

## TRANSFORMATION.

If it be true that Time doth change  
Each fiber, nerve and bone,  
That in a seven years' circling range  
New out of old hath grown.

Time's a magician who hath made  
A mystery passing strange;  
No outward symbol is displayed  
To hint the subtle change.

What'er the magic he hath wrought  
Within his seven years' span,  
Your life is yet with beauty fraught  
As when the charm began.

The rounded form of other years  
Still keeps its crowning grace;  
And June, for April's earlier tears,  
Plants roses on your face.

But your great beauty touches me  
Now, in no other way  
Than doth the splendor of the sea,  
The glory of the day.

I dreamed I loved you in past years,  
Ah! that was long ago,  
How far the time-blown love-vane veers,  
This rhyme may serve to show.

The shifting seasons soon enough  
Beheld the bright dream fade—  
I learned to know the fragile stuff  
Of which some dreams are made.

We meet now, with a kid-gloved touch—  
More courtesy, each to each;  
That earlier hand-clasp over much  
Outlives our later speech.

And so, perhaps, it may be true  
That as you pass me by  
In careless wish, you are not you,  
And I'm no longer I.

—A. C. Gordon in Century.

## TELEGRAPHIC NEWS.

CHICAGO, Oct. 11.—A terrible accident occurred on the Chicago & Atlantic Railway early this morning near Kouts, Indiana, in which the first report stated 25 people were killed and many injured. The fast freight train, telescoping two coaches.

## LATER ADVICES.

As nearly as could be learned at the outset, the fast train was the passenger express from the east due in Chicago this morning. A relief expedition was quickly and secretly organized by the railroad officials here and dispatched to the scene, while other help was to be hurried forward as soon as possible. Two passenger trains arrive in Chicago early in the morning from the east over the Chicago & Atlantic and it was impossible to readily learn which was involved, the officials of the company refusing the slightest scrap of information. It was judged that the horror occurred between five and six o'clock this morning.

## LATEST DETAILS.

A special to the News from Hammond, Ind., says the passenger train east bound on the Chicago & Atlantic Railway, leaving Hammond at 8:15 last night, broke down near Kouts station. The engine started ahead, leaving the train and stopped for water at State ditch. The engine got on the "center" and could not get back to the train. The stock train following, running on special time, crashed into the sleeper, telescoping the sleeper and four coaches. So far 14 bodies have been taken from the wreck, a doctor from Huntington, Ind., being the only passenger identified. The rest are burned beyond recognition. Twenty-five or thirty are wounded. The engineer and fireman on the stock train were wounded and are not expected to live.

Chicago, Oct. 11.—A special to the Evening Journal from North Judson, Indiana, says: Another Chatsworth railroad horror occurred on the Chicago & Atlantic Railway this morning, sixty miles east of Chicago near Kouts station. Seventeen passengers were killed and

## BURNED UP

in the wreck and from 20 to 30 were more or less injured. A heavy fresh meat train telescoped the evening accommodation train (the New York express) which leaves Chicago at 7:40 p. m. The accommodation with one luggage car, two coaches and one sleeper had stopped at a water tank for water about one mile west of Kouts and the freight train following crashed into the sleeper telescoping and burning up the entire passenger train as above stated. Wm. Perry, auditor of this (Stark) county, and wife and child were victims of the terrible fire which broke out almost immediately after the freight train crashed among the passengers. Not a particle of their bodies was rescued from the flames. The entire responsibility appears to rest on

## THE ENGINEER

of the freight train. At this writing the names of the others killed and wounded cannot be ascertained.

Kouts, Ind., October 11.—The worst horrors of Chatsworth were duplicated here to-day. A dozen blood-stained, smoke-begrimed, injured victims of railroad carelessness or blundering, were brought into the village a little station house, early this morning, and this afternoon, nine charred corpses, the victims of some blundering or carelessness, were laid upon the station platform, while three miles west

down the track of the Chicago & Atlantic Railroad, near a lonely old water tank, piles of fearfully tangled debris mark the spot where a collision seldom equaled for terrible results had occurred. According to the best estimate obtainable, for only an estimate was possible, fully

## THIRTY HUMAN LIVES

had been sacrificed outright, and half that number of persons had suffered injuries more or less serious. The east bound express that left Chicago last night with a great load of passengers, had without a moment's warning during a temporary wait, been smashed into from behind by a heavily loaded fast freight plunging madly forward in the darkness, bent on beating all competition in hurrying dressed meat to the markets of the seaboard. Some part of the machinery of the passenger engine had been thrown out of order during the run from Chicago. A trifling stop at a water tank would make it all right, it was thought, and the stop was accordingly made. Suddenly, out of the darkness behind, came the flash of a headlight, a rush and a rattle of many wheels, and then the

## MIGHTY CRASH.

Just as at Chatsworth the sleeping coach now got in its deadly work. The massive framework of the sleeper was transformed into a huge catapult, and pushed mercilessly forward by the freight it crashed into the cars forward, smashing their comparatively light timbers and making the work of destruction complete. The wreck quickly took fire and the sight of the shrieking victims and the dancing flames was one never to be forgotten. To-day on his bed of agony at a hotel at Kouts, the engineer of the passenger train told the

## FOLLOWING STORY:

We passed No. 40 at Boone Grove on time and started towards Kouts. No. 49 pulled out of the station less than two minutes behind us, when they should have waited much longer. When we were well away from the town we could see her light a little way behind. We were not running fast because the engine was on one side. We had broken an eccentric strap and were running but one pair of wheels, having been forced to disconnect the other pair of wheels which were running loose. Of course the accident held our speed down a little, but we had no idea the engineer of No. 49 would have any difficulty in keeping off our heels. The last time I looked back there was ample room between us. We stopped at Boone Grove tank and were there almost a minute before

## THEY STRUCK US.

In the little sitting room of the cottage which serves as a hotel in this town two of the wounded survivors of the accident still remained late this afternoon. Henry Miller, a Bohemian boy on his way from Dundee, Ill., to the old country, is stretched on one lounge in a low dark room. His head is fearfully battered and his right leg is fractured.

The other wounded man is Jos. McCool, a bartender, of Boston, who, had he not been a passenger on the fast train, would have been welcomed in Chicago by relatives whom he has not seen for years. His injuries are for the most part internal and are not so severe but that his recovery is possible. He was able to tell of the awful occurrence

## AS FOLLOWS:

I was in the passenger coach at the time of the accident, which was next to the last car in the train. Just before midnight I went into the smoker, which was just ahead of our car, and chatted for an hour and came back to the coach with a young man who sat down near me. That's the last I've ever seen or expect to see of the poor fellow. Just as I had stretched myself out to go to sleep, and almost before I had closed my eyes, there was an awful, unearthly crash which, God help me, I never want to hear again. I could feel myself thrown violently toward the top of the car, and then I became insensible. On the way up I realized that all was confusion in the car, that canes, valises, rods of iron and lamps were in confusion about me. I must have regained my consciousness in a very short time, for when I awoke all was darkness in the car and the

## HORRIBLE SHRIEKS

and piercing wails of agony almost deafened my ears. In the end of the car farthest from me, the stove was overturned and the flames were just at the point of starting to spread with magic rapidity. There was some sort of new gas lamp in the cars and reservoirs reaching from one to the other. The flames leaped up the sides and in less time than I can tell of, the gas was burning the whole length of the car overhead. I was wedged in between two seats, where I could not move a limb of my body, and there watched the fire slowly creep upon me. It was a terrible sight. In the end of the coach near the fire, I could see a lady caught between the seats. As the fire slowly crept across the car, her dress caught fire and in agony she burned before my eyes. Just across from my seat, I noticed soon before the accident a father, his wife and daughter. I saw them also

## CRUSHED TOGETHER

and burned. Just as the flames were blazing but a foot or two away from

me, a man pulled me into the aisle and said, "Come to the window." He must have taken me, or some one else, for the moment he looked closely at my face he dropped me and hurried through the window with an exclamation of evident disappointment. I then, painfully, crawled after him in safety.

This afternoon, when the reporters who had been long delayed in reaching Kouts owing to the secretiveness of the railroad officials, began at last to arrive, there was little in the aspect of the village to indicate the calamity that had so recently taken place. All the dead bodies had been carefully removed from sight; only two of the wounded were still in the village, and the local authorities of the road were

## DEAF AND DUMB

to all seekers after information. The coroner had been obliged to go to Huntington, over fifty miles distant, to obtain the statements of witnesses and the villagers seemed wholly at sea regarding the extent of the disaster. About the only person about and willing to tell the details of the horror was Dr. C. W. McKee.

The doctor is a prosperous-looking, intelligent man of about 37, who promptly responded in the dead of the night to a call that he take a hand-car and go to the scene of the wreck, three miles from his residence. Dr. McKee rendered noble service. He had scant time to give his experience in detail, but stated to the best of his knowledge it would not be overstating the facts to say the collision had cost the lives of fully

## THIRTY PEOPLE.

It was shortly after 1 a. m. when he reached the wreck, and he immediately began to give his services to the wounded. Those who were badly hurt when the crash came, he said, must have had little chance for their lives, so quickly had the cars taken fire and so thorough was the work of the flames. As an illustration of the destruction and the difficulty of arriving at a correct idea of its magnitude, the doctor said that probably not a soul would have been made aware of the all but total wiping out of the Miller family of six had not their boy been saved. Dr. McKee stated that only nine bodies had been recovered, and they were so badly scarred as to be almost beyond recognition, the most left of scarcely any of them being a blackened trunk, and in some cases little beyond

## HANDFULS OF ASHES.

The nine were as follows: The Miller family, of Dundee, father, mother, two brothers and a girl (their 14-year-old boy Heterman will probably die also); Dr. Perry, of North Judson, Ind.; Dr. Perry's wife, Dr. Perry's daughter aged 11, and a young Irish lady.

Supt. Parsons, of the Chicago & Atlantic, was seen late in the afternoon gloomily pacing the station platform. He was extremely taciturn and was sure no more bodies could be, by any possibility, under the wreck. Only nine persons had been killed, he declared, and not more than 11 or 12 hurt and none of the latter seriously. He admitted that no flag man had been sent back from the passenger train when the stop was made. Mr. Parsons said the train men were depending upon the semaphore light fully 2,000 feet in the rear of where the stop was made.

## THE CONDUCTOR

of the train had pulled the cord for this light when he stepped from his train. This would throw the glare of the red danger signal on the track. The night, however, was foggy and the engineer of the fast freight must have failed to see the signal. Superintendent Parsons thought the accident would have been an ordinary one had not the stove in the sleeper upset. That caused the destruction of the sleeper, two coaches and the baggage car, and that in the main was doubtless the cause of the loss of life. Coroner Leatherman, Mr. Parsons said, reached the scene from Valparaiso about 11:30 a. m., and after viewing the debris and making some inquiries, had found it necessary to go to Huntington in search of witnesses. The wounded, Parsons explained, had been taken there as early as possible and the passengers who

## WERE UNHURT,

to the number of 25, had been forwarded to their destination without delay.

It appears that Coroner Leatherman did not impel a jury, and that the procedure is not a necessity according to the laws of Indiana. At the wreck the coroner was met by Mr. Johnson, attorney for the Chicago & Atlantic, and being told that the engineer of the freight had been taken with other survivors to Huntington, decided to go there, which he did in company with the railroad's lawyer and several other gentlemen. The coroner is well spoken of among the people at Kouts. They did not criticize his action in going to Huntington, believing him square. The coroner is described as being rather a young man to be charged with such an important duty as determining the responsibility for the wreck.

## A PATHETIC INCIDENT

of the wreck is related by the station agent. It is the story of a young lady from Ohio whose name could not be remembered. She was one of the passengers on the ill-fated train, and when the crash came, with the presence of mind and energy worthy of strong-minded masculinity, she seized an axe from its resting place on the side of the car and hewed her way

through the window. Her own safety assured, her thoughts turned to the helpless unfortunates whose cries for assistance sounded behind her. They did not call in vain, for she rushed in the direction of the cries and personally aided those poor persons from the wreck. To use her own language, "I did all I could and would have continued had I not heard Dr. Perry crying and moaning piteously that his feet were burning. Then my

## STRENGTH GAVE WAY

and I was compelled to desist and seek assistance myself."

Kouts, Ind., Oct. 11, 11 p. m.—All efforts to obtain information from Huntington as to the names of the killed and wounded have up to this hour been unavailing. The Chicago & Atlantic Railroad officials who went there with the coroner to-day seem to have complete possession of all the sources of information on this point, and they refuse positively to make public the names of the victims of the disaster. The killed and wounded were taken from the scene of the wreck to Huntington early this afternoon accompanied by the coroner.

The water tank at which the wreck took place was tended by an employee for whose accommodation a small shanty was attached to the pump house. For a long time he has

## NOT USED IT.

but has gone into Kouts every night, leaving the tank early alone. He was asked to-night what precautions were taken in his absence to prevent such catastrophes as that which had occurred. "Not a precaution," he answered, "except a thing they call a semaphore. It's an English contrivance, and is supposed to act as a signal, but it don't." The wrecking force at the scene of the disaster numbers 300 men, and their many lights stretch along the full length of the wreck and can be seen miles away over the marsh. Enough of the wreck is still left to give an idea of the mass of ruins strewn before the tank after the collision. The freight train in part escaped, but the front cars were heaped in the most fantastic way upon each other. Not a vestige of the passenger coaches was left, the telescoping of the baggage car, smoker and day coach being complete, and the

## SPEEDY FLAMES

did the rest. The bodies which the coroner found were burned to a crisp. At midnight the track is still impassable.

The coroner telegraphs the Associated Press from Huntington at 1 a. m. as follows:

Cannot as yet give the names of the killed. There were eight adults and one child dead and two persons wounded at Kouts. Know nothing of any others wounded.

CLEVELAND, O., Oct. 12.—A fire broke out this evening at the Northern Ohio Insane Asylum during the weekly dance given the more tractable of the patients. While they were enjoying themselves, the cry of "Fire" was raised, and the flames and smoke suddenly poured into the dancing hall, creating a fearful panic among the 350 inmates. As soon as the first excitement abated, the attendants made a courageous rush and removed the unfortunates who had been overcome. The bodies of six women who had been suffocated were recovered. Three more were found in an injured condition. Two of the dead were unrecognizable. The others were Mrs. Margaret Pitts, Jennie Hamm, Miss Evelyn Scribner and Mrs. Charlotte Knowlton. One of the injured may die. But for the

## HEROIC CONDUCT

of the physicians and attendants who rushed into the blinding smoke and flames and dragged the terror-stricken insane people from the hall, the loss of life must have been terrible. The fire started in the laundry, a one-story building which adjoins the wing in which the chapel is located. The prompt response and the active work of the firemen prevented a disastrous spread of the flames. The loss of property will fall below \$25,000. Had the fire occurred any other night of the week, there would have been no loss of life.

HARTFORD, Conn., Oct. 12.—B. S. Hicks, cashier of the Stafford Springs National Bank and treasurer of the Savings Bank in the same place, was arrested to-day by the United States Marshal. The charge is misappropriation of the bank funds to a large amount. The bank is closed.

STAFFORD SPRINGS, Conn., Oct. 12.—A

## GREAT SENSATION

was created here this afternoon when the fact became known that R. S. Hicks, cashier of the Stafford National Bank, was a defaulter to a large amount. Upon the bank's door was the notice that the institution was closed pending an investigation. National Bank Examiner Forman said to an Associated Press correspondent:

When I examined the Stafford bank I discovered that checks had been drawn by R. S. Hicks, treasurer, on the Third National Bank of Springfield, Mass., to the amount of \$13,200. I then suspected something decidedly wrong in the bank's affairs, and upon further investigation discovered the cashier had only \$300 to his credit. The exact amount of the deficit can be ascertained when all the checks that have been drawn on New York and Boston banks are presented and statements rendered by these banks. The

## TOTAL LOSS

to the institution will be over \$100,000, and of this amount the cashier confesses to have taken \$73,000. The capital stock of the bank is \$200,000 and the surplus \$24,000.

while the undivided profits amount to \$3,000. A large number of false entries appear on the books, consisting of over-statements of amounts due the bank from its New York and Boston correspondents. The falsity of these entries has been clearly shown by a careful comparison of his books with the accounts of the New York and Boston banks.

The latest investigation shows the bank is practically ruined, having only \$11,000 on hand. Hicks resided here twenty years, was an influential member of the Episcopal Church and a public-spirited citizen. He is 40 years old and married. It is asserted he has been interested in speculation for an extended time.

## THE ANARCHISTS.

CHICAGO, Oct. 12.—Captain Black and Mr. Solomon, counsel for the condemned anarchists, started for New York this afternoon to confer with General Pryor and J. Randolph Tucker. They took with them the transcript of the record, which makes 8,950 pages.

LONDON, Oct. 12.—After all the evidence was submitted in the Mitchellstown inquest yesterday, Harrington asked that a verdict of wilful murder be returned against Head Constable Brown Rigg and the five policemen who fired under his order. Harrington accused Rigg of deliberately planning the murder. The jury returned a verdict of murder against Rigg, Sergeants Kerwan, Ryder and Brennan, and Constables Gavan and Dorance.

## BOTH MURDERED.

PORTLAND, Or., Oct. 12.—The Oregonian's Colfax, Washington Territory, special: The bodies of Mrs. Heary and child, aged 18 months, living near De Smet Mission, were found this morning murdered in bed. Both throats were cut. There was evidence that the woman struggled hard with the assassin, her hands being gashed to the bone. The husband was away from home. It is suspected that Indians were the murderers. It is impossible to divine the motive.

NEW ORLEANS, Oct. 12.—A special from Ponchatoula, Louisiana, to the Picayune, says: Monday afternoon a negro drowned his wife because she refused to live with him any longer. While she was drowning, her brother came upon the scene and fired

## TWENTY BUCKSHOT

into his sister's murderer who sank with the body of his victim to the bottom of the Amite River.

FRANKLIN, Mass., Oct. 12.—David L. Stain was arrested to-day by Boston officers charged with being concerned in the Dexter (Maine) bank robbery and the murder of the treasurer, J. W. Barron, nine years ago. Stain lived here several years and has worked at boot and shoe repairing. He is reported to be worth several thousand dollars. Only \$200 in money and \$500 in registered bonds were secured in the robbery.

NEW YORK, Oct. 12.—The World tomorrow will publish a story, twelve columns in length, giving the results of its investigations into the robbery of the Dexter (Maine) bank, February 22nd, 1878, and

## THE MURDER

of its treasurer, J. W. Barron, which led to the arrest at Franklin, Massachusetts, to-day, of D. L. Stain, charged with the crime. The arrest was made on the confession of Charles Francis Stain, the son of the prisoner. The confession is to the effect that David Stain, Oliver Smith alias Cromwell, a well-known criminal, and four other men—Andrews, Scott, Thompson and Keely—secured duplicate keys to the bank; that Stain and Cromwell entered the bank, believing everybody out of it. Stain was in front, and going through the door, came face to face with Barron whom he knocked senseless with a slug-shot. He and Cromwell then gagged and bound Barron, and fearing interruption did not dare rifle the vault, though the doors stood open, merely contenting themselves with taking the

## MONEY AND BONDS

from the cash drawer. They were afterwards driven to Skowhegan by young Stain, and separated the next day after learning of Barron's death. From that day to this the guilty parties dropped out of sight and the murder has been one of the standing police mysteries.

HUNTINGTON, Ind., Oct. 12.—Testimony before the coroner here as to the horrible collision on the Chicago & Atlantic Railroad near Kouts began with the deposition of J. B. Park, conductor of the passenger train. He testified that his train was nearly two hours late, having broken the eccentric strap on the engine between Hurlburt and Boone Grove. "We stopped for water east of Boone Grove," he continued. "In three minutes train No. 48 struck us on the rear end and telescoped the sleeper into the ladies' car, the smoker and the baggage car. The

## WRECK TOOK FIRE

at once; we got eighteen passengers out; nine were killed and burned. The semaphore was turned when we stopped. I did not know the freight train was coming. When it struck us it was running at the rate of twenty miles an hour."

All the train men examined claimed the night was foggy, and that the danger signals could not be seen until they were right upon them.

CHICAGO, Oct. 12.—The intense secretiveness of the employees of the