

It is now believed that every man has been accounted for. Twenty-three is the number of the dead recovered. Every entry in the mine has been explored and no more dead bodies have been found. Some of the rescued men were at death's door, but skilful medical attention saved their lives. The accident was caused by the explosion of sulphurated hydrogen encountered in an abandoned drift, followed by the generation of fire damp.

Too much praise cannot be given the gallant and unselfish people of Cerrillos, and the heroic miners who made every possible effort to save their fellows. No one is to blame; it was simply one of those accidents that occur, that is all.

WASHINGTON, D. C., Feb. 27.—Postmaster-General Bissell late this afternoon placed his resignation as a member of the cabinet in the hands of President Cleveland, to be accepted upon the appointment of his predecessor.

WASHINGTON, D. C., Feb. 28.—The President has nominated Congressman William L. Wilson, of West Virginia, postmaster general to succeed Bissell, resigned.

PHOENIX, ARIZ., Feb. 28.—The last spike in the new railroad line uniting Phoenix with Prescott was driven in the presence of thousands of persons from far and near who gathered to witness the long looked for reality.

CITY OF MEXICO, via Galveston, Feb. 28.—An excursion train coming into the city on the Inter Ocean railroad met with an accident this afternoon. While rounding a curve on the side of a mountain, five coaches jumped the track and went down the canyon. Forty-two people were killed and thirty or more seriously injured.

WASHINGTON, Feb. 28.—Rapid progress was made on the legislative, executive and judicial appropriation bill at the night session of the Senate.

Dubois sought to strike out the appropriation for the Utah Commission and to provide that the suppression of bigamy and polygamy shall hereafter be prosecuted under the laws of Utah. Dubois urged that the polygamous condition of Utah was a thing of the past, and that the local authorities might well be trusted to administer the affairs of the State.

Faulkner, of the committee on territories, in response to an inquiry from Mauderson, said it was expected that Utah would become a State by November next, under the enabling act heretofore passed. Dubois's amendment was finally ruled out on a point of order.

NEW YORK, March 1.—The wall of an old six story building at Forty-third street and Tenth avenue fell at 9:30 o'clock this morning, killing and injuring many men who were tearing it down. Already three dead bodies have been extricated. Probably a score of men are still in the ruins. Many of them are dead.

NEW YORK, March 1.—According to a private letter received today by Senator B. Siquardo who is staying at the hotel American, says the revolution in the United States of Colombia, when ended, the rebels will have triumphed. The letter containing this intelligence is dated Caracoe, February 18th.

The outbreak in Colombia was pre-

cipitated by the radicals, who protested against the imposition of a heavy tax on tobacco, liquor and imports which was imposed by the liberals in power. Arms and ammunition for the rebels were forwarded from this city purchased here by Señor Garces. The first outbreak was at Bogota and the leaders were Tiberco Juan Gonzalez and Generals Gome and Rangel.

From the outset the government have been unable to cope with the revolutionists who arose in great numbers in all the province. The rebels are in possession of the chief cities and have seized the treasury in Bogota.

CITY OF MEXICO, March 1.—One of the most frightful accidents in the history of the Mexican railroads, resulting in the killing of 104 persons and the serious, if not fatal injury of nearly 100 others, occurred on the Inter-Oceanic railroad at a point about twenty-five miles from this city.

A few days ago a great number of persons left the capital and the towns in the vicinity to go on a pilgrimage to the Catholic shrine at Sacre Monte. Yesterday a long train, aboard of which there were 1,200 passengers, was returning from the place of pilgrimage. It went well until a point on the line about midway between Tlaxcala and Tenango was reached. On this part of the road there is a steep incline, the line at one place having a sharp curve where it runs close to the edge of a high precipice. This is one of the most dangerous places on the road, and was rendered more so by the fact that the track here was not in the best condition.

As the train began to run down the incline many of the passengers were laughing and joking, while others were looking out of the windows at the rapidly passing scenery, which at this point is superb. Soon the speed of the train began to increase, and it was soon running at a frightful rate. The passengers ceased their joking and looked at each other with a strange fear depicted in their faces. Steadily the momentum of the train, which was now swaying and bounding fearfully, increased, and soon the dangerous high curve was struck. As the pilot wheels of the engine took the curve, the locomotive swayed outward and then back. As the drivers went on the curve the engine again swayed heavily and then either jumped the track or turned a rail.

It dashed across the scanty space between the rails and the edge of the chasm and then plunged downward. One after another three coaches filled with passengers dashed after it and piled up in a mass of wreckage at the foot of the precipice. The next two coaches also jumped the track, but most fortunately did not go over the edge of the precipice. As the fifth coach left the tracks it twisted and broke the coupling connecting it with the coaches behind it. These coaches kept the rails and passed safely around the curve. After running a considerable distance they were stopped by the handbrakes.

When the engine and three coaches fell to the bottom of the ravine there was a fearful crash, and mingled with it were the shrieks of the affrighted passengers which could be heard above the shrieking of the escaping steam of the engine, which was knocked to pieces by the fall.

The passengers in the two derailed coaches at the edge of the precipice got out as quickly as possible and many of them fell on their knees and thanked God for their escape from a most awful death.

In the meantime a number of passengers in the other coaches had returned to the scene of the wreck and devoted themselves to the work of rescuing the imprisoned in the wreck. The sight here was a most gruesome one. The carriages were shattered and a majority of the occupants were lying beneath the debris. The shrieks and groans of the wounded were heart-rending, while many of the unhurt women and children mourned and wept in agony of terror.

The train hands were Americans, and some of them as soon as possible telegraphed the news of the disaster to this city.

Aided by some of the men who were in the coaches that did not go over, the railroad employes and the relief corps soon cleared away the wreckage sufficiently to allow the extrication of the dead and injured. One hundred and four dead and eighty-five wounded were taken out of the wreck.

So far as can be learned, the accident was due to the negligence of the engineer. It is stated that when the train entered the incline he made no attempt to check its speed by the use of air brakes. Had the brakes failed to work the momentum could have been checked by the handbrakes, but persons on the train stated that they heard no whistle for the application of the handbrakes. The engineer and fireman are believed to be under the wreck of the engine, and why the train was allowed to run practically wild on one of the most dangerous sections of the road will probably never be known.

CITY OF MEXICO, March 2.—The Mexican government has commenced a rigid examination of the train men and officials of the Inter Oceanic R. R. in an attempt to fix the culpability for the terrible railroad disaster upon the parties to blame. The engineer, conductor and brakemen on the ill-fated train were examined and fuller reports of the disaster are expected. The engineer was John Neuffer and the conductor J. H. Steele, both Americans.

The locomotive engineer immediately disappeared, but was afterwards captured at Cuatco. He, as well as the conductor and other trainmen, are held as prisoners, pending the official investigation. A number of the wounded cannot possibly live.

On Sunday afternoon at the yards of the Denver and Rio Grande Railroad company, James Smith, who has worked on a ranch at Eagle, while endeavoring to jump on a car of a freight train, fell and the wheels passed over his left foot, nearly severing it from his leg. Amputation was necessary.

There is at last an immediate prospect of the repair of the Oregon Railway & Navigation Railroad track between Wallace and Burke, which was washed out so seriously during the flood of last spring, says the Wallace (Idaho) Miner. At that time fully one-third of the track was badly damaged, in many places being washed out completely for hundreds of feet.