

Washington Weekly Progress

VOLUME II.

WASHINGTON, N. C., TUESDAY, SEPTEMBER 27, 1887.

NUMBER 27.

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.

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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.
Club 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. Hodges, Secretary.
Fidelity 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. Crabtree, 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.
Pauline 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. U. Meets 1st and 2nd Tuesday nights at Odd Fellows' Hall—C. W. Taylor, Commander, Wm. Cherry, Secretary.

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TELEGRAPHIC SUMMARY.

Eastern and Middle States.
JOCKEY JOSEPH WARDER was thrown from his horse and killed in a steeplechase at the Niagara Falls races.
By the careless handling of naphtha the schooner War Eagle, lying at her dock in Chelsea, Mass., was blown to atoms. Two men were killed, Captain Philpott and Mate Charles Friend were seriously injured, and damage was done to buildings and shipping in the vicinity to the extent of \$350,000.
The New York Herald has received information that Grand Master Workman Powderly, of the Knights of Labor, will soon resign and go to Ireland to participate in the campaign for Irish home rule.
The Massachusetts Prohibitionists have held a State convention at Worcester and nominated a ticket with William H. Earle for Governor at the head. The platform favors woman suffrage.
The State Convention of the Pennsylvania Union Labor and Greenback party, held in Wilkesbarre, nominated Charles S. Keyser for Supreme Judge and H. L. Bunker for State Treasurer.

The failure of E. S. Wheeler & Co., the New Haven metal merchants, has caused the suspension of several other houses East and West.
The longest towboat in the world has just been launched from a Bath (Me.) ship-yard. Its length is 160 feet.
A PRELIMINARY organization of the new American party has been made in Pittsburgh. THREE men were buried alive under 120 feet of earth by a cave-in at the new aqueduct, York, Pa., N. Y.

The Governor of Connecticut has received from Colonel Thomas G. Jones, of Alabama, the old battle flag of the Sixteenth Connecticut Volunteers, captured at Plymouth, N. C., in April, 1864.
The Pennsylvania Railroad's roundhouse, machine shops, five locomotives and six tanks were destroyed by fire at Lewistown, Penn.
C. B. IDE, a Sunday-school Superintendent of Glens Falls, N. Y., and bookkeeper of the First National Bank, has confessed to stealing \$1,000 of the institution's funds.

HERB MOST, the Anarchist leader, wanted to declare his intentions of becoming a citizen of the United States in New York a few days ago; but as the questions put to him regarding his allegiance to the laws of this country were unsatisfactory, his application was refused.

South and Aiken.
EX-GOVERNOR WILLIAM AIKEN, of South Carolina, died a few days since at Flat Rock in that State, aged seventy-one years. He was elected Governor in 1844.

A WATERSPOUT on a Montana creek drowned 1,200 sheep, principally spring lambs.
TWENTY-FIVE THOUSAND persons attended the opening of the St. Louis Exposition.
A LARGE temperance vote has been cast in the local elections in Missouri. More than thirty counties have declared for prohibition.

REV. WILLIAM TULLY slipped while ascending a flight of stairs in a hotel at Harrison, N. Y., and a pistol in his pocket was discharged. The bullet entered the minister's body, and he died in a few minutes.
JACOB ALBINE fatally wounded his wife at Omaha and then killed himself. The crime was due to jealousy.

JEFFERSON DAVIS has written a letter favoring local option in granting liquor licenses.
A "LEAGUE OF PERSONAL LIBERTY" is being organized in the Western States to counteract the rapid spread of Prohibition sentiment.

LIZZIE ABBOTT, aged eleven years, committed suicide at New Smyrna, Fla. She admitted to her mother having taken strychnine, and said: "Mamma, I am tired of living; I want to go to papa."
JOHN T. ROSS (colored) was hanged at Baltimore for the murder of Emily Brown, a white woman. The object of the murder was to secure the body and sell it for dissecting purposes.

A TREMENDOUS flood has swept away twenty miles of track of the Southern Pacific Railroad in Arizona.
Two persons were killed and a number seriously injured by the falling of some rickety old sheds in New Orleans.

Washington.
A TREASURY AGENT's report on the Alaskan seal fisheries says 50,000 sealskins have been unlawfully taken the past season by marauders.
THE International Medical Congress ended on Saturday. Resolutions complimentary to the President and Mrs. Cleveland were passed.
THE President has pardoned Thomas R. Knight, John A. Brooks and Henry Patz, of Arkansas, convicted of murder. He was satisfied that rashness, not malice, influenced the crime.

Foreign.
A REVOLUTION has broken out in San Salvador, Central America.
REPORTS are just coming in that the gale of August 26 along the coasts of Newfoundland and Labrador resulted in many wrecks and large loss of life. Ten schooners were lost.
SCARLET FEVER is epidemic in London. More than 1,200 cases have been reported, and the fever hospitals are full of patients.
CANADA's population is estimated at 7,000,000.

MARKETS.
BALTIMORE—Flour—City Mills, extra, \$3.00 a \$3.50; Wheat—Southern Mills, 80a \$2.50; Corn—Southern White, 54a \$2.50; Yellow, 53a \$2.50; Oats—Southern and Pennsylvania, 28a \$2.00; Rye—Maryland and Pennsylvania, 40a \$2.00; Hay—Maryland and Pennsylvania, 14 1/2a \$15.00; Straw—Wheat, 7.50a \$8; Butter, Eastern Creamery, 28a \$2.00; near-by receipts 20a \$2.00; Cheese—Eastern Fancy Cream, 13 1/2a \$1.00; Western, 11a \$1.00; Eggs—17a \$1.00; Cattle—2.75a \$1.12; Swine—6 1/2a \$0.90; Sheep and Lamb—2 1/2a \$1.00; Tobacco Leaf—Inferior, 1a \$2.50; Good Common, 3 1/2a \$4.50; Middling, 5a \$5.00; Good to fine red, 7a \$8; Fancy, 10a \$12.
NEW YORK—Flour—Southern C 0 non 1c fair extra, 3.40a \$4.00; Wheat—No. 1 white, 81a \$5.00; Rye—State, 54a \$6; Corn—Southern Yellow, 47a \$6; Oats—White State, 31a \$3; Butter—State, 15a \$2.50; Cheese—State, 10a \$1.00; Eggs—16a \$1.00.
PHILADELPHIA—Flour—Pennsylvania, fancy, 3.50a \$4; Wheat—Pennsylvania and Southern Red, 82a \$3; Rye—Pennsylvania 57a \$5; Corn—Southern Yellow, 45a \$4.75; Oats—30a \$3.75; Butter—State, 15a \$1.90; Cheese—N. Y. Factory, 11a \$2; Eggs—State, 17a \$1.00.

Professor Bunge, a distinguished German Professor of the University of Basle, characterizes beer as the most mischievous among alcoholic beverages, because no other is so seductive. This opinion of Professor Bunge ought to stop the spigot of many a barrel of beer.

COAL MINERS STRIKE.

TWENTY THOUSAND MEN IDLE IN THE LEHIGH REGION.

An Increase of Fifteen Per Cent. in Wages Demanded.

Twenty thousand miners and laborers in the Lehigh Districts of the anthracite coal region on Monday morning responded to the order to quit work, which was issued by the Joint Committee of the Knights of Labor and the Miners' and Laborers' Amalgamated Association; and what promised to be one of the longest and most bitter strikes in that region since 1873 began. The men demanded an increase of 15 per cent. in their wages. The operators refused this and refused to arbitrate, as they have agreements with their own men to work out the year on a schedule adopted last January. Committees of the several local organizations waited upon A. Pardee & Co., Cove Bros. & Co. at Dighton, and other operators, but the operators refused to recognize the committees.

Thirty collieries in the Lehigh region were affected by the strike, and all of them were idle. At several of them it was attempted to run the breakers with the aid of a few Hungarians and Italians, but after running for several hours they were obliged to shut down. In accordance with the order of the joint committee all the engines and pump men remained at work, but only to do what dead work was necessary in order to keep the water out of the mines, and they were under strict orders not to hoist a single carload of coal.

At Dighton all the men, numbering over 1,000, were ordered to go to work at once or else take their tools from the mines and go to the office and get their pay. They refused to go to work and all were immediately discharged. At present, says a dispatch on Monday, the men are all quiet, but should the operators carry out their threatened purpose to operate the mines with Hungarian and other imported labor, serious trouble and possibly bloodshed is anticipated. It is believed that the strike will not be adjusted for many months, unless a mutually satisfactory agreement is arrived at this week. Work will be continued in the Schuylkill and other regions, and the Lehigh operators will have all their orders filled there. There is no fear that the price of coal will be materially affected, as the orders can be easily filled in the other regions.

The men who have gone out are employed by the Lehigh Valley Railroad Company, the Lehigh Coal and Navigation Company and a number of other companies and individual operators.
The strike affects nearly all the mines in the upper and lower Lehigh regions, but not including the Wyoming district or the Schuylkill and Lehigh Valley mines in the Schuylkill region.

In reference to the great strike of the coal miners in the upper and lower Lehigh regions, a Philadelphia dispatch says General McLeod, of the Reading Railroad, said:
"There has been no strike of the employees of the Philadelphia and Reading Coal and Iron Company, and we do not expect any. In fact, I am confident that we shall have no trouble. We know what the demands of the men are and they understand their position thoroughly, and we can adjust the difference without trouble. No reports of strikes have been received, and we believe that all of our men are at work and will not go out. The strike may have some effect upon the coal trade, but we shall not feel it."

TRAIN THIEVES TAKEN.
Successful Work of Texas Officers in Pursuit of Bandits.

Since the first train robbery of the year, in Texas, which occurred at McNeil station on the International and Great Northern Railway two months ago, the officers, though hampered by a heavy country and very vague descriptions, have been actively at work. It is believed that they now have the major part of the gang and that the rest cannot escape. Four or five days ago Thomas Jones and Billy Humphreys were arrested near Meridian, Bosque county, in the northern part of the State. Humphreys is a man who has been "up" several times for stage robbery, but has been smart enough most of the time to prove an alibi. When this plan would not work he turned State's evidence and got off that way. He and Jones are noted pals.
The arrests were kept a careful secret, as Humphreys' penchant for giving things away was well-known. In this instance he wished to tell confidentially all he knew, but obtained full and free confession from them both. Acting on information given to the officers Stephen, Bales and Hamilton surrounded the house of John Creswell who lives twenty miles west of Medina City, Bandera county, and called him. He stepped outside and was promptly nabbed. He is a preliminary trial before the Deputy United States commissioner and was placed under \$8,000 bonds, which he has failed to give. He is one of the parties named by Jones and Humphreys there were thirteen men in the McNeil affair. After getting that the Israelites divided, six of them going to Flatonia and seven repairing to North Texas and making themselves famous by the celebrated stoppage of the Texas and Pacific train on a trestle and the systematic burglary of everything in it.

A GRADUATE'S PROTEST.
A Contract with Her Annulled on Account of Her Race.
Considerable feeling has been aroused at Dallas, Texas, among the H brew population caused by the receipt of a letter from Prof. Massey, Principal of Sherwood Female College, Staunton, Va., asking a talented and highly respected Hebrew to release him from a contract made with her for her services as teacher the coming year at his school. He had made the arrangement with her by letter on the strength of her unquestioned reputation as a scholar and a lady, and when in a personal interview he learned that she was a Hebrew he refused to carry out the contract, telling her that he could not risk the experiment of placing her in charge of his pupils.
Miss Jeannette Goldberg, the lady referred to, at once annulled the contract, but took Prof. Massey to task in a letter in which she reminded him that the prejudice of Israelites was not rejected, and that under American institutions, as taught by American colleges, the race in life is free to all with aptitude and merit; "if not the rightful claimant of reward, at least not subjected to hindrance that found no objection from the standpoint of justice or sense."

FATAL WRECK.

Rushing Down Grade at 80 Miles an Hour—One Man Killed.

A serious wreck occurred on the Baltimore and Ohio Railroad on the Cranberry grade at a point about 18 miles west of Oakland. The train which met with the disaster is known as No. 47, and is due at Oakland at 10.05 A. M. It usually carries nothing but express matter, and runs on fast schedule passenger train time. However, in addition to the five express cars usually hauled, the train had one immigrant car attached loaded with Scotch immigrants, and it is fortunate that the loss of life was not much greater than it was. At Terra Alta, ten miles west of Oakland, the descent of the Cranberry grade is commenced, and for a distance of ten miles runs down the side of the mountain at a grade of one hundred and fifteen feet to the mile. While the scenery on this part of the road is grand, almost beyond description, one can scarcely look from the car windows down into the apparent bottomless gulches without a shudder, thinking what if the air brake should fail to perform its part as the train rushes down the incline. When train No. 47 started down the grade yesterday about 12 o'clock, the engineer, Wm. Paxton, soon discovered that the air brake would not work and that he had no control of his train, which was momentarily increasing its speed. Notwithstanding his perilous position, Paxton remained at his post and used every means in his power to save his train; all however without avail. The train attained a speed of some eighty miles an hour, and literally jumped and plunged along down the mountain until within about two miles of the foot of the grade, while rounding a sharp curve the tender and two express cars jumped the track and shot like bullets down an almost perpendicular embankment to the bottom of the ravine about a hundred feet deep, where they lay in an unrecognizable mass. The two cars were loaded with fine goods, such as cigars, clothing, millinery goods, etc., and the loss will be heavy. A. W. Cooper, of Keyser, W. Va., a brakeman, who was riding between two cars which went down, was caught beneath them at the bottom and instantly killed. No one else was seriously injured, although the car containing the immigrants was turned over on its side. The track was blocked and travel delayed several hours. The cause of the accident as ascertained by some was the usual one, viz, the failure of the air brakes to work. It is claimed however, that the brake apparatus on the train was in good order, and that of order before the descent was made. When the train reached Oakland the gum air-brake it is said was leaking and in an unsafe condition. William Virts, a brakeman who resided at Keyser, while the engine was taking water endeavored to repair the hose by wrappers or trying in some way. While Virts was thus engaged the engineer, Paxton, was, it is stated, heard to say: "I am afraid to go down the grade with that hose." Nevertheless, the descent was attempted, with the result as stated. There were two brakemen on the train besides the conductor and two express messengers. One brakeman, it is said, was not at his post, but in the immigrant car, and the expressmen, and they found the train was running away, worked their way back to the rear car. The brakeman was at his post, went down with his train and lost his life.

William Paxton, the engineer, is a man past middle life, and is considered one of the most careful men on this division.

IMPALD IN MID-AIR.
A Workman Falls 100 Feet Upon an Iron Rod and Hangs There.

J. Pierpont Morgan, the well-known banker, is erecting a memorial chapel and library to Mr. and Mrs. Charles Tracy, the deceased parents of his wife. It stands on Sixteenth St., near Rutherford place, New York.
Clara A. Peterson, a young man who had abandoned a seafaring life a few months ago because of his perils, and resumed his trade as an iron-worker, was at work on the building. While bracing iron beams on the roof he stepped upon a box and was thrown headlong toward the wall-hole in the cellar—a distance of over one hundred feet. In flying thru the open space his body swung around and struck again. He landed on a stairway. The rail had been left exposed, and Peterson fell face downward upon one of the upright iron prongs. It pierced his body like a lance, leaving him suspended in mid-air over the wall-hole. The iron bent nearly double with the writhing man.
His fellow-workmen hastened to his rescue, but Peterson was so firmly fastened upon the iron upright, which had run completely through him, that they were powerless to render him any assistance, and the poor fellow was slowly bleeding to death when a surgeon arrived. It required the combined strength of three men to tear Peterson's body from the iron prong, during which he suffered excruciating agony. When he reached the hospital it was found that his lungs had been pierced and his body had terrible wounds in the breast and back, from which he had bled profusely. The surgeons said that there was only one chance in ten of his recovery.

A GOVERNOR DEAD.
California's Chief Executive Dies After a Long Illness.

Governor Washington Bartlett, of California, died on Monday at his residence in Oakland, after suffering several months from Bright's disease and having been partially paralyzed about the 1st of August last.
Mr. Bartlett was born at Savannah, Ga., sixty-three years ago and became a citizen of California in 1850, settling at San Francisco, where he published the first daily newspaper issued in that city. Nine years later he was elected County Clerk, and in 1870 he became Harbor Commissioner. He was elected Mayor of San Francisco in 1882 and was re-elected at the end of his first term. Last year he defeated Mr. Swift, the Republican candidate for Governor.
The Lieutenant-Governor, H. W. Waterman, who succeeds him, is a Republican.

A NEGRO VENDETTA.
A Colored Man Riddled with Bullets and His House Burned Down.

A shocking affair occurred at Margaretville, Va., on the Seaboard road. Aaron Goode, a respectable colored man, attended services at a church in the neighborhood and while there had a difficulty with several men. Goode went home and went to bed.
Later in the night the same men with whom Goode had the trouble at church came to his house and spread broom straw all around it, and then set fire to the straw. Goode got up and went out to extinguish the burning brush, when he was shot by negroes in ambush. The gun was loaded with steel bits, lead slugs and bullets. Goode was instantly killed. The dwelling was entirely consumed.

TELEGRAPHIC TOPICS.

SOME NOTABLE NEWS HAPPENINGS IN VARIOUS QUARTERS.

Editor O'Brien, the Home Rule Leader, Arrested in Dublin.

Mr. O'Brien was arrested in Dublin Sunday while seeing Mr. Labouchere, the editor of London Truth, off on the steamer.
Mr. O'Brien spent the day at Ballybrack with Messrs. Dillon and Harrington. He received a telegram from Mr. Labouchere and Mr. Brunner, requesting him to accompany them to London. Mr. O'Brien, accompanied by Mr. Harrington, went on board the Kingstown boat for the purpose of declining the invitation to go to London, when a detective met him and said he would not be arrested if he pledged himself not to go to England.
Mr. O'Brien refused this condition, when he was taken into custody and escorted to the Imperial Hotel by the detective, who informed him that he could stay there all night if he would give a promise that he would not make a speech.
This promise was not given, and Mr. O'Brien addressed a crowd from the balcony of the hotel. In the course of his brief remarks he said:
"So long as there is breath in my body my voice will not be silent until I am gagged. I am proud to suffer for Mitchellstown. When in Kingstown I was told that I would not be arrested if I did not undertake to go to England. That shows that the government is beginning to dread us in England."
Mr. O'Brien in an interview on the subject of his arrest, said he had no intention of going to England when he boarded the boat. He merely went there to see Mr. Labouchere. As to making a speech at the hotel he said he had no idea of doing so until the detective mentioned it.

Filibusters Repulse 300 Soldiers.
While in ambush some miles from Matanzas, Cuba, the other afternoon, just after landing, the band of Cuban filibusters that recently left Key West, Fla., were attacked by detachments of 200 Spanish soldiers. The latter were repulsed, having three dead and carrying five wounded, the result of the dynamite bombs thrown by the filibusters. Four of the Cubans were wounded, but not at all seriously, by shots from the soldiers. The expedition party then made its way into the interior, and private advices received from the leader by a representative of the cause at Key West announces that they have joined those who went there previously. It is believed that certain Spanish snatches, the property of a wealthy Cuban Home Ruler, and supposed to be engaged in the fishing trade, sailing out of Havana and frequently seen in American waters, are really doing a profitable business smuggling goods one way to the Florida main land and carrying arms and reinforcements to the Cuban revolutionists on their return to Cuba from Tampa and Key West. Two Spanish gun-boats have been cruising in sight of Key West.

Powderly's Next Message.
General Master Workman Powderly, in an interview at Scranton, Penn., said his next annual message to the Knights of Labor will advocate Government ownership of telegraph and railroad lines, and the establishment of a postal savings bank. Bills will be prepared by him to carry these suggestions into effect, and they will be submitted to the General Assembly for its approval. Should the Assembly approve these measures, they will be introduced in Congress and backed by the full strength of the Knights of Labor.
He added that there was a misunderstanding about his rumored resignation at the next General Assembly. He said it probably arose from a statement which he made in Omaha and Boston, some time ago, to the effect that he was now serving his last term as chief of the organization.
As he was elected for two years at Richmond, he has yet a year to serve, but he says that he is ready at any time to make way for his successor should the order see fit to elect one.

Disaster in a Church.
A terrible accident is reported from Needmore, a small village in Tennessee. Rev. J. M. Carter and Dr. Logan were to speak there in favor of prohibition. When they arrived they found a big revival in progress, and did not speak. The revival was being conducted in a two-story church building, the upper floor being used for church purposes and the lower floor given up exclusively to school purposes. There was an immense audience in the upper story listening attentively to the exhortation of the minister, when suddenly the rear floor gave way with a crash, carrying sixty or seventy people with it. The fall was thirteen feet, and hardly one of them escaped injury. The injured were quickly rescued from the wreck, and three of them found to be seriously injured. One man was fatally hurt. Every physician in the country was immediately sent for, and the work of relieving the injured promptly begun.

A Train Plunges Into a Ravine.
A Baltimore and Ohio train, composed of five express cars and one emigrant passenger coach, was wrecked Sunday near Oakland, Md. The air brakes refused to act, and while descending a grade at great speed the tender left the track and plunged 100 feet down an embankment. Three of the express cars remained on the track, but the two others went into the ravine and were wrecked. A. W. Cooper, a brakeman, of Keyser, W. Va., was killed, and brakeman Virts injured. The loss to the company is heavy.

September Crop Reports.
The statistical report of the Department of Agriculture at Washington for September presents a heavy reduction in condition of cotton, corn and potatoes, with little change in the status of wheat and other small grains.

A LONG TRANCE.
A Woman Who Has Been in a Cataleptic State For Ten Months.

Mrs. John Herbert, the now celebrated cataleptic, confined in St. Joseph's Hospital at Joliet, Ill., and who has been in a continuous sleeping trance or cataleptic state now ten months, remains about the same, with the exception that she talks more than when her case was last written up. Her talk is principally about something to eat. She perfect human automaton, but her appetite has not improved any. The eyes still remain closed, the muscles rigid, and the joints stiffened. She stands in any position which they are placed until changed. She has but slight sensibility to pain, and is a perfect human automaton. Sometimes she cries, not aloud, but with seeming suppressed grief. At other times she smiles, but never laughs audibly. She has become a great curiosity. People come for miles to see her, and on Sundays the place is crowded like a museum.

SIXTY PERSONS INJURED.
Fall of a Church Building—The People Go Down With the Floor.

A terrible accident is reported from Needmore, a small village three miles north of Manchester, Tenn. A two-story church building, the upper floor being used for church purposes, and the lower floor given up exclusively to school purposes, suddenly and without warning gave way, carrying sixty or seventy people with it. The fall was thirteen feet, and hardly one escaped injury. The injured were quickly rescued from the wreck, and three of them found to be seriously injured. Every physician in the county was immediately sent for, and the work of relieving the injured promptly begun. No further particulars have been received from the disaster.

THE GRAND ARMY.

Facts and Figures of its Meetings and Membership.

The annual encampment of the Grand Army of the Republic, at St. Louis, which has attracted more attention than any preceding one for many years, is the twenty-first held since the foundation of the association. Its first post, according to a Washington dispatch to the New York Sun, was organized in Decatur, Ill., April 6, 1866, and the second quickly followed at Springfield, in the same State. Major B. F. Stephenson of Springfield, who had been surgeon of the Fourteenth Illinois Volunteers, originated the organization, and mustered in the Decatur Post, with General L. C. Pugh as Post Commander, and Captain Kanan as Adjutant. He also, a few months later, gave a charter to the first Eastern post, No. 1, of Philadelphia. General John W. Palmer was the first Department Commander.

The first national encampment was held at Indianapolis in November, 1868, and General S. A. Hurlbut was there chosen the first Commander-in-Chief. The rules, regulations, and ritual have been materially modified during the lapse of more than twenty years since that first meeting. The second national encampment was held at Philadelphia in January, 1868, and the grand Army of the Republic on a new and far more important form, with provisions for permanent establishment. General John A. Logan was elected Commander-in-Chief, and a few months later signaled the beginning of his career as head of the organization by issuing his famous order directing the observance of May 30th as Memorial Day. The third national encampment was held at Cincinnati, where General Logan was re-elected Commander-in-Chief, and General Lucius Fairchild and General J. R. Hawley respectively Senior and Junior Vice-Commander-in-Chief. The fourth annual encampment was at Washington, the fifth at Boston, the sixth at Cleveland, the seventh at New Haven, the eighth at Harrisburg, the ninth at Chicago, the tenth at Philadelphia, the eleventh at Providence, the twelfth at Springfield, Mass.; the thirteenth at Albany, the fourteenth at Dayton, the fifteenth at Indianapolis, the sixteenth at Baltimore, the seventeenth at New York, the eighteenth at Minneapolis, the nineteenth at Portland, and the twentieth, last year's, at San Francisco.
At the San Francisco encampment, held in August, 1886, there were shown to be connected with the organization 5,765 posts and 244,087 members at the date of the last previous official reports. During the year the posts had expended an aggregate of \$265,673 out of their charity and relief fund, not reckoning the expenditures of 750 posts whose reports had not been received, and there was a balance in the fund of \$301,012.

BOTH TRAINS OFF TIME.
Narrow Escape From Disaster of Two Trains in West Virginia.

The little station of Benwood, four miles South of Wheeling, W. Va., narrowly escaped being the scene of a terrible railroad disaster through the wilful disobedience of orders by an engineer. At 10.45 o'clock the South-bound freight train, on the Ohio River road, pulled out of the depot at Wheeling Parkersburg, the engineer having orders to stop at a siding on the upper end of Benwood to allow the north-bound passenger train to pass. On arriving at the designated switch, the engineer found that he had five minutes to spare, and thought he could save that much time by running down to another switch, a mile below, and wait for the passenger train there. He accordingly put on all possible steam and started.
When about two-thirds of the distance was covered, and when the freight train was running at the rate of twenty miles an hour, the passenger train which was four and a half miles ahead of time, rounded a curve and came straight for the freight train. Both engines put on the brakes and jumped. The engines came together and were both wrecked. Four cars of the freight train were thrown from the track upon the river beach, twenty feet below and wrecked. The passenger train, of four coaches and an express car was badly damaged, and the passengers were thrown from their seats, but no one was killed. A number, however, were badly bruised. Had not the passenger train slowed up in order to make the station, a half mile above where the collision occurred, a disaster would have been the inevitable result.

PURSUING TRAIN ROBBERS.
How a Pair of Bandits Gave the Officers the Slip.

Information just received from Manchaca Texas, is to the effect that the two train robbers supposed to be surrounded in a pasture four miles from Manchaca, never entered the enclosure at all, and the officers found they had been given the slip. Instead of going into the enclosure they succeeded in getting into a creek bottom, down which they traveled several miles, and then hid in the brush until about sundown, when they approached the farm house and bought two horses and saddles, hats and shoes, saying that they were cattle buyers and had been robbed. They mounted their steeds and rode off in an easterly direction, leading to the dense bottom in the Geagus, where, it is generally believed, they have friends.
Another posse secretly left, hoping to intercept them, and later got on their track twenty miles from where they had cut some wire fences. Since then nothing has been heard from them. The governor notified the sheriffs of the counties east to take to the fields and keep a sharp lookout. He is confident that they are the leaders of the train robbers gang and that their capture will break it up.

A LONG TRANCE.
A Woman Who Has Been in a Cataleptic State For Ten Months.

Mrs. John Herbert, the now celebrated cataleptic, confined in St. Joseph's Hospital at Joliet, Ill., and who has been in a continuous sleeping trance or cataleptic state now ten months, remains about the same, with the exception that she talks more than when her case was last written up. Her talk is principally about something to eat. She perfect human automaton, but her appetite has not improved any. The eyes still remain closed, the muscles rigid, and the joints stiffened. She stands in any position which they are placed until changed. She has but slight sensibility to pain, and is a perfect human automaton. Sometimes she cries, not aloud, but with seeming suppressed grief. At other times she smiles, but never laughs audibly. She has become a great curiosity. People come for miles to see her, and on Sundays the place is crowded like a museum.