah, was presented with a beautiful ivory cane Wednesday evening. He was the officer who commanded the Utah guns in the trenches on the night of August 21st. The Utah battalion has been made an independent organization with Captain Young acting major.

Captain J. F. Case, company F, Second Oregon, has been detached to inspect the sanitary system at Cavite and report on its condition, together with recommendations for repairs or an entire new system.

Edward D. Deldrich of company F, Second Oregon, had a serious fall from his hammock last Thursday. It is feared that he may have sustained vertebral injuries and has been removed to the hospital.

Oil City, Pa., Nov. 4.—By the explosion of a new boiler at the Oil City boiler works today, two men were killed, two fatally injured and a dozen more slightly hurt.

Wilkesbarre, Pa., Nov. 5.—Seven men were killed and three fatally injured at the Exeter colliery of the Lehigh Coal company, at West Pittston, today. The accident was due to the alleged carelessness of Engineer David Price, who, acting in disobedience to positive orders, caused three cars to run into the top of the shaft. These cars, loaded, and weighing eleven tons, fell down the 360 foot shaft, and crashed with frightful force, upon the carriage carrying ten men. Seven were almost instantly killed.

The accident occurred at 6:30 o'clock as the men were going to work and be-

ing sent down the shaft in parties of ten. Engineer Price, in charge of a little donkey engine, was shifting loaded cars from the new Red Ash shaft some distance away. This track approached the head of the Exeter shaft, and at a distance of thirty feet from it, curved gently to the right and around the shaft to the breaker. At the point where this track commenced to curve, was a switch, and the thirty feet of track leading to the head of the shaft was used for storing crippled cars. Close to the head of the shaft it was closed by a head block. Price's orders were to approach the breaker with the engine at the head of the train. A few days ago he was caught pushing the cars and was threatened with discharge for disobeying orders. Today he did the same thing. The train was going at a good speed, when, instead of curving around the shaft, the cars dashed into the switch, which was open.

Price reversed the engine, but it was too late. The cars struck the head-block, dashed through it, and three cars doped down the shaft. About twenty feet from the bottom they struck the carriage with awful force, completely wrecking it. The mass of wreckage fell to the bottom of the shaft, completely and when, after hard work, the men were extricated, seven were dead and three fatally hurt.

Fort Monroe, Va., Nov. 7.—Ensign James C. Summers, who was officer of the deck of the Vulcan when the Maria Teresa was abandoned after detailing the signals, describes the scene thus:

"From the first the heavy laboring of the Teresa gave the impression that she would founder suddenly and that all her people would be overboard at any moment, either swimming or drowning before our eyes.

"Assistant Paymaster Robert H. Woods, United States navy, was detailed to note the time that each signal was sent and repeated. Oil was the first requisite. Mechanics passed it up in buckets from the hold, those on the deck filed small bags with it. The effect was immediate in smoothing the heavy seas near the wreck.

"Rubber life-preservers were brought on deck and filled with air, ready to throw to men in the water. A bowline was made in every rope's end, by which the men could be hauled out of the sea.

"Half the charges were extricated from some six-pounder shells and they were fitted over the ends to which small lines were attached. These were to have been fired from the guns across the spot where the men might have been seen in the water.

"After the Teresa began to fill it became impossible for the Vulcan to keep her head to windward, but being practically water-logged, she made an excellent breakwater for the boats, even after she fell off into the trough of the sea.

"Directed by Lieut. Gilmer, the crew and engineer's force equipped two life boats. They were launched from the deckhouse and by means of long lines were veered astern, in the hope that they would reach the Teresa, but the heavy sea carried them far to windward; they fouled the hawser and were finally cut adrift.

"At 2 in the afternoon the Merritt 'wore ship' just astern of the Teresa and came up under her lee just in time to take off the first boat load of rescued persons. The wreckers and volunteers from the naval vessels had succeeded in lowering one of the two surf boats hanging from davits on the Teresa's port side.

Pulling quickly clear of the ship's side the boat's crew, composed of the wrecker's men, went about saving the people in a systematic way. There was less than four hours of daylight left in which to rescue 114 persons, including 18 Cuban coal passengers, and such

a sea was running that would have daunted any life-boat crew. To have attempted to go near enough to climb down or drop into the boats, meant certain destruction to the rescuing party. So while the boat was towed by its painter from the ship's lee quarter, and was kept clear by two men at the oars and by the steersman in the stern, another line was used to send down the men from the ship.

Each man slung in the center of this rope was hauled through the water in most cases to the boat and then tumbled in over the bow. It was a slow, but safe process, as the result proved, for by 5 o'clock every man, so far as we could see, was safe on board the Merritt.

"The force of the gale and height of the sea may be best understood by the fact that although only 230 fathoms of hawser separated the Teresa from the Vulcan the waters on the latter vessel owing to the heavy seas, driving rain and spray, were only able to see the boats of the rescuing party at long intervals when they came out of the trough of the sea. The Merritt herself, although a splendid boat, was buried in the trough of the sea at times so that only the ends of her mast heads were visible.

"The first boat lowered made in all four round trips between the Teresa and the Merritt and the second made three trips, so that to rescue all hands the boats had to make the passage through those heavy combing seas fourteen times, and right gallantly those brave fellows accomplished the work. Lucky indeed was it for those rescued that the boats were manned by past masters at the oar and helm.

Every Vulcan man watched the great ship with an anxious eye as she plunged "forecastle head under" the head seas clear to the turret, coming out again with the water streaming from her hawser pipes and showing the heel of her ram above the next big sea. Forty-four shipmates of theirs were on board the doomed vessel and it was yet a question whether their rescue could be effected before dark.

"Heavy rain squalls beat the seas down a little at this time, but the wind blew harder than ever. Struggling for a foothold on the Teresa's rickety bridge, her signal man, Crosett, wiggled to the Vulcan at 4 o'clock. 'Don't cast off the tow line yet; two more boat loads will clear the ship.' We replied, 'All right; will hold on until the last.'

"High up on the bridge, silhouetted against the leaden sky and bracing himself against the fearful rolling of the Teresa, as she wallowed in the seas, stood the man at the wheel. He was alone and probably the last person to leave his post, for it was not until the final boat was receiving its quota of men that he lashed the wheel, came down the bridge ladder and went aft to leave the ship.

"It was not until 11 minutes past 5 when Lieut. Blow and his officers were certain that the last boat load had been taken off, that the order was given, 'Cut away.' Two blows of an axe severed the lines, and as the links of the chain bridle rattled out through the stern chocks, the Vulcan's crew, led by Chief Engineer Gardiner Crims, U. S. N., gave three ringing cheers as a salute to the Stars and Stripes flying as if in defiance of the elements at the Teresa's jack-yard and also to the bravery of the Merritt's men who had made such a gallant rescue of their shipmates.

"Twenty minutes later it was so dark that the Teresa was only a black speck against the horizon, and at 6 o'clock nothing but the lights on the Merritt and Leonidas could be seen, while the gale howled and the sea rose higher than ever."