

## TRAIN HELD UP.

### BOLD ATTACK OF ARMED BANDITS ON A TRAIN.

**Fifty Thousand Dollars Supposed to be in the Safe—Plans of the Robbers Revealed by a Spy—Smoking Car Filled With Armed Detectives.**

CHICAGO, Sept. 20.—A despatch from Gorin, Mo., says:—The Colorado and Utah express on the Santa Fe was held up by robbers at 3.30 a.m. on Tuesday. Owing to the fact that the railroad and express officials had a spy on the train of the bandits, when they stopped the train they met a hail of buckshot and bullets, and it is said at least two lie dead in the surrounding woods, while as many others rode for their rendezvous, twenty-one miles away, filled with laden pellets. They were novices in the art of train robbery, and brutal ones at that, for they shot "Dad" Prescott, the engineer, before they even gave him a chance to hold up his hands. His wound, it is believed, will not prove fatal. The raid was planned three weeks ago, but was not put into execution till Tuesday morning. When the train left Chicago at 5 o'clock last evening, the railroad and express detectives, all walking arsenals, climbed on at every station. Chief Detective J. J. Kinney, of the Santa Fe, with G. C. Montgomery, his right-hand man, boarded it at Joliet. At Streator they were joined by two more men, who have been patrolling the line for twenty days. J. A. Matthews, who has been acting the spy for the last two weeks, and getting the news of their plans, put in an appearance at Galesburg. He brought news that the would-be robbers met early in the day and decided to leave their hiding place near Memphis at 8.30 o'clock on Monday night, and make their third attempt to get rich at the expense of the express company. They expected to make a haul of at least \$50,000, the Monday run always being much heavier than any other day of the week. When the train reached Fort Madison, Iowa, shortly after midnight, Division Superintendent Stockton, of the Wells' Fargo Express Co., got into the treasure car. He carried a sawed-off Winchester with a history. It belonged to Bill Dalton, and it was to be poetic justice to turn it loose upon followers in the foot-steps of the Kansas desperado. With him were four men.

#### THE PLAN OF DEFENCE.

Their arms were in the car, and had been for several days. The plan adopted was this:—Detective Kinney and Montgomery boarded the engine; Superintendent Stockton and two of his good shots tarried in the express car; but it was in the forward end of the smoking-car that the forces were massed. A partition and door inclosed half a dozen seats and shut off the rest of the car from it. There the men, a dozen of them, were planted. Each had one of the sawed-offs, every cartridge loaded especially for the event with two dozen buckshot by Supt. Stockton. There was only one passenger in the compartment, and he was requested to take a seat, in the chair car, as they were "going to sweep at 2 o'clock." When Sheriff Matthews, of Scotland, climbed on board all details of the surprise party were arranged. There was one man, however who had to be looked out for and protected—he was the spy. According to the report brought in by Matthews, the spy would endeavor to be the one who flagged the train. If so, one torpedo was to precede the swinging of the lantern, in another there would be a couple of tiny bombs. The orders were that, no matter if every one of the guilty ones got away, there was to be no shooting to endanger the life of the man who had, in fact, taken his life into his hands in order to frustrate the attempt at robbery. And so as the minutes sped on an unwonted silence settled down on the train. Pullman car conductors and porters sought places of safety, and even the trainmen did not expose themselves unnecessarily. In the little compartment filled with armed men the lights were out, the windows were up, in each seat there were two men sitting sideways, the muzzles of their guns protruding just a trifle over the sills. Behind these stood others, seemingly statues with Winchester at half cock resting on their arms. They were waiting for the torpedo.

#### THE ATTACK.

Out from between two high embankments, just one mile from Gorin, sped the train. Then came the crack of the looked and longed-for signal. There was but one. A moment, and a shrill, sharp whistle gave token that the engineer had heard, and almost before his hand left the valve, across the track, not fifty yards away, swung a red light. A grinding of wheels along the rails told the air-brake had been applied, and within twenty seconds from the explosion of the torpedo the train was at a standstill. Out from the dense undergrowth north of the track came four forms. The face of each was hidden by a black mask. One, more agile than the rest, rushed to the engine almost before his companions could reach the express car. He carried a rifle, and when within ten feet the tender brought it to his shoulder, pointed it at "Dad" Prescott, the white-bearded engineer, and, as he shouted "Hold up your hands!" pulled the trigger. His aim was true, and "Dad" fell to the floor of his cab with a bullet in his right breast. With one bound Kinney gained the top of the tender, and, bringing his gun to the face of the masked robber. How or earth the fellow ever managed to move is a mystery. But he did, and made for the

woods. The shot which laid Engineer Prescott low was the signal for a fusillade and was re-echoed and re-echoed from bank to bank and through the woods. It was also the signal for a hasty retreat to shelter of timber on the part of the greatly surprised individuals, whose features were hidden by masks. Not until they reached the timber did they answer; then they only fired two shots. But their aim was not good, and, although men were leaning from the car windows and pulling triggers as fast as possible, while others had jumped to earth and were after them on foot, they failed to hit a man. According to the programme, their horses were hidden not over a hundred yards away. When the posse from the train reached the spot they saw one animal, a gray, galloping north; a well-directed shot brought it low, but there was no rider on its back. The place where the horses were tied was soon found, and cut hitching straps showed that one man had life enough left to make his escape. Sheriff Saling took the saddle, blanket, and bridle from the dead grey, and says by their aid he will have no trouble in identifying the owner. The search for dead and wounded was postponed until daylight, but the chase was started within ten minutes after the shooting ended. The sheriff secured horses here, and, with half a dozen men, started north. They knew the men and are confident they will have them in custody soon.

#### LATER.

Five farmers living three miles north of Arbella, Mo., are the men who held up the Santa Fe at Gorin, Mo. Chas. Abrams and Lincoln Overfield, two of the men, were captured at Memphis, Mo., on Wednesday morning. Abrams had been shot six times with a Winchester. He cannot live.

### THE APPLE SUPPLY.

#### Scarcity of the Fruit in England and on the Continent.

W. N. White & Co., of Covent Garden, London, England, have completed accurate statistics in regard to the apple crop. In an interview with a representative of the Associated Press, Mr. White said that the bulk of the English crop would be marketed during the present month. Already the scarcity of the crop is being felt, and apples are selling at higher prices than have prevailed in September for years. The continental supplies are becoming exhausted. Most of the continental apples, with the exception of those of southern France, are marketed in September, and the United States and Canada must, therefore, be depended upon for supplies during the remainder of the season.

The Nova Scotia crop will reach a total of 120,000 barrels, and the whole Canadian crop about 600,000 barrels. It is expected that Boston will be able to ship between 300,000 and 400,000 barrels, and New York about 1,500,000 barrels. England has the lowest crop of apples she has had in 20 years, London wants American apples. The first consignment was sold here Monday and brought from 17s. to 20s. per barrel. Freights are now lower than they have been for years, and carriage can probably be secured at 3s. per barrel.

### Debts of Nations.

Some valuable information concerning the debts of nations has been compiled by the United States census bureau. It appears that nations having a population altogether of 1,192,000,000 owe the sum of \$27,524,976,915. To grasp these figures is, of course, impossible, but an idea of the growth of borrowing may be obtained from the fact that since 1848 these nations have increased their obligations by \$20,000,000,000. Half of this sum was borrowed between 1870 and 1880, so that the upward tendency was most marked in a time of general depression. France has a larger debt than any other country, Russia comes next, and then Great Britain. The United States is seventh, and Canada fourteenth. When the per capita burden of the debt is taken into consideration, the Australian colonies lead, that is, they owe more per head than any other country. England is twelfth, Canada twenty-third, and the United States thirty-sixth. Only three countries—Great Britain, Spain, and United States—have decreased their debts during the last decade.

### Expensive Luxury.

Peace is an expensive luxury in Europe, and from the statements of Dr. Witte, the Russian Minister of Finance, it is likely to continue. He says that the Czar has for several years held firmly to a policy of peace and will continue to do so. Moreover, he denies that Russia had any intention of interfering in the Japan-China war and declared in so many words that "if France begins a war or is the cause of war breaking out, Russia will not stand by her." By the adoption of such a policy French expectations of aid from Russia in the recovery of Alsace and Lorraine should be dissipated, and the possibility of war very much reduced. But it seems to be the invariable custom of European Governments to increase their armies as soon as the war clouds disappear instead of reducing them.

### Triumphs of Sanitation.

A good deal has been said at the International Hygienic Congress about sanitation. People no longer jeer and sneer at sanitary science. During the last 31 years the death rate has been lowered, and the duration of life amongst certain classes increased. In the decade beginning with 1850 the mean age at death was 25 years, now it is 33 years. Authenticated statistics show that the great increase of the life term has been obtained by artisans and tradesmen, two classes which have gained five and six years of life respectively. Clergymen and lawyers have long-lived, and the duration of life with them has been stationary. So it is with professional men and men of independent means, thus proving that sanitation has done most good where it was most needed. It shows that very many of the evils and diseases resulting from overcrowding and bad drainage have been remedied.

## CENSORSHIP IN RUSSIA.

### A Bureau of Many Departments, Very Irksome to the Czar's Subjects, and to Foreigners as Well.

The Russian censorship is a thing of many departments. One of them is the censorship of the Holy Synod, which watches over religious matters and tries to prevent the publication or introduction into the country of books or printed matter likely to injure the interests of the Orthodox Greek Church. This censorship is the most stupid of all. It has a list of condemned books something analogous to the index of the Pope of Rome, and such authors as John Stuart Mill and Herbert Spencer and, of course, Darwin are included in it.

Some years ago a French scientist published a monograph on mushrooms, in which he maintained that all mushrooms were poisonous. This book was prohibited by the censor of the Holy Synod on the ground that, as mushrooms were the staple food of the Russian peasantry during the numerous fasts of the Church, it would be detrimental to the best interests of religion to publish anything that might bring this article of food into discredit.

There is also a censorship of books and of the press, a foreign censorship and a censorship of the foreign press. The police also exercise a censorship over placards, theatres, handbills, etc. All these censorships have to keep up a large and expensive staff, so that the attempt to muzzle and shut down public opinion costs the Russian Government a pretty penny.

The press censorship is arbitrary and peculiar. Most papers are allowed to print what they like without control, but if they print anything that displeases the Government they are notified of the fact and receive what is called a first warning. This warning may be accompanied with suspension for a definite period—a week, a month or a year. That of course, means a heavy fine, for a paper that is unable to earn any money on the capital it has invested for a given time loses heavily. It has to keep up its staff, although it cannot do any business. Its expenses go on, but its receipts are stopped. Then advertisers lose confidence in a paper that gets warned. After a paper has been warned three times it may no longer appear. Thus the Golos has ceased to be. Yet such is the irrepressibility of the newspaper man in Russia that it is safe to say that there is not a big Russian paper published at the present day which has not had its second warning.

Some papers may not be printed without previously submitting all their proofs for the approval of the censor. This causes delay and is of course very irksome. There is a daily paper in Tiflis which appears only twice a year, owing to the distance of Tiflis from the Central Censorship at St. Petersburg, to which every number of the paper must be submitted before it can be published.

Under the book and theatrical censorship the Russian literary man, be he journalist or author, has been compelled to invent a style of his own, a style in which more is meant than meets the eye, which his reader understands perfectly, but which the censor is too stupid to perceive. Dramatic and art criticism, book reviews and articles on travel and social customs are the disguises under which the Russian publicist presents his political opinions.

The foreign book censorship is the most absurd and ridiculous. While objectionable books are ruthlessly confiscated, the public which wants to read them—and it is of necessity limited—can always get them, because, in the interests of science and knowledge, certain people are exempted from operations of the censor's edict. Thus all professors are excluded, all Governors of provinces, all Senators, a number of officials and numerous others. Consequently a very large number of people who are not among these privileged mortals are sure to know somebody who is and can get their books through him.

Theoretically no foreign newspapers are admitted into Russia. The only person who is entitled by law to receive foreign periodicals is His Majesty the Emperor. He has what is called his list. By great graciousness His Majesty has made a present of this list to the country. People may subscribe through the Post-Office and obtain the papers on the imperial list, but no others, and a foreign paper that presumes too much on the toleration of His Majesty is likely to be struck from the list.

The London Daily Telegraph, for instance met this fate years ago, and since then, copies of that paper cannot be obtained in Russia, nor is the paper allowed to have a correspondent there. It has one, all the same, but his position is secret and risky.

As soon as a foreign paper crosses the Russian frontier its troubles begin. All the foreign papers that are sent to Russia must enter that country through St. Petersburg, the window, as Peter the Great called it, for Russia to look out at Europe. When the papers get on the Russian train they are sorted and arranged by a staff on board, who lay aside a sample of each for the censor's eyes. When they arrive at the general Post-Office in St. Petersburg the censor's work begins. He reads through the samples carefully and marks the objectionable passages, which are then obliterated by means of Indian ink. Of course even censors are human, and occasionally something escapes their watchful eyes. Then they have a warm time of it. On the whole, however, they do their work efficiently.

There is some difficulty in getting the right kind of men for this work. These foreign press censors are not well paid, for their work is not of a high order, but they must be reliable, they must work rapidly, nothing should escape them, and they must know as many languages as possible. It is marvellous that the Government can get such men at all. One of them, a Swede, was a perfect treasure. He knew sixteen languages, he was argus-eyed and rapid. But he had one great fault—every now and then he would take a vacation on his own account, and for a whole week would be

speechlessly drunk. He was too valuable a man to dismiss, but this little way of his was most inconvenient, and would set the whole machinery out of gear. Finally the chief of the department hit upon a remedy. Whenever the Swede went off on a spree the police were set to work to find him. They would put him in the lock-up, and then, with a very bad headache, a damp towel round his temples and a penitent heart, he went to work again. A repetition of this treatment cured him of his vagabond habits, but he finally succumbed to the curse and died.

## OCEAN GREYHOUNDS.

### The Ocean Record Reduced to Five Days, Eight Hours and Thirty-Eight Minutes.

It was early in the year 1833 that the first steamship was propelled all the way across the Atlantic by steam, and if any one had then expressed the belief that the distance would some day be covered in five days, he would have been regarded as a least a visionary of the most pronounced type. A little over fifty years before, John Mason, of Boston, sent an almost undecipherable scrawl to Benjamin Franklin, the then "President" of Pennsylvania, stating there, in that he had constructed a boat that would, to use his own words, "move or advance with a Sufficient Velocity—without Sails or Oars. The above is on a Small Scale, and Sd. Mason propose's to fit up or prepare a Shallop for the above purpose, provide'd a Subscriber Can be completed to Defray the Expence's, and Compensate him for his time, trouble and, for the Invention." It is said that from this little boat lay potential the steamers which are now

#### ASTONISHING HUMANITY

with their performances, and which were once described by Emerson in a lecture as enormous shuttles weaving the continents and islands of the earth into one great woof of human fraternity.

For some years it was impossible to learn from the meagre facts obtainable to what country belonged the honor of having built the first transatlantic steamer, but some few years ago conclusive evidence was found to substantiate Canada's claim. The Royal William was the name of the little vessel, and she was built at the Cove, Quebec, by Messrs. Shepherd and Campbell, during the winter of 1830-31. In the April following she was launched in the presence of the Governor, Lord Gosford, and the military authorities, and made the passage wholly by steam from Halifax to London in August, 1833. She was afterwards sold to the Spanish Government, and was the first war steamer to fire a hostile shot. The Great Western is, however, generally placed at the head of the list of record breakers. In 1838 she made the voyage from New York to Liverpool in about eighteen days, and her achievement was soon emulated by other vessels. Vast improvements were rapidly made, the most important, probably, being the substitution of the

#### SCREW FOR THE PADDLE,

but it was not until the year of Confederation that a record of less than nine days was made. It has been during the past decade, however, that the record has been most frequently broken, until the Lucania is now queen of the seas, having reduced both the eastward and westward records to five days eight hours and thirty-eight minutes. The most singular thing in connection with her performance is in the fact that she made both trips in the same time to almost the fraction of a second.

The steady reduction of the time consumed in the ocean voyage has of course caused a great deal of speculation as to where the ultimate of speed will be. Marvellous achievements in devouring distance have been recorded, but there is no reason to doubt that the impossible will again be accomplished before the present generation takes its final voyage to "the undiscovered country, from whose bourne no traveller returns."

### AND THE CAT CAME BACK.

#### It Traveled a Great Distance in a Very Short Space of Time.

"I have got a pet kitten at home," said a manufacturer of Manchester, N. H., recently, which I think has traveled about as rapidly and as far in one day as any other animal in the world. One morning about a month ago the kitten strayed into my factory a short time before the machinery was started up. It got playing around the floor and soon took up its position in the big fly wheel, where, without being noticed, it nestled down and went to sleep. Soon the machinery was put into motion, the wheel moving so rapidly that the poor kitten could not escape. Indeed, it is probable that puss was soon unconscious from dizziness. A little computation shows the distance the cat traveled. The wheel moves at the rate of 250 revolutions a minute, and that every turn puss went seventeen feet. As the wheel was kept in motion 390 minutes without stopping, the kitten must have traveled during that time a little over 300 miles. When the wheel was stopped the kitten was discovered and taken out more dead than alive, but it shortly recovered, and, although it has remained about the factory ever since, it is observed that it always gives the fly wheel a wide berth."

#### Opinions Differ.

Hattie—"Don't you think Charlie Jinklets is a rare avis?"  
Clara—"Not at all."  
Hattie (surprised)—"Why not?"  
Clara (with scorn)—"Because I never did think a goose was a rare bird, that's why."

#### Been There Before.

Little Johnny—"Come to dinner."  
Little Ethel—"I'm not hungry."  
Little Johnny—"Well, you will be by the time the minister gets through saying grace."

## CROWNED HEADS AT PLAY.

### How the Rulers and Princes of Europe Amuse Themselves in Summer.

Queen Victoria for more than twenty years has usually divided the summer and autumn months between Osborne and Balmoral castles. The former is situated in the Isle of Wight and the latter in one of the most picturesque portions of the Scottish Highlands. She generally takes her departure from Osborne in the latter part of August and prolongs her stay at Balmoral until early in November. The life which the Queen leads is very simple and regular, in marked contrast with that of the Prince of Wales in summer. He usually makes the round of the great country-houses of England, where his coming is always eagerly watched for; spends a few weeks at Hamburg, and in September takes part in the family reunion of King Christian at Fredensborg. However, the prince is happiest when, for weeks, he can bid farewell to the world of form and fashion and spends a brief season in his country home at Sandringham, a typical country-house pleasantly situated in a typical English county. Three grand social evenings intersperse his annual stay at Sandringham. These are the county ball, the farmers' ball and the servants' ball. The servants' ball is as brilliant and joyous an occasion as the other two. On this occasion the prince invariably leads off with the housekeeper or upper chamber-maid, and the princess with the butler or cook.

The Emperor William of Germany is an enthusiastic yachtsman and hunter, and finds time each summer to devote a few weeks to his favorite pastimes. The war lord of Germany is one man, William off for a holiday on his yacht is another and a very different one. Formality is for the moment completely forgotten, and the emperor enters with boyish zest into all manner of sport. The empress does not share her husband's fondness for the sea, being a poor sailor.

The Emperor Francis Joseph of Austria has a comfortable but modest villa at Ischl, where he usually passes his summer vacation. His habits are simple and severe, and hunting is the one simple pastime of which he is passionately fond.

The king of the Belgians and his family spend the summer months at Ostend, where Leopold erected a handsome villa some years ago. The life of the king is a busy and laborious one, and his stay at Ostend is no exception to the rule.

Life has thus far been a very serious and matter-of-fact business for Wilhelmina, the girl Queen of Holland. From early in April until late in the autumn of every year she resides with her mother, the queen regent, at the castle of Loo. Here the life led by the little queen is a very simple and regular one. The other royal child, Alfonso, the boy King of Spain, spends his summer at San Sebastian, closely guarded by his mother. He is now 8 years old.

The castle of Monza, in Lombardy, is the home of King Humbert of Italy during the early summer months. Here he and his queen live with as little pomp and ceremony as possible. The Italian crown prince spends a greater part of the summer at Capri di Monte, the Versailles of Naples, where he holds his court.

King Oscar of Sweden who loves the good things of life, has several charming country places, and in the early summer divides his time between them. He still retains his love for the sea, to which he was apprenticed in his youth, and every August makes a long cruise.

King Christian of Denmark and his family take up their summer residence at Fredensborg, an ancient castle on the shores of Lake Esrom. Etiquette and ceremonial are unknown at Fredensborg. Official receptions and state entertainments are not thought of and the inhabitants lead the pleasant life of cultivated people seeking relief from worldly cares. King Christian loves to romp with his grandchildren, and at Fredensborg is often seen seated in a very diminutive pony carriage, trusting himself to the care of a very youthful coachman. Sometimes he acts as the willing horse for a still younger driver.

### NOT A MERE FIGUREHEAD.

#### Victoria Said to Take an Active and Benevolent Part in Public Affairs.

A corner of the veil which screens the inner life of royalty from the common gaze was raised the other day by Mr. Rentoul, M. P., at a meeting of ladies in support of the women's suffrage movement says the Westminster Gazette. Mr. Rentoul said his idea had always been that the Queen was a merely ornamental sort of personage, who signed such documents as were submitted by her ministers, and was restrained from doing any harm by constitutional safeguards. He had, however, recently made the acquaintance of two lords-in-waiting, who have been in attendance on her Majesty for many years, and the information he had obtained from this source had completely altered his views as to the influence exercised by the Queen in matters of domestic and foreign policy. He had learned that she is proficient in eleven European languages and that she has during the last four or five years completely mastered Hindustanee, in which she converses with great correctness and fluency with any of her Indian subjects who are presented at court. Her Majesty frequently writes to every important sovereign in Europe and her influence on the side of peace is said to have been very beneficial, her knowledge of foreign affairs being most intimate and accurate. At several critical stages in the relations between European nations the Queen's personal influence has been successfully exerted to prevent war. It is even alleged in court circles that her Majesty would have been able to prevent the Franco-Prussian war if the Emperor Louis Napoleon had not precipitated hostilities on the Rhine before any opportunity was afforded for mediation.

Apple green shirts, a London fashion authority avers, are to be the correct thing for men the coming season.