

# Washington Weekly Progress

VOLUME II.

WASHINGTON, N. C., TUESDAY, OCTOBER 4, 1887.

NUMBER 28.

## DIRECTORY.

**MAILS.**  
Northern and Greenville—Due daily at 8 p. m. Closes at 10 p. m.  
North and South side river mail—Due Monday, Wednesday and Friday at 6 p. m. Closes at 7 following mornings.  
Office hours—9 a. m. to 10 p. m.  
Money Order and Registry Department—9 a. m. to 5 p. m.

**STATE GOVERNMENT.**  
Governor—Alfred M. Scales.  
Lieut. Governor—Chas. M. Stedman.  
Secretary of State—William L. Saunders.  
Auditor—W. P. Roberts.  
Treasurer—Donald W. Bain.  
Supt. of Public Instruction—S. M. Finley.  
Attorney General—T. H. Davidson.

**STATE BOARD OF AGRICULTURE.**  
Commissioner—John Robinson.  
Secretary—T. K. Bruner.  
Chemist—Charles W. Dabney, Jr.  
General Immigration Agent—J. T. Patrick.

**COUNTY.**  
Sheriff and Treasurer, R. T. Hodge s.  
Superior Court Clerk—G. Wilkens.  
Register of Deeds—Burton Stillee.  
Surveyor—J. F. Latham.  
Commissioners—Dr. W. J. Bullock, chairman, J. T. Winfield, F. P. Hodges, F. B. Hooker, H. N. Waters.  
Board of Education—J. L. Winfield, chairman, P. H. Johnson and F. B. Guilford.  
Superintendent of Public Instruction—Rev. Nat. Harding.  
Superintendent of Health—Dr. D. T. Taylor.

**CITY.**  
Mayor—C. M. Brown.  
Clerk—John D. Sparrow.  
Treasurer—W. Z. Morton.  
Chief of Police—M. J. Fowler.  
Councilmen—C. M. Brown, W. B. Morton, S. R. Fowler, Jonathan Havens, W. H. Howard, Alfred D. Peyton.

**CHURCHES.**  
Episcopal—Rev. Nat. Harding, Rector. Services every Sunday morning and night. Sunday School at 3.30 p. m. Rev. Nat. Harding, Superintendent.  
Presbyterian—Rev. S. M. Smith, pastor. Services every Sunday morning and night. Sunday School at 3.30 p. m. Superintendent, Jas. L. Fowle.  
Methodist—Rev. W. R. Ware, pastor. Services every Sunday morning and evening. Superintendent, Warren Mayo. Sunday School, 3.30 p. m.

**TEMPERANCE MEETINGS.**  
Reform Club—Regular meeting every Tuesday night at 7.30 at Club Rooms.  
W. C. T. U.—Regular meetings every Thursday, 3 p. m., at Rooms of Reform Club.  
Cub and Union Prayer Meeting every Sunday, in Town Hall, at 2.30 p. m.  
Mass Meeting in Court House every 2d Thursday night in each month.

**LODGES.**  
Or Lodge, No. 104, A. F. and A. M. meets at Masonic Hall, 1st and 3d Tuesday nights of each month—E. S. Hoyt, W. M., R. T. U. Hodges, Secretary.  
Phalanx Lodge, No. 10, I. O. O. F.—Meets every Friday night at their hall—Gilbert Rumbley, P. N. G., J. R. Ross, Secretary.  
Washington Lodge, No. 1490, Knights of Honor. Meets 1st and 3rd Thursday nights at Odd Fellows' Hall—A. P. Cabree, Dictator, J. D. Myers, Reporter, J. R. Ross, F. Reporter.  
Chicago Council, No. 350, American Legion of Honor. Meets every 2nd and 4th Thursday nights at Odd Fellows' Hall—C. M. Brown, Commander, Wm. M. Cherry, Collector.  
Pawnee Lodge, No. 715, Knights and Ladies of Honor. Meets 2nd and 4th Monday nights at Odd Fellows' Hall—Wm. M. Cherry, Protector, T. B. Bowen, Secretary.

**Excelsior Lodge, No. 31, O. G. C.** Meets 1st and 2nd Tuesday nights at Odd Fellows' Hall—C. W. Taylor, Commander, Wm. Cherry, Secretary.

**The Mutual Live Stock Insurance Company of Washington, N. C.** OFFICE, CORNER MARKET & SECOND STS. Opposite the Court House, WASHINGTON, N. C.

**Washington Mutual Benefit Insurance Company.** CHARTERED BY THE LEGISLATURE OF NORTH CAROLINA. Issues Policies on Life, Health and Accidents risks; also fire risks taken, and a general Insurance business done. Office, Opposite the Court House.

**WHOLESALE AND RETAIL TOBACCO STORE**  
S. H. WILLIAMS, Prop'r.  
Sole Agent for Ralph's Sweet Snuff  
All Brands of Snuff, Cigars and Tobacco.  
Everything in the Tobacco line, and New Goods constantly on hand. 7:15

## TELEGRAPHIC SUMMARY.

**Eastern and Middle States.**  
SEVEN persons were injured by a collision on the Elevated Railroad in Brooklyn. A GREAT stringency in the money market has created considerable excitement in Wall Street, followed by quite a drop in prices of stocks. Appeals have been made by many business men to the Treasury Department to adopt a more liberal policy in the purchase of bonds, and thereby give relief.

The Massachusetts Democratic State Convention, held in Worcester, nominated the following ticket: For Governor, Hon. H. B. Lovering; Lieutenant-Governor, Walter E. Cutting; Secretary of State, John F. Murphy; Treasurer, Henry C. Thatcher; Attorney-General, John W. Corcoran, and Auditor, Wm. F. Cook. The platform adopted endorses President Cleveland's administration; urges judicious reduction of the tariff in accordance with Mr. Cleveland's suggestion to Congress; expresses sympathy with Ireland, and says all "offensive partisans" should be discharged.

TWENTY-FOUR coal boats belonging to the Pittsburg coal combination, and valued at \$3,000 each, sank at Willow Grove, Penn.

GENERAL L. B. FAULKNER was arrested at Buffalo, N. Y., on the charge of fraud in connection with the suspension of the First National Bank, of Danville, of which his brother, now supposed to be in Canada, was President.

E. S. WHEELER, the New Haven importer who recently failed for \$2,000,000, has been arrested on the charge of obtaining money from a Hartford National Bank under false pretenses. He was taken to Hartford and placed under \$5,000 bail.

Word comes from Pittsburg, Penn., that all the large salt companies of the United States are about to form a mammoth company, to be known as the National Salt Union. The object is mutual protection and to keep up prices.

GOVERNOR HILL, in a speech at the Orange County Fair, Newburg, N. Y., favored a State law legalizing another holiday, to be known as "Arbor Day," to be devoted to tree planting, tree culture and education in forestry.

**South and West.**  
PART of a freight train broke loose near Canton, Dakota, and ran down a grade until it collided with a passenger train. Five persons were killed and eight cars completely demolished.

MINNEAPOLIS is shocked at six sudden deaths in a week, two of them suicides. By the collapse of a grain loft in the stables of a Cincinnati street railroad, ten horses were killed and suffocated.

ASSEMBLY 302, Knights of Labor, of Chicago, has adopted a resolution declaring the Supreme Court's decision in the *Americanists* trial unjust, and urging Governor Oglesby to pardon the prisoners. Numerous other appeals for executive clemency have been sent to the Governor.

GENERAL WILLIAM PRESTON, Minister to Spain under Buchanan's Administration, and representative of the Confederate States in England, died a few days since at Louisville, in his seventy-second year.

REGULATORS of Southern Indiana, known as "White Caps" from their wearing white masks, have again become very active, and one night recently whipped seven men with hickories. About seventy regulators were in the band.

A FIRE in the Northwestern Ohio oil fields burned over many acres. The Glenn bill, which passed the lower House of the Georgia Legislature, has been practically killed in the Senate by the adoption of a substitute. It made it a penal offense to teach whites and blacks in the same school.

AN industrial parade ten miles long was a feature of the Federal and Confederate Fairs at Evansville, Ind. Thirty-five thousand people attended.

EMANCIPATION DAY was celebrated at Jackson, Miss., by a very large procession of colored citizens. An address of welcome was delivered by Mayor McGill.

ALMOST the entire business part of Sanford, Fla., has been destroyed by fire. Total estimated loss, \$300,000.

**Washington.**  
GOVERNOR ROSS, of New Mexico, says in his annual report to the Secretary of the Interior that the marked increase of residents during the past few years will result in a population of 20,000 by 1890. During the first half of the fiscal year, 1,141 entries of public lands, aggregating 152,500 acres, were made.

The collections from Internal Revenue during July and August aggregated \$20,450,000, an increase of \$1,907,250 as compared with the first two months of the last fiscal year.

LAND COMMISSIONER SPARKS has prepared a statement of the disposition of public and Indian lands during the past fiscal year. It appears that the sales, entries and selections of public land under the various acts of Congress embraced 25,111,400 acres, and of Indian lands 746,637 acres, making a total of 25,858,037 acres. The receipts from the disposal of land aggregate \$10,783,022; from sales of Indian lands \$1,484,302, making a total of \$12,267,324.

A FORTHCOMING statement by Internal Revenue Commissioner Miller will show that internal revenue receipts are steadily increasing, because the people of this country drink less whisky and more beer. The internal revenue receipts for distilled spirits the past fiscal year were \$67,823,231, a decrease of \$3,322,044 over the previous year. The receipts from beer during the past fiscal year were \$21,922,187, an increase of \$2,245,456 over the previous year.

FRED DOUGLAS, the noted colored orator, was given a reception and banquet by two thousand people of his race in the largest colored church of Washington. The occasion of the demonstration was the return of Mr. Douglas from his recent trip to Europe.

**Foreign.**  
KING WILLIAM has opened the States-General, or Parliament of Holland. An advertised foot-race at Lillie Bridge, London, did not come off, and the thousands of spectators took revenge in partly demolishing two grand stands, a large assembly hall and a dancing pavilion, setting fire to the debris. Four constables were injured while quelling the riot.

ANTONIO GAYON, chief of one of the bureaus of the Mexican War Department, was fatally wounded by General Rocha in a duel in the city of Mexico.

OFFICIAL statistics of the damage done by the floods in Egypt show that property was destroyed to the extent of \$2,500,000 and 800 families were made destitute.

The British Government has begun its work of suppressing the National League in Ireland. A proclamation which has been issued makes it criminal to convoke, hold, or publish meetings or to do anything in connection with the League.

A RIOT broke out among the artillerymen stationed at Hilsa, India, because they were ordered abroad. During the melee many soldiers and citizens were seriously injured.

FIFTY THOUSAND inhabitants of Messina, Italy, have fled from that city on account of cholera.

## PAYING PENSIONS.

### THE METHODS ADOPTED BY SOME FOREIGN COUNTRIES.

#### Points of Interest From Commissioner Black's Annual Report.

The most original feature in the current annual report of Commissioner Black is its description of the pension systems of foreign countries. The facts for this purpose, says a Washington special to the New York Sun, were obtained in response to requests made by him to American Ministers and Consuls-General in various lands, and General Black says that "the most courteous consideration has been paid to the requests in every instance save in the one addressed to the Minister at the Court of St. James."

Turning to the individual foreign systems, in the French each pension for any grade is observed to contain what is called a maximum and a minimum figure. "For instance, that of a private soldier has a minimum of 600 and a maximum of 750 francs. The minimum pension is gained by the length of service above stated, and for each additional year of service the pensioner is entitled to an addition of one-twentieth of the difference between the minimum and maximum until the maximum is attained. An applicant who is entitled to less than the maximum service pension is allowed an addition for active campaign service, graded according to the nature of his service in the campaigns in which he served."

This is practically only analogous to our longevity pay system, which accrues to the pensioner in proportion to the length of his service. The German system is founded on the law of 1871, and its general basis is laid down at the outset of that law:

"Every officer and military surgeon holding the rank of officer who draws his pay from the army appropriations, receives a life pension if, after a period of service of at least ten years, he has become incapacitated for active service, and is discharged for that reason.

"If the incapacity is caused by a wound or other injury received in the service, without the fault of the person thus injured, he will be entitled to a pension even after a shorter term of service than ten years."

The length of service becomes a ground for a higher rate of pension, as in the French system. Some of the rates of pension in Spain are furnished by Commissioner Black:

"If by reason of wound or other accident or war a soldier loses his sight or the entire use of a limb he receives, if Colonel, 32,000 reals (\$1,600); if Lieutenant-Colonel, 25,000 reals (\$1,250); if Major, 22,000 (\$1,100); if Captain, 15,000 (\$750); if a Lieutenant, 8,000 (\$400); if a sub-Lieutenant, 6,000 (\$300). The real in our money is worth about five cents.

After twenty years of service a Sergeant receives per month \$2 after twenty-five years of service \$2.50; after thirty-five years of service, \$3. A Sergeant entirely disabled by accidental injuries received in the service shall receive the regular retired rate of pension per month, from \$2.25 to \$6.75; corporals and privates receive pensions after twenty years of service, or in cases of total disability, from \$2.25 to \$7.50 per month."

The Turkish and Italian systems present no great elements of novelty, but the Russian has a peculiar feature:

"The pension system in Russia seems to be rather in the nature of a mutual insurance company operation. The fund was established in 1859 by a donation from the imperial treasury of 7,600,000 rubles. All the beneficiaries legal and possible of this fund were from thenceforth assessed 6 per cent. per annum on the amounts of their first salaries until the date of the first payment of pension, which began about the year 1885. The fund had then increased to 18,000,000 rubles. In 1885 the principle of the fund reached 'the sum of 28,000,000 rubles. The number of beneficiaries is very small.'"

China's system of pensions, like its other Government institutions, is seen to be interesting, although it may not invite imitation. It dates back several centuries. The service age is sixty years.

"The forces of the empire are composed, first, of the Eighth and Manchou Banner Corps; second, the Army of the Green Standard or Chinese provincial forces; and, third, the Irregulars, or Braves. All descendants of the Mongolian and Chinese soldiers of the empire are enlisted in the Eighth and Manchou Banner Corps.

"The amount of pension depends not only upon the service, but upon the quality of the service and the character and degree of peril to which exposed during service. Divisions are made of wounded soldiers into classes according to the length of time assigned for recovery. Five such classes have been established. For a considerable time differences were made in the amount of pensions to be allowed for wounds made by spent cannon balls. Those who served and were killed or disabled in the front ranks are regarded with distinguished consideration. Those who suffered disability in what may be called the "subordinate services," such as guard duty or train-guard duty, who were in the rear of an army and in positions less exposed to the actual danger of war, receive correspondingly less, and the pension system is made a prolongation and continuance of the rewards offered for valor and honorable service."

It is noticeable, also, that under certain circumstances China makes provision for the support of the widow and for the son of the soldier killed in service. There is a difference in the compensation for marine and coast guard service in the outer and the inner seas, just as between service in the front or the rear of an army.

## SIX ROBBERS ARRESTED.

### Capture of a Whole Gang of Thieves By Railroad Detectives.

For about five or six weeks past a gang of robbers has been making systematic raids upon the freight cars of the Baltimore and Ohio Railroad in the vicinity of Harper's Ferry and Martinsburg, in the eastern part of West Virginia. The railroad authorities sent Railroad Detectives Daniel F. Sloan, John Lloyd and M. Riordan to work to ferret out the thieves. After a few days' search the detectives became certain that the headquarters of the gang was at Harper's Ferry, and they began a systematic search, which resulted in unearthing plunder in the old engine-house of the Government Rifle Works, made in the fort of old John Brown.

Here a large amount of miscellaneous property was found, and with it three of the robbers, named John Wallace, Aloysius Taylor and Charles Brooks. The men admitted their guilt and were locked up in jail Martinsburg. From statements made by these three officers, who were taken to Washington City and there arrested three more of the robbers named Harry Wallace, Mat Magruder and Ramus Carter.

## THE PRESIDENT'S TRIP.

### The Places He Will Stop At South and West.

The completed arrangements for Mr. and Mrs. Cleveland's extended trip South and West were announced on Wednesday as follows:

Leave Washington by Pennsylvania Railroad Friday, September 30, at 10 A. M.  
Arrive at Indianapolis Saturday, October 1, at 11 A. M.  
Leave Indianapolis Saturday, October 1, at 3 P. M.  
Arrive at Terre Haute Saturday, October 1, at 5 1/2 P. M.  
Leave Terre Haute Saturday, Oct. 1, at 6 1/2 P. M.

Arrive at St. Louis Saturday, Oct. 1, at 12 o'clock midnight.  
Leave St. Louis by Chicago and Alton Railroad Tuesday, Oct. 4, at 11 P. M.  
Arrive at Chicago Wednesday, October 5, at 9 A. M.

Leave Chicago by Chicago and Northwestern Railroad, Thursday, October 6, at 10 A. M.  
Arrive at Milwaukee Thursday, October 6, at 1 P. M.  
Leave Milwaukee Friday, October 7, at 10 A. M.

Arrive at Madison Friday, October 7, at 1 P. M.  
Leave Madison by Chicago, Milwaukee and St. Paul Railroad Monday, October 10, at 9 A. M.  
Arrive at St. Paul Monday, October 10, at 5 1/2 P. M.

Leave St. Paul Tuesday, October 11, at 12 noon.  
Arrive at Minneapolis Tuesday, October 11, at 1 P. M.  
Leave Minneapolis by Chicago, St. Paul, Minneapolis and Omaha Railroad Tuesday, October 11, at 3 P. M.

Arrive at Omaha Wednesday, October 12, at 11 A. M.  
Leave Omaha, by Chicago, Burlington and Quincy Railroad, Wednesday, Oct. 12, at 12 noon.  
Arrive at St. Joseph Wednesday, Oct. 12, at 3 1/2 P. M.

Leave St. Joseph Wednesday, Oct. 12, at 5 1/2 P. M.  
Arrive at Kansas City Wednesday, October 12, at 8 1/2 P. M.  
Leave Kansas City, by Kansas City, Fort Scott, and Gulf Railroad, Thursday, October 13, at 11 P. M.

Arrive at Memphis Friday, October 14, at 6 P. M.  
Leave Memphis, by Louisville and Nashville Railroad, Saturday, October 15, at 1 P. M.  
Arrive at Nashville, Saturday, October 15, at 11 P. M.

Leave Nashville by Nashville, Chattanooga and St. Louis and Western and Atlantic Railroad Monday, October 17, at 11 A. M.  
Arrive at Atlanta Monday October 17, at 11 P. M.

Leave Atlanta Wednesday, October 19, at 12 o'clock midnight.  
Arrive at Montgomery Thursday, October 20, at 8 A. M.  
Leave Montgomery by Kennesaw and Western North Carolina routes Thursday, October 20, at 1 P. M.

Reach Washington Saturday, October 22, at 6 A. M.

## ACRES OF OIL BURNING.

### The Parker Wells in Ohio Explode and the Flames Spread for Miles.

The Northwestern Ohio oil wells are in flames and the fire is rapidly spreading. The fields and the forests are filled with waste oil, in some places many feet in depth and the refuse is all on fire. It is feared that the oil-well buildings and farm-houses of whole townships will be swept out of existence.

The sight is magnificent. The flames extend over many acres and at times shoot up into the air a thousand feet or more. The whole country is illuminated by the blaze. The heat is so intense that it can be felt three miles away, and it is impossible to approach within half a mile of the burning oil. The creek flowing near is a surging river of fire and is fed by the oil flowing at the rate of a hundred barrels an hour from the big Parker well.

It is reported that several drillers were burned to death, but it is impossible to confirm the report. When the well known as Parker No. 1 caught fire from an explosion the flames were a terrible roaring sound, and the burning oil was scattered far and near. Well No. 2 caught fire next and aided in the conflagration. Four tanks were destroyed, with their contents, and the loss will reach \$20,000 on these alone. An explosion occurred, and the burning oil was blown through the woods for a long distance. The trees and fences furnished ready food for the conflagration.

When the explosion occurred George Johnson who was fighting the flames, was caught in a whirlwind of smoke, oil and flame, and before aid could reach him he was so badly burned that his life is despaired of. His clothes were burned off, and the raw and blackened flesh showed where the flaming oil had poured over him. The smoke and light from the burning oil have brought a large crowd of farmers to learn the cause.

## ITEMS OF INTEREST.

THERE were 52,560 more births than deaths in France in 1886.

A MOVEMENT is on foot to build a boulevard from Washington to Mt. Vernon.

A FAILURE to vaccinate is punished at Phoenix, Arizona, by \$300 fine, or six months in jail.

THERE is one bag of coffee in store or in sight for every 120 persons in the United States.

THIRTEEN hundred ex-Union and ex-Confederate soldiers have been holding a reunion at Evansville, Ind.

The Turkish Government has forbidden the attendance of Moslems upon the mission schools in Palestine.

A PETROLEUM spring which rises to a height of 150 feet has flooded the Balakhan country, near Baku, Russia.

SUNDAY factory labor in Germany is enforced by the sharp competition between employers, and an agitation which will arrest it is likely to set in.

## TEXAS TRAIN ROBBERS.

### AN EXPRESS TRAIN STOPPED BY FOUR MEN.

#### The Express and Mail Cars Rifled of their Valuables.

The east-bound Texas and Pacific train was robbed the other night near Benbrook, Texas, at the trestle over Mary's Creek, where the same train was robbed in June. The circumstances are similar to those of the last robbery. Just as the train pulled out from the station two men got into the cab of the locomotive and covered Engineer Baker with six-shooters. He was directed to stop when ordered, and when the locomotive had crossed the trestle the order was given and Baker stopped the train. Two men were waiting here and the engineer and fireman were ordered out of the cab and marched toward the express car under guard. The doors of the car were closed and one of the men, a tall, slim, sandy-haired fellow, yelled out: "Open up that car." Express Messenger Maloney paid no attention to the orders, when, after waiting a few seconds, a hammer of some kind was brought and the door was vigorously pounded.

About this time some ten shots were fired into the Pacific Express car and then proceeded again. At last the door was opened and one of the robbers jumped in with drawn pistol and demanded the money. Maloney had hidden a considerable number of packages and the remainder were taken from the safe. Ordering Maloney to keep quiet, the robber jumped out and the mail car was entered, but without any shots being fired. Mail Agent Griffin was compelled to give up the registered packages, and is it said that nearly all the registered matter was taken. There was no effort made to rob the passengers, many of whom were considerably frightened. There were one or two armed men in the coaches who were prepared to defend the passengers if the robbers had attempted to enter.

After finishing their work in the mail car the robbers covered the engineer and fireman to the locomotive and ordered the train to be pulled out. The four men moved off some distance, watched the train for a short time, and walked away. The train reached Fort Worth at 8:30 and the officers were at once notified, and two posse, one headed by the Sheriff, the other by the City Marshal, were soon on the road to the scene of the robbery.

The amount stolen is variously estimated from \$12,000 to \$30,000, but none of the mail men or the Pacific officers will say anything about the matter. The theory of the officers is that the same men who committed the robbery in June were engaged in that of the other night, but this is the purest conjecture.

A collision occurred at four o'clock in the morning near Forest, Ohio, on the Pittsburg, Fort Wayne & Chicago Railroad. The first section of a freight train broke down, and the second section collided with it, killing John Bouch, fireman of the second section. There were several cars of oil in the second section and they caught fire, and soon the entire fore part of the train was wrapped in flames. While the trainmen were endeavoring to subdue the fire a car loaded with dynamite exploded, destroying several cars, tearing up the track, and injuring the engineer of the second section and one trainman.

The fast-day express over the Indianapolis and St. Louis Railway was wrecked near Fern station, about forty-five miles west of Indianapolis. The wreck was caused by the breaking of a wheel under the rear truck of the locomotive. The entire train, except the sleeping car, left the track, and the engineer and fireman, named Redington, father and son, were killed. The elder Redington, engineer, was found with his hand upon the throttle. The passengers escaped.

## PAINFUL SCENE IN COURT.

### A Young Husband Confesses to Embezzlement and is Sentenced.

Pale as death and trembling in every fibre, John J. Love, the confidential manager of the Delaware and Hudson Canal Company, stood before court at Chicago and confessed to the embezzlement of upwards of \$10,000 from his employers. Seated by his side and struggling hard to control her emotion was his young and handsome wife. The stern expression upon the judge's face relaxed as he looked upon the pleading face of the woman, and then, without a word of comment, he announced the sentence of two years and half at hard labor in the Joliet penitentiary. Love turned still paler and murmured, "My God," while his wife fell to the floor and sobbed convulsively. Finally both were removed, the one by officers and the other by her friends.

Love is just entering his 23rd year. He went to Chicago in 1884 from Erie, Pa., where he was born and where he had held responsible positions. He is well connected there, and a large number of witnesses made the journey to testify to his previous character. At the time of his arrest in May last he was dock superintendent, bookkeeper and confidential manager generally for the company. He began in its employ as a clerk Jan. 1, 1884, at \$60 per month, and was advanced until he had the principal and was in charge of the business. He was an honest man until some time during the fall of 1886, when he fell into loose habits, associated with the most dissolute people and spent upon them \$11,000 which he retained in sums of from \$100 to \$1,300 in bills collected from the customers of the company. Not a dollar of this sum was recovered, but it was all taken and spent between October 1, 1886, and May 1 last, about \$8,000 being spent during the last three months of the time.

## ABOUT NOTED PEOPLE.

CLAUS SPECKELS, the San Francisco sugar king, is said to be worth over thirty millions.

JOHN RUSSELL YOUNG is collecting material for a history of the civil life of General Grant.

THE aged Baroness Burdett-Coutts and her young American husband are coming to America.

The mad King of Bavaria is learning to make himself useful. He passes his days in paring potatoes.

KING HUMBERT, of Italy, is only forty-three years old, yet his hair, long since gray, is now nearly white.

GENERAL LONGSTREET says he expects "both sides to pitch in to him" when his book on the war is published.

HENRY GEORGE, the land and labor agitator, was fined \$100 in New York recently for disregarding the notice to serve as a juror.

Two of Blaine's sons, Walker and Emmons, are citizens of Chicago. Both live at the Union Club in that city. One is a lawyer and the other is a railroad.

The richest man in Vermont is Colonel Estey, of Brattleboro. He is worth at the present moment \$2,500,000, all made in trade. He never speculated a dollar in any of the petstocks or bonds.

The oldest man in Indiana is Samuel Morrison of Indianapolis. He was born in 1788 in that State, and his faculties are clear and strong. He is chiefly occupied with reading and writing in the field of local history.

SINCE the recent death of ex-Senator Cilley, of New Hampshire, the oldest surviving Senator is Simon Cameron, of Pennsylvania, who was born in 1799. After him come Jefferson Davis, born in 1808, and Hannibal Hamlin, born in 1809.

MRS. RACHEL STILLWAGON, of Flushing, claims to be the oldest woman on Long Island. She has just celebrated her 102d birthday, surrounded by descendants to even the fifth generation. Three-quarters of a century ago the fame of Mrs. Stillwagon's beauty extended as far South as Baltimore.

## RAILROAD DISASTERS.

### Four Accidents With Fatal Results in One Day.

Four railroad accidents, with fatal results in each instance, occurred on Monday. Two miles north of Dubuque, Ia., two passenger trains collided on the curve, and the two engineers and one fireman were instantly killed, the other fireman and a brakeman dying during the forenoon. Charles Fales, one of the best engineers on the road, was on the engine of the south-bound train, and Elmer Winchester on the north-bound train. Wm. Richmond and Edward Cummings were the two firemen, and all lived in Dubuque. John Peritty, of Milwaukee, brakeman on the north-bound train, was among the killed. He was riding on the engine so as to open the switch at Fern, three miles beyond the regular meeting place of the two trains. J. J. O'Brien, express messenger, and one of the postal clerks were badly shaken up, but not seriously hurt. None of the passengers were injured, beyond a few bruises, except Richard Wright, of Holy Cross, who was coming to Dubuque. He was in the back, but not dangerously. The two engines were badly wrecked and were thrown into a shapeless mass.

A terrible accident occurred on the Pennsylvania Railroad, near Mocomama, the same evening. The train dispatcher Hayport gave orders on the road, was on the engine of the south-bound train, and Elmer Winchester on the north-bound train. Wm. Richmond and Edward Cummings were the two firemen, and all lived in Dubuque. John Peritty, of Milwaukee, brakeman on the north-bound train, was among the killed. He was riding on the engine so as to open the switch at Fern, three miles beyond the regular meeting place of the two trains. J. J. O'Brien, express messenger, and one of the postal clerks were badly shaken up, but not seriously hurt. None of the passengers were injured, beyond a few bruises, except Richard Wright, of Holy Cross, who was coming to Dubuque. He was in the back, but not dangerously. The two engines were badly wrecked and were thrown into a shapeless mass.

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