The Easton Gazette.

VOL. LXXV.—NO. 38. EASTON, MD., SATURDAY, AUGUST 29, 1891. $1 50 PER YEAR.

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SECRETARY DILLON, of the American Flint Glass Workers' Union at Pittsburg, announced that all of the 11 scales had been signed, and the factories will all be in operation the first week in September.

A HURRICANE swept the island of Martinique, one of the French West India group, causing great loss of life and immense damage to property, particularly to shipping.

OUTWARD BOUND.

Out upon the unknown deep,
Where the unheard oceans sound,
Where the unseen islands sleep,
Outward bound,
Following toward the silent west,
O'er the horizon's curved rim,
On to islands of the blest,
He with me and I with him,
Outward bound.

Nothing but a speck we seem
In the waste of waters round,
Floating, floating like a dream,
Outward bound.
But within that tiny speck
Two brave hearts with one accord,
Past all tumult, pain and wreck,
Look up calm and praise the Lord,
Outward bound.
—*Dinah Muloch Craik.*

OVER THE GRADE.

BY JOHN F. BARNES.

Half-way up a great California mountain, upon a shelf or level space called Johnson's Flat, a few sheds and cabins clustered about the shaft of the Monte Christo mine.

One of these cabins—the best of them all—was occupied by the superintendent of the mine. He was Doctor Green, and he had been a successful surgeon in an Eastern city. Ill health had compelled him to remove to these parts, and he had taken up the occupation of mining.

Down the mountain, to Gaylord's station on the Pacific Railroad twelve miles away, led a narrow cart-path, called a "grade" here. It was wide enough for only one wagon, except in two or three places where turn-outs had been cut into the side of the mountain.

In such places a wagon might wait for another to pass; and teams going up had the right of way. There was very little travel on the road.

The descent from the outer edge of this path was often almost perpendicular. One bend, where the road wound around a promontory, was called Dead Man's Point, because tradition had it that a man and a horse and wagon had gone over the grade here, and had been dashed to pieces on the rocks below.

There was employed about the mine a Mexican boy, called Pete. He was a faithful and hard-working boy, and had but one enemy in the world. That was "Old Lightning," an unusually large mule—heavy, bony, and extremely vicious

This mule was used to haul the refuse from the mouth of the mine to the dump, and was generally attached to a heavy and very strong two-wheeled cart. Most of the men employed about the mine were much afraid of the animal, for he was always ready to use his teeth or his heels.

He seemed to bear a particular spite toward Pete, and had at one time, indeed, bitten and kicked him so severely that the boy's life was despaired of. Pete certainly would have been killed if Dennis McCarthy, the owner of the mule, had not interposed just in time to save his life.

As it was, Pete was badly hurt, and might not have recovered if Mrs. Green, the superintendent's wife, had not taken him to her cabin and nursed him back to life. The grateful boy had the deepest affection for Mrs. Green after this, and the deadliest fear of Old Lightning.

One day in May, when the supply wagon from Johnson's Flat returned from Gaylord's with a load, a telegram from the East was brought to Mrs. Green. It stated that her niece, an invalid, had been taken worse, and had been ordered to go to California immediately; and that she would arrive at Gaylord's on the following Monday.

Preparations were made at once to meet the invalid young lady at the station and bring her up the mountains as comfortably as possible. The camp-wagon was stuffed with mattresses and pillows, and a safe team of mules provided.

Pete was to be taken as driver. He was an excellent driver, understood the use of the brake, knew the road perfectly, and was afraid of nothing except Old Lightning.

The train from the East was due at eleven o'clock in the forenoon, but was seldom on time, and had lately been many hours late on account of a washout. Arrangements were made, therefore, for Mrs. Green and the invalid girl to remain at Gaylord's over night; and no one at Johnson's Flat expected them until Tuesday.

Dennis McCarthy worked all day on Monday at his usual occupation of hauling refuse to the dump with his big mule and cart; and though he was generally unwilling to admit that Lightning had faults, he was heard occasionally to grumble, and to make remarks indicating that the mule was more than usually fractious.

The day's work was nearly done. The sun was approaching the tops of the mountains across the deep gorge to the west of the camp, and the last load for the day was put into the cart to be hauled to the dump.

Just at this time one of the men, in passing, made a playful motion toward the old mule. Quick as a flash he sprang at the man, dragging the heavy cart, and before Dennis could reach him, he was going at full speed down the grade.

The man saved himself by quickly running up the hillside into a clump of bushes; but the mule had become frantic, and urged on by the loaded cart behind him and frightened by the noise it made, dashed furiously on down the grade, with Dennis in full pursuit at an ever-widening distance behind.

The men, who were just leaving the mine, gathered at a place where the grade was plainly visible all the way to Dead Man's Point, nearly two miles below.

"Sure," said one of the miners, "I hope there's no one on the grade about now. 'Twould be a bad day for 'em to meet Old Lightening, with all that load of rock in the cart, too. They'd all go to the bottom of the canon together."

"Never fear," said another, "there's nobody on it at this time. There'll be no danger to any one but Old Lightning, and I'm thinking he'll never carry any more tailings."

Among the others who stood looking down the grade was the superintendent, Doctor Green. The flying cart and mule were momentarily lost sight of at a slight curve, and most of the men were looking at the figure of Dennis far behind, but running as if his life depended upon it.

Suddenly the superintendent uttered an exclamation of horror, and he and several others rushed forward to the edge of the flat.

Just coming into view at Dead Man's Point, and turning the curve so that the precipice was at its very wheel, was the camp wagon. In it were Mrs. Green, the invalid girl, and Pete; and the mule and heavily loaded cart were almost upon them.

There was barely enough room for one wagon. They must go over the grade, fall the dreadful distance and be crushed below.

The people at the mine did not know exactly what happened until Mrs. Green was able to tell her story; and this is what she said.

"As soon as we reached Gaylord's we learned that the Overland train had been telegraphed as on time, greatly to the surprise of every one; and at eleven o'clock it arrived with my niece, Alice, on board.

"We took dinner at Mrs. Atwood's, where we had arranged to stay over night; and as niece was tired of travel, and as I knew that the accommodations we had prepared for her at home were better than she could obtain at Gaylord's I made up my mind to push on up the mountain.

"As we were driving away, Mrs. Atwood called to us, and came running out with a large blue cotton umbrella.

"'You'd better take this,' she said; 'you are going just away from the sun, and it will shine in at the back of the wagon and make the poor girl uncomfortable if you don't have something to shade her.'

"We took it, although I hardly thought it would be necessary to spread it.

"The mules kept along at the rate of about three or four miles an hour, so that at five o'clock we were approaching Dead Man's Point.

"Alice, lying back upon her pillows, had been much charmed all the way by the scenery. So, as we came to Dead Man's Point, and stopped to allow the team to take breath, I called her attention to the grandeur of the view here.

"But she could hardly look at it, she was in such fear of the deep chasm of the canon on our left hand, which we seemed almost to overhang.

"While we looked, and I assured her that there was not the slightest danger, I heard an exclamation from Pete. Looking up the grade, I saw, coming like a whirlwind around a little bend, Old Lightning, with his heavy cart bounding behind him.

"I saw it as one sees objects revealed by a flash of lightning in a dark night. Instantly I thought of our fate, for nothing could stop him, and when he struck us we must be hurled over the precipice.

"I was paralyzed with fear; everything turned black before me. I had a wild desire to escape, but I knew that escape was impossible. Even if I could have climbed from the wagon, it would have done no good; and what of the sick girl?

"While I looked, and while these thoughts flashed through my mind, I saw Peter throw all his weight on the lever of the brake, forcing it down to the last notch, and locking the wheels so that it was impossible for them to turn. Then he thrust the reins and whip into my hands.

"'Keep the team steady, ma'am,' he said, 'you must do it!'

"He seized something under the seat, and before I could speak, he was gone from the wagon like a flash.

"For one moment I basely supposed he was going to save himself by climbing the almost perpendicular side of the mountain, which no doubt he might have done—he is so quick and agile. But the next moment I saw him rushing toward the on-coming mule and cart, and wondered in a stupid way why he showed so little fear of his old enemy.

"While I looked, unable to turn my eyes, and knowing that surely he must be killed, I saw him make a stand in the path, and suddenly spread the big blue umbrella directly in the face of the mule. I saw the mule as suddenly swerve a little toward the edge of the precipice.

"In that instant the off wheel of the heavy cart went over the grade, and amid a cloud of dust everything vanished from my sight, leaving only in view the winding mountain road, with poor Pete lying with torn clothing and bleeding face in the middle of it.

"Then I heard the crashing of the cart as it bounded from rock to rock to the bottom of the canon.

"I was so frightened, so dazed that I did not know what to do. I did not dare to leave the wagon to go to Pete's assistance, for the mules were much excited, and I had hard work to keep them from trying to turn around.

"Fortunately, Alice had not realized the situation, for her view toward the front was obstructed; and when she anxiously asked what was the matter, I was able to quiet her, by assuring her that the danger was past.

"While I was trying to think how I could get to Pete, who had saved our lives, perhaps at the sacrifice of his own, I saw Dennis McCarthy coming around the bend. He was without hat or jacket; one shoe was gone, and he seemed to be quite out of breath.

"'The Lord be praised!' he gasped, when he saw us; 'ye're safe, for sure, but where is me mule an' me cart?'

"'Over the grade,' I answered.

"He said nothing more, but bent over the body of poor Pete.

"'Is he dead?' I asked.

"'No, ma'am,' said Dennis, 'he is not, but the breath is mostly knocked out of him, and I'm thinkin' he's dreadfully hurt. We must contrive to lay him in the wagon and get him to the camp as soon as we can.'

"It was well we had such a stock of blankets and pillows; and we easily made a comfortable place at the back of the wagon, where we laid the bruised and wounded boy, and then started on."

This was the faithful account of what happened which Mrs. Green told her husband later. He himself could have told with what emotions he met the little procession on its way up to the camp.

His services as a doctor were needed by all three of the people in the wagon, by poor mangled Pete, who lay unconscious; by the sick girl, now fainting; and by his wife, upon whom a nervous reaction had fallen.

But his skill was equal to the need. One of Pete's legs was broken, and he had suffered other injuries. The bone was set and the wounds dressed; and Mrs. Green, who soon recovered her own strength, nursed him carefully and tenderly. Before long he was again on his feet.

Within a year's time Doctor Green sent him to San Francisco to school, with the intention to train him thoroughly as a mining engineer.

The young girl gained rapidly in strength, too, in the healing, invigorating mountain air, and before many weeks was well on the way to recovery.

Perhaps the most wonderful part of the story is to come. After Dennis McCarthy had walked up to the Flat with the little party who had gone down to meet Mrs. Green and poor Pete, he set off again down the mountain, with two companions, to find the remains of his mule.

When they reached the place where he went over the grade, they were astonished to see Old Lightning, only a short distance down the side of the canon, wedged in between two fir-trees—the only ones to be seen far of near along the precipice.

The heavy shafts of the cart had broken off like pipestems, and the vehicle was smashed literally to kindling-wood at the bottom of the ravine.

A windlass and tackle were brought down from the camp, and with great difficulty Old Lightning was drawn up, groaning badly, but apparently not much injured.

Before long he was at work again on the dump.—*Youth's Companion.*

Wagon wheels ran over 5000 persons in London last year, but that is comparatively nothing.

THE NEWS.

At Chicago one man was fatally and seven others seriously burned by an explosion of gas in the new city water tunnel now being constructed under Lake Michigan.—A freight train on the Rock Island road was ditched at One hundred and Third street, Chicago. The conductor, William Matthews, was crushed to death under the engine, while the engineer and two switchmen were, perhaps fatally injured. The fireman jumped and escaped uninjured.—A large barn shed six horses and a quantity of grain owned by Frank Reicker were consumed near Suspension Bridge. Loss, $10,000. The origin of the fire is unknown.—Joshua Brogil, a carpenter, of Macon, Ga., was arrested, charged with being implicated in the express robbery on the Centr l Railroad. Dave Horton, a locomotive fireman on the road, confessed to his part in the robbery, and conducted the detectives to his room, where his wife had sewed up in a mattress two packages of money, amounting to $1,314.—Lewis Brewster, aged seventy-five, of Belfast, Me., fatally shot Charles A. Brower during a quarrel, in which Brewster's wife figured.—Jim Thorton, one of the men who robbed an express train near Collier Station, Ga., has been caught. He confessed.—Receiver Agee filed a bill against the directors of the Anniston (Ala.) Savings and Safe Deposit Company.—At Lexington, Neb., a fire destroyed eight stores in the principal block, causing a loss of $40,000 with small insurance.—The switchmen's strike, which has paralyzed business in Peoria for over a week, came to an end when the strikers made an unconditional surrender. Nearly all of them will be taken back.—Frank Berry, a notorious negro, had a fight with the police at Peoria, Ill. The negro was badly hurt. He cut one of the policemen seriously.—The Cherokee Indians are wild with excitement over the recent order permitting them to graze their cattle on the outlet.—Hamilton J. Bletcher, a railway conductor, was fatally injured at Gimpville, Pa., by having his left leg crushed. He died at York, his home, shortly after he received his injuries.

John Stewart, a track foreman in the yard at Camden, N. J., on the Amboy division of the Pennsylvania Railroad, was struck by the Atlantic City express, and had his head split open.—Postmaster Hugh Millholland, of Paducah, Ky., has resigned on account of charges brought against him.—Near Nicholasville, Ky., a special engine on the Richmond, Nicholasville, Irvine and Beattyville Railroad, ran down and killed Mrs. Mary Richardson and her two children.—Farmers of North Dakota are denouncing the action of the state railroad commissioner in placing an embargo on wheat shipments by requiring inspection at the Minnesota line.—The damage done to the wheat in North Dakota by the frosts was not much account.—The volcano at Calimo, near the City of Mexico, is still active.—Edward Baker, an old citizen of St. Louis, died two weeks ago in apparent poverty. A trunk had been found in his house which contained over $75,000.—James Wright, who is wanted in Snedsville, Hancock county, Tenn., for the murder of Josiah Owen, has been arrested in Mansfield, Mo.—There is much excitement in St. Paul over the suicide of George J. Osborne, superintendent of the St. Paul railway elevators. His suicide was caused by speculation in wheat.—The town of Charleston, Ark., lost $50,000 by a fire. The court-house and records were burned.—At Mooly, Tex., fire destroyed half the business portion of the town; loss $20,000.—One hundred more Cherokees have arrived at Arkansas City, Ks., and have joined the colony on the Cherokee Outlet.—Army worms are doing great damage to the cotton in Pulaski county, Ark.—The sale of beer has been stopped for the present in Ardmore, I. T., under the order of the Interior Department.—The Farmers' Alliance of Oklahoma has just concluded a territorial convention.—William H. Dudley a mail carrier of Williamsport, Pa. was stung by a honey bee and killed.

At Missoula, Mont., it has been resolved to boycott all Chinese and all persons employing or patronizing them. A party of fifteen masked white men visited the ranch of a prosperous Chinese gardener near the city, completely demolishing the cabin, with all its furniture. They beat one inmate in a shocking manner. At other was tarred and feathered, and his cue cut off. A third escaped by swimming the river.—Playmates of the Hamilton children, at Ironton, have admitted that they locked them in the chest in which they were smothered.—In a collision on the Northern Pacific, near Tacoma, Engineer David Young and Fireman Frank Cooper were killed.—At Clawson, Texas, the Clawson lumber mill, together with machinery and dry kiln, were burned. The lumber in the yard was saved. Loss $75,000.—In the Cherokee Strip United States Marshal Edward Short and a desperate train robber, Charles Bryant, had a duel to the death. Both kept firing till they fell dead.—At the Pine Lake pleasure resort, nine miles east of Lansing, three girls went out in a rowboat, which was upset, and before they could be rescued Ida Smith, aged nineteen, daughter of Joseph Smith, living near Trowbridge, and Pearl Schooley, eleven years old, daughter of Charles M. Schooley, of Lansing, were drowned. Their companion, Kitty McCurdy, was saved. The families of all the girls were attending a spiritualist camp-meeting at Hazlett Park. The bodies were recovered.—Frank Johnson, aged fifty years, supposed to be from St. Louis, committed suicide by shooting himself through the head at the Bingham Hotel, Philadelphia.—The tenth annual encampment of the Sons of Veterans opened at Minneapolis, with about 10,000 members in attendance.—Mrs. Mary Woodruff, a sister of the inventor of the Woodruff parlor car, died at Vineland, N. J., aged eighty-three years.

Chandler Bros., at Montgomery, Ala., made an assignment. Assets $70,000; liabilities $50,000. Stringency in the money market the cause.—H. F. Bingham, well-known lawyer of Portland, Ore., while fishing on a cliff of rocks at the beach, fell into the water, was carried out to sea by a huge wave, and drowned.—Forest fires are doing great damage in Nevada county, Cal.—General Nelson Miles is opposed to consolidating the state troops and forming them into a standard army of 100,000 men, and placing them under the control of whoever may be secretary of war.—There was a fall of fifty degrees in temperature in South Dakota.—A flow of petroleum was discovered in the Crow's Nest, Rocky Mountains.—Two contract laborers, imported by Claus Spreckles, the sugar king, to work in his refineries, were detained at the Immigrant Landing Bureau in New York on their arrival from Bremen.—The South Carolina Farmers' Alliance propose to form a trust to hold back one-half the present cotton crop.—The brothers and son of Robert Sims, an illicit distiller, rescued him from the United States marshal's posse at Bladen Springs, Ala, after a bloody fight, in which one of the guards and another man were shot fatally, Bailey Sims killed and Jim Bailey mortally wounded.—An immense body of iron ore has been discovered along the east side of McMinn county, Tenn., in the Chelhowee Mountains.—Long wagon trains of boomers are on the road to the Sac and Fox reservations, in anticipation of the President's proclamation opening the Indian lands.—A cloudburst at Pottsville, Pa., flooded portions of the town, and people were driven to the upper stories of their houses. Great damage was done in the business section.

GEORGE WASHINGTON'S nearest living kin is Mrs. Fannie Washington Finch, of Washington, D. C., a great-grandniece of the Father of His Country. She is a tall, majestic woman, and in features resembles the portraits of her distinguished relative. She is the youngest and only survivor of twelve children.

KING ALEXANDER, of Servia, and his father, ex-King Milan, are guests of President Carrot, of France, at Fontainebleau.

DISASTER IN NEW YORK.

A Fearful Loss of Life from an Explosion and Fire.

Seventeen Bodies Recovered and a Large Number of Persons Taken Out More or Less Seriously Injured.

A most disastrous and terrible accident has just occurred in New York.

The large five-story brick building Nos. 70, 72 and 74 Park Place, between College Place and Greenwich street, crashed down at 12.30 o'clock in the afternoon and buried many beneath the falling mass. Seventeen bodies have been recovered, and eleven who were injured have been rescued. The names of eighty-six persons who were supposed to have been in the structure and are now missing have been reported at the Chambers Street Hospital and the Church Street Police Station.

The wrecked building covered the city lots Nos. 70, 72 and 74 Park Place, and was five stories high. Brick walls divided into three parts up to the second story. Leo Rosenfeld, of No. 105 East Eighty-first street, occupied the first floor and basement of No. 70. He was a dealer in gold and paint bronze. Eight young women were employed in the basement. Frederick W. Trippe, of No. 128 West Seventy-first street, a dealer in drugs, had his store on the ground floor of No 72, and occupied the basement for the storage of his stock. Andrew Peterson's restaurant was on the ground floor of No 74 and his kitchen was in the basement. The entrance to the upper part of the building was at No. 76, and the entire second floor was occupied by Ellis & Macdonald, printers, whose office extended from No. 70 to 76. Liebler & Maass, lithographers, occupied the upper part of the building, having their offices on the third floor, their lithographic stones on the fourth floor and their printing presses on the top story.

Many theories are given as to the cause of the disaster. Chief Riley, of the fire department, is of the opinion that a boiler exploded. It is also said that some chemicals exploded in the drug store. The most plausible theory of all is that the wreck was caused by the shaky condition of the building and the vibration of the heavy presses running in the lithographing and printing establishments on the upper floor. It is generally admitted that there was an explosion of some kind. The building was condemned thirteen years ago. There was practically no mortar between the bricks, and when looked at after the smoke and fire had subsided they were as bare as boards. Flames burst forth as soon as the building fell, but were soon gotten under control.

The building was owned by a Mr. Crane, who recently bought it, and was said to be insured for $75,000. Property in it was said to be worth not less that $125,000. The building was originally erected by a man named Taylor and it was known as the Taylor Building. It had a frontage of about 150 feet on Park Place and 55 feet on Greenwich street.

FIFTY-TWO BODIES FOUND.

NEW YORK.—At 10.30 A. M., when several big piles of debris had been removed two more bodies were brought to view, but the workmen will not be able to remove them for several hours, as they are wedged in with the timber.

This makes 52 bodies discovered in the ruins, 50 of which have been removed and taken to the morgue.

Twenty-two bodies were at the morgue at 2 A. M., 16 of which were unidentified.

WORK AND WORKERS.

ABOUT six hundred more clerks were dismissed from the Census Bureau at Washington.

THE second annual convention of the Machine Wood Workers' International Union was held in Chicago.

FREIGHT brakemen on the Lake Erie and Western Railroad have gone on strike on a question of pay for overtime.

THE striking Omaha smelters agreed to go to work on the old terms, and the work of starting the furnaces was at once begun.

THREE hundred and fifty nailers and packers at the Minneapolis flour mills are on strike for two hours, demanding and receiving an advance of 25 cents per day.

FOUR hundred cloakmakers and tailors employed by Julius Stein & Co., New York city, who struck to compel recognition of their union, returned to work, there having been concessions on both sides.

THE Lebanon Rolling Mills, the Lebanon Iron Company and the Lebanon Bolt and Nut Works, in Lebanon, Pa., have resumed operations with nearly a full compliment of men. Many of the old hands returned to work.

TWO hundred moulders in the stove foundries of Thomas White and Comstock, Cook & Joy, at Quincy, Illinois, have returned to work, the employers yielding to the demand of the men in the case at issue, but not the principle involved.

SAMUEL GOMPERS, President of the American Federation of Labor, has sent a letter to the delegates of the International Labor Congress, now assembled at Brussels, inviting them to hold an international labor congress in Chicago during the World's Fair.

THE State Federation of Labor, at a recent meeting in Lancaster, Penna., adopted resolutions, among others, favoring a per capita tax on foreign labor, and endorsing the Constitutional revision movement. It was also decided to present five names to the Republican and Democratic Conventions for selection as delegates-at-large to the Constitutional Convention.

AT a meeting of the local Boiler Makers' Union, at Boston, a communication from the National Secretary was read, stating that every employer in the United States had been notified that they would demand that eight hours should constitute a day's work on and after May 1, 1892. A secret circular from the employers was also read, calling upon them to organize for mutual protection.

WANTED WIFE AND MONEY, TOO.

That Was Too Much for Farmer Phelps and He Shot the Desperado Dead.

John Phelps, a wealthy farmer near Barboursville, W. Va., shot and killed William Hance under remarkable circumstances. Hance was a notorious desperado, who took part in the Brumfield-Runyon feud, and had the reputation of having killed five men. In some unaccountable manner he won Mrs. Phelps's affection, and on August 1 the two eloped. They went to Ironton, O., and lived there as man and wife. Finally Hance's money gave out, and then he ordered her to return to her husband and steal money that she knew he possessed. The woman refused, and Hance returned to Barboursville with her.

The couple marched boldly up to Phelps's house and called him out, and Hance demanded money that he said belonged to Mrs. Phelps. The farmer declined, and Hance made a motion to draw his revolver. Phelps was too quick for him, however, and drew a bead on him and shot Hance through the abdomen. The desperado turned to run, but fell dead at a second shot from Phelps's pistol.

Mrs. Phelps, who had watched the affair, drove to the home of her father, a respectable farmer, and two hours latter made a futile attempt to commit suicide.

Hance had terrorized the community for months and no one could be found to molest him. Phelps will not be arrested, as public opinion approves his act.

EXPLOSION IN A QUARRY.

One Man was Killed and Five Others Seriously Injured.

A terrible accident occurred at Kingston, N. J., by which one man lost his life and five others were seriously injured.

The accident was caused by an old blast of dynamite among the rocks of Shandley Bro's. quarry. At the quarry half a dozen blasts are generally set off at once, and it is supposed that when several were ready somedays ago, one failed to explode. This was not noticed, and a slight jar set off the charge with terrible effect.

Daniel Haggerty was carrying a pail of water to a horse when the explosion took place. A sharp piece of rock pierced his breast over the heart, making a large hole. He rallied a moment, staggered three or four steps and fell over in a dying condition, literally covered with blood. Ten minutes later he was dead.

A boy named Young was struck by a flying piece of rock and terribly cut in the face. An Italian laborer was struck in the arm and the flesh was torn off in a painful manner. A boy named Sheeny was wounded in the arm by the flying stones, the pieces penetrating his arm like bullets. Another Italian was wounded in the groin. Several others were more or less seriously hurt. Young Haggerty was the sole support of his aged parents.

This is the third fatal casualty that has occurred at the quarry. About two years ago an Italian was killed by a large stone falling and crushing his skull, and a man named McLaughlin was fatally hurt by the wrecking of a carload of stone.

CABLE SPARKS.

LORD Justice-General Inglis, of Scotland, is dead.

THE Swiss government will participate in the World's Fair at Chicago.

PETROLEUM springs in abundance have been discovered in Eastern Bokhara.

A MAN fell from a balloon into the Adriatic sea near Macerata, Italy, and was drowned.

BARON Zeidlitz-Neukirch, a popular student at Leipzig, Germany, shot a woman at her lodgings in that city and then turned the pistol on himself. Both are dead.

IT is reported that the Tongal general hanged by order of the British government for complicity in the Manipur massacre in India was too ill to stand on the scaffold, and that his executioners were obliged to lift him upon a stool before the drop fell.

A CLOUDBURST near Botzen, Austria, flooded the lowlands, converting the mountain streams into a torrent, which swept through the village of Kollman, carrying away men and cattle and destroying half the houses. Many persons were drowned.

BECAUSE the Pope favors closer sympathy on the part of the Catholic Church with the republic in France the Count of Paris, who resides in England, is said to be displeased and as a result has stopped the payment of his regular contributions to the papal treasury.

RUSSIA has more than double the number of cavalry possessed by Austria. Russia can furnish and muster 782 squadrons, while Austria-Hungary can muster only 341 squadrons. Russia continues to keep a large force of cavalry and infantry near the Austrian frontier, as if preparing for a sudden invasion.

AT the International Socialist Workmen's Congress in Brussels, a New York delegate was vigorously applauded for his speech on the condition of labor in the United States. A Spanish anarchist, who represented fifty-five associations, was refused admission to the congress.

AT a meeting of vintners and vineyard owners at Epernay, France, there was nearly a fight between the two classes named, the latter accusing the champagne dealers of inventing the report that the disease of phylloxera had attacked the vines in the great champagne district of the country.

JOHN CONWAY, a steamship fireman, who murdered a boy in Liverpool, was hanged in that city. The fall tore the head from the prisoner's body, the muscles of the neck alone holding the head to the neck. A priest read from the scaffold Conway's confession, in which the murderer stated that he killed the boy to satisfy a morbid curiosity he had to observe the process of dying.

ABOUT NOTED PEOPLE.

JEROME K. JEROME was but 19 when he wrote "On the Stage and Off."

GLADSTONE averages about $1000 pay for every newspaper or magazine article he writes.

REGINALD DE COVEN is in New York, commiserating the Goth mites that they are not Chicagoans.

JOHN REESLEY, who has just died, was sexton of St. Michael's Church in Charleston, S. C., for nearly fifty years.

EDWARD LYTTON BULWER DICKENS, the youngest son of the great novelist, has been elected to Parliament in New South Wales.

MR. GLADSTONE is now giving Sir John Millais sittings for the portraits of himself and his grandchild, which the artist is repainting.

KING GEORGE of Greece devotes himself to acoustic experiments with bells and glasses, from which he obtains extraordinary results.

JOHN G. WHITTIER is staying at Cartland's Garden, Newburyport. He is in better health than at any time in the past six month, and is constantly improving.

TENNYSON celebrated his eighty second birthday anniversary by publishing an appeal for $250,000 to build a home for boys in memory of "Chinese Gordon."

MRS. LAVINIA FILLMORE, one of the late Pres dent Fillmore's relatives, celebrated her 104th birthday a few days ago. She resides at Clarence, near Buffalo, N. Y.

JOHN CALDWELL, of South Bend, Ind., who died last week, is said to have been the originator of the idea of distributing mail in the postal cars to facilitate delivery along the route.

JAMES RUSSELL LOWELL was one of the first men, if not the very first, to make the true estimate of Lincoln. This is a noteworthy fact. Keen and accurate judgment of a contemporary requires knowledge not only of human nature and character, but the prophetic vision of the future development of sentiment and race-history.

MRS. GREENWOOD has had conferred upon her by the Queen the Royal Red Cross, in recognition of her devotion to the wounded at Manipur. The decoration, which has also already been bestowed on Miss Nightingale, consists of a crimson cross edged with gold, bearing the words "Faith, Hope, Charity," and is attached to a dark blue ribbon edged with red.

WILLIAM MORRIS, the English poet, artist, and socialist, affects a singularly shabby and unpicturesque attire. He may be seen on Oxford street, in London, wearing an old black slouch hat, and ancient sack-coat, baggy trousers, and a blue flannel shirt. The necktie is usually missing, and sometimes he wears no collar. But his flowing white hair and beard make him an object of interest to every passer-by.

MR. BAILEY, of Texas, will be the youngest man to sit in the next Congress. He is under 30, wears long sweeping coattails, and looks like a before-the-war Southern statesman. He is an orator, and it is predicted that he will make his mark in the halls of Legislation at Washington. When he took the stump in Texas last year, the farmers used to go from town to town in their covered wagons and camp out so they might hear Bailey speak again and again.

JESSE D. GRANT, the youngest son of Gen Grant, who has recently been living quietly in California on a large fruit ranch and farm, has been given control, with a large contingent interest, in a group of silver mines in Mexico from which over $1,000,000 has been taken in five years. Young Grant's withdrawal from mining and other speculations convinced some of his friends that there was good business timber in his composition, and they offered him this opportunity to re-enter the business world on a solid basis.

CHOLERA ON SHIPBOARD.

Terrible Ravages of the Disease Among Chinese Coolies.

Advices from Singapore, China, state that the steamer Namchow sailed from that port with 800 Chinese coolies for the Penang market. The officers were Chinese with the exception of half a dozen Europeans. While at sea cholera broke out among the Chinese.

The sick crowded in the cabins, where a Presbyterian minister and one lady passenger had taken refuge. After the terrible hurricane the cholera continued to spread, and deaths became more numerous. At first the victim was cast into the sea with a bar of pig iron in the sack.

Soon, however, the dead were mostly thrown overboard without ceremony. The death-roll grew alarming, and no less than 60 bodies were thrown into the sea. The supercargo had supreme control, and insisted upon having overboard all effects of the dead. Under threats the captain, upon arrival at Singapore, reported only six deaths to the harbor master—three from influenza and three from "want of opium and general debility." Many passengers landed, and, no quarantine being declared, proceeded to Penang with the rest of the infected cargo and crew.

In four days nine cases of cholera developed in Singapore, all traced to the steamer Namchow. On the steamer's voyage back from Penang, after landing 200 coolies there, the first European victim, the third engineer, an Englishman, succumbed to the terrible disease. When the Namchow arrived at Singapore, the health officer was on the lookout and sent the vessel into quarantine. When the vessel is released the captain and supercargo will be arrested and placed on trial in Singapore.

KILLED BY A BEE STING.

A Little Honey Bee Causes the Death of a Strong Man.

William H. Danley, a young man who carried the mail between the Williamsport and North Branch Railroad Station and the village of Tivoli, Pa., met with a singular and sudden death.

Danley was at his work as usual, when an ordinary honey bee buzzed around his head. When he attempted to ward it off the bee lighted on one of his fingers and stung him.

Danley complained of excruciating pain, and his hand at once commenced swelling rapidly and in a few minutes his whole system was affected. Ten minutes after being stung he fell into a comatose condition and before aid could be summoned he was dead, only 15 minutes having elapsed from the time he was stung.

The physicians who were called were mystified, but expressed the belief that the bee's stinger had entered a nerve or blood vessel and that the poison was quickly carried to the vital organs, causing almost instant paralysis. Danley was a strong man of vigorous constitution.

STATE OF TRADE.

Gradual Improvement in the Condition of General Trade.

Crops are in Good Condition—Railroad Earnings Show up very Favorably —Big Wheat Exports.

Special telegrams to *Bradstreet's*, indicate a gradual improvement in the condition of general trade, particularly at the West, over the moderate gains shown for the past few weeks. Warm, dry weather has helped the Indian corn crop, and rice, sugar, and even cotton crops are in good condition.

Receipts of wheat at Northwestern markets as well as at New Orleans are reported blockading railway yards.

Tobacco is in moderate sale, and petroleum is lower. Hog products are firm on light receipts of hogs, and wheat flour is 50@75c higher per barrel, with fair export inquiry. California fruit is very low, but wheat is active there, with European export freight rates very high.

Business failures in the United States number 181, against 213 last week, and 160 this week last year. The total January 1 to date is 7729, against 6663 last year.

June net railway earnings are among the best of the year and compare especially favorably with the preceding month's showing. The tendency toward an increase is more pronounced than for some months. Gains by groups are many and heavy.

BANK CLEARINGS FOR WEEK.

Bank clearings at fifty-eight cities for the week amount to $1,063,833,021 a decrease from the like week last year of 10.1 per cent. At fifty-seven cities (New York's total excluded) a decrease of 4.6 per cent. is shown. Decreases were: at New York, $92,993,000; at Boston, $14,489,000; at Philadelphia, $13,150,000, and at Chicago, $9,249,000, as compared with the week a year ago.

Speculation in railway shares is active and higher, and continues to respond to the influence of good crops and the prospective exports.

The excited market for wheat and rye caused by the prohibition of the export of the latter cereal from Russia, continued for several days, and has been succeeded by a nervous unsettled feeling and naturally by reactions. Wheat shows a net gain of 4@c on the week, although is 3@c lower than the highest point touched on the boom. Corn is up 5@c and oats are 2c higher. The jump of rye prices checked trading, and quotations show a nominal decline of 1@2c since August 14.

BIG EXPORTS OF CEREALS.

The firmness of cereal markets rests on the extraordinary exports, and thus far is but little influenced by the outlook for increasing receipts at the West. Our London correspondent this week increases his European net import estimate for wheat for 1891-92 from 281,000,000 to 320,000,000 bushels, practically eliminating Russia from the estimate.

Exports of wheat from the United States (exclusively) this week, aggregate over 5,700,000 bushels, against 5,147,000 bushels last week, and 4,030,000 bushels the week before. United States ports and Montreal in the week a year ago only exported 3,489,000