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By Rome, Watertown & Ogdensburg RR. To Utica, Albany, New York, Philadelphia, Washington, Baltimore, and all points in Southern New York. Via G.T.R., T.I.R., and N.Y. Central Railways.
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The Kingston Daily News.

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DEATH'S AWFUL GRIST.

100 KILLED AND OVER 400 MANGLED AND WOUNDED.

An Excursion Train on the Toledo, Peoria and Western Railroad, Bearing Over Nine Hundred Passengers, Plunges Through a Bridge—Heartrending Scenes of Death and Destruction—What Was Done to Relieve the Injured.

CHICAGO, Aug. 11.—The Chicago Times' special from Forest, Ill., says: All the railway horrors in the history of this country were surpassed three miles east of Chatsworth last night when an excursion train on the Toledo, Peoria and Western Road dropped through a burning bridge and over 100 people were killed and four times that number were more or less badly injured. The train was composed of six sleeping cars, six day coaches and chair cars and three baggage. It was carrying 900 passengers, all excursionists, and was bound for Niagara Falls. The train had been made up all along the line of the Toledo, Peoria and Western road, and the excursionists hailed from various parts in Central Illinois, the bulk of them, however, coming from Peoria. Some of the passengers came from Canton, El Paso, Washington and in fact all stations along the line, some from as far west as Burlington and Keokuk, Iowa. A special and clean rate had been made for the excursion and all sorts of people took advantage of it.

When the train drew out of Peoria at 8 o'clock last evening it was loaded to its utmost capacity. Every berth in the six sleepers was taken, and the day cars carried sixty people each. The train was so heavy that two engines were hitched to it, and when it passed this place it was an hour and a half behind time. Chatsworth, the next station east of here, is six miles off, and the run there was made in seven minutes, so the terrible momentum of those fifteen coaches and two engines shooting through space at the rate of a mile a minute can be understood. The train did not stop at Chatsworth and sped by the small station with lightning speed. Three miles east of Chatsworth is a little slough where the railroad crosses a dry run about 10 feet deep and 15 feet wide. Over this was stretched an ordinary wooden trestle bridge, and as the excursion train came thundering down on it, what was the terror of the engineer on the front engine when he saw that the bridge was on fire. Right up before his eyes leaped the bright flames and the next instant he was among them. There was no chance to stop. Had there been any warning it would have taken half a mile to stop that onrushing mass of wood, iron and human lives, and the train was within 100 yards of the red-tongued messenger of death before the fire flashed the fatal signals into the engineer's face. But he passed over in safety, the first engine keeping the rails. As it went over, the bridge fell beneath it, and it could only have been the terrific speed of the train which saved the lives of the engineer and his fireman. But the next engine went down and instantly the deed of death was done. Car crashed into car, coaches piled one on top of another, and in the twinkling of an eye nearly 100 people found an instant death and fifty more were so hurt they could not live. As for the wounded they were everywhere.

Only the sleeping coaches escaped and as the startled and half-dressed passengers came tumbling out of them they found such a scene of death as is rarely witnessed and such work to do that it seemed as if human hand were utterly incapable. It lacked but five minutes of midnight. Down in the ditch lay the second engine, Engineer McClintock and Fireman Applegate having been badly injured. On top were piled the three baggage cars, one on top of another, like a child's card house after he has swept it with his hand. Then came the six day coaches. They were telescoped as cars never were before, and three of them were pressed into just space enough for one. The second car had mounted off the trucks, crashed through the car ahead of it, crushing the woodwork aside like tinder, and lay there resting on the tops of the car seats, where every passenger in the front car was lying dead and dying underneath. Out of that car but four people came alive. On top of the second car lay the third, and its bottom was smeared with the blood of the victims, for at once cars were now so badly wrecked. They were broken and twisted in every conceivable shape, and every crushed timber and beam represented a crushed human frame and a broken bone.

Instantly the air was filled with the cries of the wounded and the shrieks of those about to die. The groans of men and the screams of women united to make an appalling sound, and above all could be heard the agonizing cries of little children as in some instances they lay pinned alongside their dead parents. And there was another terrible danger yet to be met. The bridge was still burning and the wrecked cars were lying on and around the fiercely burning embers. Everywhere in the wreck were wounded and unhurt men, women and children whose lives could be saved if they could be gotten out, but whose death, and death in a most horrible form, was certain if the twisted wood of the broken cars caught fire, and to fight the fire there was not a drop of water and only some fifty able-bodied men who had presence of mind and nerve enough to do their duty. The only light was the light of the burning bridge, and with its aid the fifty men went to work to fight the flames.

For four hours they fought like fiends and for hours the victory hung in the balance. Earth was the only weapon with which the foe could be fought, and so the attempt was made to smother it out. There was no pick or shovel to dig it up, no baskets or barrows to carry it, and so desperate were they that they dug their fingers down into the earth, which a long drought had baked almost as hard as stone, and heaped the precious handfuls thus hardly won upon the encroaching flames and with this earthwork, built handful by handful, kept back the foe. While this was going on the other brave men crept underneath the wrecked cars beneath the fire and the wooden bars which held as prisoners so many precious lives and with pieces of board, sometimes their hands, beat back the flames when they flashed upalongside some unfortunate wretch who, pinned down by a heavy beam, looked on helplessly while it seemed as if his death by fire was certain. And while the fight was thus going on the cars of the workers were filled with the groans of dying men, the anguished entreaties of those whose death seemed certain unless the terrible blaze could be extinguished and the cries of those too badly hurt to care in what manner the end were brought about, so only it could be quick. So they dug up the earth with their hands, reckless of the blood streaming out from under their finger nails, and heaping it up in little mounds, while all the while came heartrending cries, "For God's sake don't let us burn to death." But finally the victory was won. The fire was put out after four hours of endeavor, and as its last sparks died away a light came up in the east to take their place and dawn came upon a scene of horror.

While the fight had been going on men had been dying, and there were not so many wounded to take out of the wreck as there had been four hours before. But in the meantime the county had been aroused, help had come from Chatsworth, Forest and Piper City, and as the dead were laid reverently alongside of each other out in the corn field, there were ready hands to take them into Chatsworth, while some of the wounded were carried to Piper City. One hundred and eighteen was the awful poll of the dead, while the wounded number four times that many. The full tale of the dead cannot, however, be told yet for days.

Chatsworth was turned into a morgue today. The town hall, the engine house and the depot were all full of dead bodies, while every house in the little village has its quota of the wounded. There was over 100 corpses lying to the untemporized dead houses, and every man and woman was turned to as amateur but zealous nurse. Even in a lumber yard the noise of hammers and saws rang out on the air, and busy carpenters were making rough coffins to carry to their homes the dead bodies of the excursionists who, twelve hours before, had left their homes full of pleasure with expectations of the enjoyment they were going to have during the vacation, which had just begun.

When news of the disaster was first flashed over the wires prompt aid was at once sent. Peoria and Western Railway, had come on a special train and with him were two other surgeons and their assistants. From Peoria also came Doctors Martin, Baker, Ziegler and Johnson, and from every city, whence the unfortunate excursionists had come their physicians and friends hurried out to help them. From Peoria had also come delegations of the Red Men and the Ancient Order of United Workmen, members of both societies being in the ill-fated train, and so after 8 o'clock in the morning there were plenty of people to do the work that needed such prompt attention.

In the Town Hall was the main hospital, and in it anxious relatives and sorrowing friends sat and fanned sufferers' faces. Down in the dead houses fathers, husbands, brothers, sisters, wives and children tearfully inspected each face as it was uncovered, and sighed as the features were unknown or cried out in anguish when the well known features, sometimes fearfully mangled but yet recognizable, were uncovered. The entire capacity of the little village was taxed, and kind-hearted women drove in from miles to give their gentle ministration to the sufferers.

An accident of the week occurred then a scene of nobility commenced. Some bands of unscrupulous miscreants, heartless and with only animal instincts, scoured hand and like the guerilla who throng a battle field the night after conflict and fight from the dead, so last night did these human hyenas prey for the dead from this terrible accident, and take off the shoes which covered their feet. Who those wretches are is not known. Whether they were a band of pickpockets who accompanied the train or were lurking in the vicinity cannot be said. The horrible suspicion, however, exists, and there are many who give it credence, that the accident was a deliberately planned case of train wrecking, that the bridge was set on fire by miscreants who hoped to seize the opportunity offered. The fact that the bridge was so far consumed at the time the train came along and the added fact that the train was an hour and a half late is pointed out as evidence of a careful conspiracy. It seems hardly possible that man could be so lost to all the ordinary feeling which animates the basest of the human race, but still men who will rob the dead, men who will steal from the dying and will plunder the wounded held down by the broken limbs of a wrecked car, whose death by fire seemed imminent, can do most anything which is base, and that is what these fiends in human form did. They went into the cars when the fire was burning fiercely underneath and when the poor wretches who were pinned there begged them "For God's sake help me out," stripped them of their watches and jewelry and searched their pockets for money. When the dead bodies were laid out in the corn fields these hyenas turned them over in their search for valuables, and that the plundering was done, by an organized gang is proven by the fact that this morning in the corn field many purses all empty were found in a heap. It was a ghastly plundering, and had the plunderers been caught this afternoon they would surely have been lynched.

Latest Particulars of the Dreadful Affair—Some of the Killed.

CHICAGO, Aug. 12—4 a.m.

There was one incident of the accident which stood out more horrible than all of these horrible scenes. In the second coach was a man, his wife and a little child. His name could not be learned to-day, but it is said he got on at Peoria. When the accident occurred the entire family of three was caught and held down by the broken woodwork. Finally when relief came the man turned feebly and said: "Take out my wife first; I'm afraid the child is dead." So they carried out the mother and as a broken seat was taken off her crushed breast the blood which welled from her lips told how badly she was hurt. They carried the child, a fair-haired, blue-eyed girl of 3, and laid her in the corn field dead alongside of her dying mother. Then they went back for the father and brought him out. Both his legs were broken but he crawled through the corn to the side of his wife, and, feeling her loved features in the darkness pressed some brandy to her lips and asked her how she felt. A feeble groan was the only answer and the next instant she died. The man felt the forms of his dead wife and child and cried out, "My God, there is nothing more for me to live for now," and taking a pistol out of his pocket, pulled the trigger. The bullet went surely through his brain, and the three dead bodies of that little family are now lying side by side in Chatsworth waiting to be identified.

There have been many guesses as to the origin of the fire which wrecked the bridge and caused the accident, but so far they are nothing but guesses. The most probable one is that a spark from the furnace of the engine of a train which passed two hours before caused the blaze. The season has been very dry hereabouts. For a long time almost no rain has fallen and so the wooden work of the bridge was like tinder and a live coal dropped on it would fire it at once. Another and startling theory is the one of train wrecking. This is an awful one to contemplate, but it has its adherents. They point to the fact that there were lots of thieves about, to the additional fact that they seemed to be members of an organization working together, and the diabolical heartlessness with which they went about their work indicated devilishness which would stop at nothing.

The news of the disaster was brought Chatsworth by one of the passengers about midnight. As fast as the corpses were taken from the wreck they were laid out on the side of the track. Before daylight the work of recovering the dead and moving them to Chatsworth had begun. The residents of the town threw open their houses for the reception of the dead and wounded, but the former were taken to improvised morgues.

The scenes in the different places where the bodies lay were heartrending. The majority of the bodies were mangled in a most frightful manner, many of them having their faces torn away, leaving their brains exposed, while their jaws, fingers and limbs had been torn off.

About 5 o'clock one of The Times staff visited the scene. The sleeping car "Tunis" was at the end of the train. It was jacked in the air supported by trestles. The front end of the car was directly over the place where the bridge stood. To the right lay a coach broken into kindling wood, and directly on the road was piled up what was left of six or seven coaches turned bottom up, and broken beyond recognition. Beyond were two tenders and one engine. They were turned bottomside up and were scarcely recognizable. Along the hedge there were valises, shoes, boots, hats, all manner of articles of wearing apparel, broken lanterns and seats from the cars.

It was an awful sight. The hats of men and women broken and smeared with blood, coats reeking with gore and ladies' underwear smeared with lifeblood. It was plain to be seen from the luggage that the travelers were well-to-do people.

"It was simply horrible!" said Mr. E. A. Vanzandt of Peoria to a reporter. "No words of mine can describe the awfulness of the scene. I was in the rear sleeper, so was in no danger, as no one in the six sleepers was more than shaken up, but even there we got a bad shake. I felt three distinct bumps and then rushed out of the car and ran forward to the wreck. There the scene was horrible. The only light was the flames of the burning bridge, and above the day coaches were piled on top of one another in a heterogeneous mass. The engine was buried in the ditch and the headless body of Engineer McClintock was underneath. From all sides came cries for aid. So we went to work, and worked hard, too. If the wreck had caught fire 300 people would have been burned to death. The only thing we could do was to smother the fire with dirt. It was hard and slow work, and took us four hours, but we did it, and when the fire was out other help came, and we got the dead and wounded out during the morning and carried them to Chatsworth."

There was an incident in the affair which was not only remarkable in its way, but shows how terribly these six coaches were jammed and mashed together. When the accident occurred Andy Mooney of Peoria and Conductor Stillwell, who was in charge of the train were three cars from each other. Mooney was in the second car and Stillwell in the fifth. The next instant they found themselves literally in each other's arms, the car in which the conductor was riding having been carried over the two in front and dropped on the top of the one in which Mooney sat. A strange part of it was that neither man was hurt.

The most horrible death of all was that of Eugene McClintock, engineer of second engine.

The Charnel Houses at Chatsworth.

CHATSWORTH, Ill., Aug. 12—4 a.m.—Charnel houses and hospitals make up to-night what has been the peaceful village of Chatsworth. Of 800 merry excursionists journeying by here to the Falls of Niagara twenty-four hours ago, fully half that number have since passed through a maelstrom more fearful than all the whirling waters that they were traveling to see.

Eighty-four of their blackened, mangled corpses are scattered in the depot, schools and engine houses here and at Piper City, or are being carried on trains in all directions to their homes. One hundred and thirteen bandaged, moaning cripples are stretched on all the available mattresses, beds, chairs and floors in this vicinity, struggling for a little lease of life. The streets are filled with crowds of anxious seekers for friends and relatives and with other crowds of hustling people hurrying for medicines, slowly bearing rude pine coffins to the trains, or talking earnestly of the horror.

Mr. Arch. Croswell and wife of Peoria were on their way to visit their parents in Kankakee with their 6-weeks old boy. Mrs. Croswell occupied a seat in the front end of the car next to the door. Mr. Croswell, being unable to get a seat with his wife, took another position a few yards back. When the concussion came the front end of the car was crushed in and Mrs. Croswell killed. The baby was found in the centre of the car with but slight injuries. It was taken to a farm house near by and cared for.

CHATSWORTH, Ill., Aug. 12—The track will be cleared for trains by noon. All the bodies have been removed from the wreck. President Leonard said that so far as the railroad officials could estimate there were about 84 killed and 100 seriously wounded. There were many who were slightly injured of whom no record had been obtained. Leonard said as near as he could ascertain the train was making 30 miles an hour at the time of the accident, which was not an excessive rate of speed, as the track was in good condition. The bridge, an ordinary 15-foot wooden structure, was all right at 5 o'clock in the afternoon, when a train passed over it, and half an hour later the section men suspected it under orders in advance of the excursion. It was all right then. As to the liability of the company or to the future of the road President Leonard could not say anything. The first things the officials would do would be to devote their attention to the care of the victims. It was a blow which would of course be serious to the road, but that was nothing compared with the death and injury of human beings. Mr. Leonard said he could in all conscience say that he believed the road had provided every reasonable and customary safeguard. With the consent of the coroner, President Leonard has arranged that all unclaimed bodies will be cared for, and placed in clothing and conveyed to Peoria, where with all their effects they will wait identification.

Notwithstanding the contrary opinions expressed by the railroad officers, a survey of the wreck early to-day confirmed the belief that several bodies were still under the debris of the smashed engine and cars. The horrors of the wreck seemed deepening early this morning instead of lessening. Added to the pitiable spectacle of the dead and the miseries of the dying, a stench, sickening and foul, was issuing from all the places where the corpses of the victims yet remained. No picture of the horrible occurrences immediately succeeding the accident could equal in revolting details the scene at the Toledo, Peoria and Western depot here to-day. The west end of the little structure is a tool-house and lumber room, where, stretched on the floor in coal and rubbish, were seven unidentified bodies.

This morning new facts apparently showing the catastrophe to have been the work of an organized band came to light, and the company find them worthy of serious investigation. Supt. Armstrong said to the Associated Press reporter that the more he investigated the more it appeared to him that the bridge had been set on fire. The burned grass in its immediate locality was not of a nature that seemed likely to admit of the bridge catching from it. He had observed many thieves at work and had stopped them while despoiling the wreck of property and money. Instances of the robbery of the dead will be brought to his attention. The excursion had been extensively advertised and the time it would pass over the bridge was well known. Citizens say that a gang of suspicions fellows have been loitering around Chatsworth for some days.

Opening of the Inquest.

FOREST, Ill., Aug. 12—In his testimony before the coroner's jury last night Superintendent Armstrong, of the Toledo, Peoria and Western Railroad, testified that he was on the ill-fated train. The bridge was only partially demolished when the witness first saw it, the stringers at both ends having gone down. Dirt and brush were thrown on the flames. The engine set fire to nothing, and only one car and a Pullman were slightly burned. Witness met the section foreman near the wreck after the occurrence, and the latter said he went over the section at 5.30 on Wednesday and there was no fire then. Witness had warned him to have the section hands go over the section after quitting work, knowing that the excursion train was going over the road that night. No train went over the bridge after 5.30 on Wednesday. Witness counted the tickets before reaching Chatsworth and found that there were a few over 600 persons on the train. About a week ago the grass along the right of way near the bridge had been burned off. The train was running, he judged, thirty-five miles an hour at the time of the accident. Engineer Sutherland told him he saw a very small blaze before reaching the bridge but thought it was from a few leaves burning outside the track. The engineer also told him he did not see the fire until he got directly over the bridge, and then he called for brakes, but it was too late to avoid the accident. Witness saw one or two persons examining the pockets of the dead. He was informed by those making the search that they were seeking for their relatives. He saw no one robbing the dead or cutting off the fingers of the dead to secure finger rings.

J. H. Markley, Master of Bridges and Buildings, testified that he inspected the bridge in May last. Its condition was good. Witness examined the bridge yesterday and found nothing left but a portion of the partially burned cars and a few pieces of small timber. The spikes were burned off close to the ground. Three or four of them were sticking up two feet above the ground. Witness thought it would take two hours for such a bridge to burn. Other bridges on the road had been on fire this year, but had been seen in time to prevent accidents.

At the morning session some decidedly significant testimony was given. Timothy Coughlan, the section foreman, testified that he had four men helping him on his six and a half miles. He received orders on Wednesday to go over his section and see that the bridge and tracks were all right. Coughlin went to the east end of the section and burned the grass along the track for half a mile. He burned a piece a little over half a mile from the wreck and put the fire out. He examined the bridge about 5 o'clock and found no smoke about it, and otherwise it was all right. About 3 weeks ago the grass under the bridge had been cut away for ten feet from the bridge timbers, and he had no idea how the bridge could have caught fire.

Christopher Ennis, the Road Master, said he went over the road on Wednesday from Fairbury to Gilman. He went over the fatal bridge just before 4 o'clock in the afternoon. He was on the rear of the car and said that the bridge was all right. There was no fire or smoke about the bridge. Ennis said: "My opinion is that the bridge was set on fire by somebody. My train was the last train over before the special, and if there was fire the men would have discovered it. The bridge could have burned in two or three hours. About three years ago two attempts were made to ditch the 10 o'clock train at that bridge and we kept a watchman there for six weeks. Obstructions were piled on the track. It is a very lonesome place, far from any house."

Among the dead at Piper City are C. P. Van Law of Galesburg, who died last night; Miss Pearl Adams of Peoria, and Mrs. Valentine of New York.

The Officials Roundly Denounced.

CHICAGO, Aug. 12.—A special from Chatsworth says there were very few stimulants or in fact medical appliances or assistance of any kind on the ground. A man from Piper City brought a demijohn of whisky, but the railroad seemed to have done practically nothing. Men from Chatsworth who worked all night at the wreck were refused passage on the train going back to the village, and had to tramp home in a half fainting condition for want of food. The people are very bitter against the company, and say that the officials, whether from demoralization, or excitement, or from absolute pigheadedness acted most inhumanly in many cases, and treated the wounded most shamefully. There was nothing to hinder the officials from running trains back and forth eastward to Gilman and westward to Chatsworth all through the night, carrying the wounded and bringing back supplies, but nothing of this kind was done.

The fact that the dry prairie grass grew right up to the line was, or should have been, known to the officials, and the fact that the wooden trestle work across the culvert was burned by the sun until it was as inflammable as tinder was also known or should have been. If ordinary precautions had been observed the accident would not have occurred.

RETURNED TO LIFE.

A Remarkable Case of Resuscitation at Ottawa.

OTTAWA, Aug. 12.—A singular case of resuscitation occurred here last week. During the hot spell John Baxter, a stonemason working in Hull, had a sunstroke, was taken to his father's house in St. Patrick-street, Ottawa, sank, and to all appearances died. His father reported his death, notice of which appeared in The World and other papers; advertised the funeral and ordered the coffin. But the funeral did not come off, as it was minus a corpse.

When the undertaker went to measure John for his last suit slight signs of vitality were noticed. The funeral was postponed, restoratives were applied, and yesterday John returned to work in Hull, greatly to the surprise of his comrades, who supposed him buried.

SUING FOR DAMAGES.

The Captain of a Seized American Schooner Issues a Writ.

CHARLOTTETOWN, P.E.I., Aug. 12.—The seized American schooner, J. H. G. Perkins, was absolutely released by Customs Officer Foley last night and cleared to-day for North Bay. F. J. Hodgson, Dominion law agent, caused a writ to be served on Capt. McDonald for $20,000. Capt. McDonald has put in a defence in court and will contest the case on its merits. He will take action against the Dominion for damages caused by delay.

THE VENTURESOME PRINCE.

Ferdinand Issues a Manifesto to the Bulgarian People.

WIDDIN, Aug. 12.—Prince Ferdinand has issued a manifesto in which he says: "Having been elected sovereign of the Bulgarian people, I consider it my sacred duty to set foot at the earliest possible moment on my new country in order to devote my life to the happiness, greatness and progress of a loving people. I am convinced that they will support my endeavors to realize a glorious future for Bulgaria."

Austria Opposed to the Prince's Course.

VIENNA, Aug. 12.—Major Labaco, who is accompanying Prince Ferdinand, has been compelled to resign his commission in the Austrian army under pain of arrest. Count Zichy, who went with Prince Ferdinand to Orsova, asserts that Count Kalnoky, the Imperial Minister of Foreign Affairs, wrote on Tuesday to Prince Ferdinand exhorting him in solemn and even harsh terms not to go to Bulgaria. Count Kalnoky is going to Ischl to consult with Emperor Francis Joseph on the situation. Prince Ferdinand embarked at Turnseverin on the steamer Orient for Widdin. The foreign consuls at Rustchuk have decided to absent themselves from the Prince's reception. The Bulgarian War Office is buying horses for the army.

G. T. R. Traffic Returns.

MONTREAL, Aug. 12.—The traffic returns of the Grand Trunk railway for last week were: Passenger train earnings, 1887, $138,889; 1886, $123,694; freight train earnings, 1887, $207,989; 1886, $205,456; total, 1887, $343,878; 1886, $329,120; increase, 1887, $14,758.

An Investigation to be Held.

NEW YORK, Aug. 12.—District Attorney Martine stated this afternoon that he intended to investigate the financiering methods of Henry R. Ives at once. He will proceed in the same way as he did in the case of Fordyce Ward.

MYSTERIOUSLY DISAPPEARED.

A Montreal Manufacturer with $30,000 Surplus, Cannot be Found!

MONTREAL, Aug. 12.—John Crilley, of the firm of John Crilley & Co., paper bag and flour sack manufacturers and printers, has mysteriously disappeared, and has not been seen since Tuesday last. His wife, friends and employes have been left in complete ignorance of his whereabouts or of the motives which caused him to leave the city and desert his family so suddenly. As soon as his absence became known an informal meeting of creditors was held and a committee appointed to continue business in the meantime. An investigation of books shows that the business is in a healthy condition, and that a surplus of $30,000 exists. Mr. Crilly has a large mill at Joliet; and before leaving on Tuesday he sent out the money for wages due last week.

Thrown From a Hand-Car.

OTTAWA, Aug. 12.—Mr. R. T. A. Bell editor of The Morning Review and a well known cricketer, and Mr. J. White of the Geological Survey, met with an accident near Buckingham yesterday which resulted in the breaking of Mr. White's leg and Bell's arm. They had been to the Little Rock Phosphate Mine and were on their way back to Buckingham in a hand-car loaded with phosphate. The car became derailed and the occupants were thrown out with the result mentioned.

A GREAT FIRE AT PITTSBURG.

The Masonic Temple and Other Large Buildings in Flames.

PITTSBURG, Aug. 13, 2 a.m.—A fire, which broke out at 10 o'clock, is now raging in the Penny Press building, the Masonic Temple and the Hamilton building. It is the most disastrous fire known here for many years and the damage will reach up into the millions.

Where Water Has Cash Value.

WINDSOR, Aug. 12.—The farmers of this county are driving ten and twelve miles to Lake St. Clair to fill their water barrels and there is a constant procession, stock being driven all along the roads leading to the river and lake. One farmer who has a running well has made more than $100 by selling water.

Commemorative Service at Westminster.

LONDON, Aug. 12.—The centenary service to commemorate the establishment of the first Episcopate in America was given in Westminster Abbey to-day. Canon Harford conducted the service, and prayers were read which had been specially written by the Archbishop of Canterbury. The sermon was delivered by the Bishop of Iowa.

Drowned at Canadian Chautauqua.

NIAGARA-ON-THE-LAKE, Aug. 12.—Henry Smith, foreman carpenter at the new wharf at the Chautauqua grounds, while working at the spiles this morning fell and struck his head on a beam in the water. The blow so stunned him that, notwithstanding a plank was thrown to him he failed to grasp it and sank. He was taken out of the water shortly afterwards dead.

Mangled in a Threshing Machine.

BRUSSELS, Aug. 12.—Christopher Switzer, a young man, while attempting to put on a small belt at the side of a threshing machine this afternoon and while stepping over the cylinder his head struck a rafter pole which threw him back. One leg going in the cylinder was literally torn from his body. He lived a few hours after the accident.

The Failures of the Week.

NEW YORK, Aug. 12.—The business failures during the last seven days number for the United States 151, for Canada 29, total 180, as against 183 last week. For the corresponding week last year there was a total of 157.

Suicide of a New York Clubman.

NEW YORK, Aug. 12.—Word was received from Gravesend to-night that Geo. H. Palmer a member of the Union Club of this city, had suicided at Gravesend to-day.

Opposing the Land Bill.

London, Aug. 13.—In the House of Lords on a motion to consider the Commons amendments to the Land Bill, the Duke of Argyle opposed the bill which would lead to evil. Lord Salisbury said the bill was a consequence of the Liberal government land legislation, but it was only a temporary measure.

A CRANK'S AWFUL CRIME.

A TORONTO TOBACCONIST BLINDED BY A VITRIOL THROWER.

The Young Man's Terrible Experience in His Father's Cigar Store—Edward Graham, a Comparative Stranger, Causes Him to Suffer the Most Damnable Agonies.

TORONTO, Aug. 13.

Toronto has had cases of vitriol throwing, but undoubtedly the worst took place shortly after 8 o'clock yesterday morning in the cigar store of Louis Sievert, in the basement of the Dominion Bank, in Yonge-street. Mr. Sievert also has a cigar store in King-street in the basement of The Mail building. The victim of yesterday's terrible affair was Louis Sievert, jr., aged 23, who was associated with his father in the business, and who boards with his parents at 80 Queen street west, and the dastard was a man who registered at Police Headquarters as: "Edward Graham, aged 40, no home, clerk, English," $1.14 found on his person."

How It Occurred.

Sievert had not been down in the store long, and, business being slack at such an early hour, he sat in an arm chair back of the window and near to the door reading a paper. Graham, who had been in the store several times before and had chatted with Sievert, entered and walked to the rear, standing in front of the safe at the end of the glass show case. Said he to Sievert: "Come here till I show you my opera glasses." Sievert threw down his paper and walked back, standing in front of the safe, the door of which was unlocked but closed. As he reached there Graham raised his right hand and without saying a word threw fully two ounces of vitriol into his face and then walked quickly out, laying upon the counter a queer tin article which had contained the burning fluid. Sievert raised an agonizing cry and felt the sight leave his left eye. Notwithstanding this he groped his way outside the counter, and staggering quickly to the door exclaimed to Robert Gamble, who was passing: "That man has thrown vitriol in my face. Chase him!"

The Pursuit and Capture.

Mr. Gamble looked around for an officer and saw Policeman Patton standing at the north-east corner of King and Yonge streets. He yelled to Patton, who ran to the shop door where Gamble was supporting Sievert. Then being told that the fiend ran towards Colborne-street, he followed. Mr. Alexander Foley, city traveler for J. Shields & Co., who was passing Sievert and noticed the young man and Graham there, joined in the chase. Graham ran as fast as he could across the stone pavement of Yonge-street, then along the east side of Colborne-street, down which he turned. Patton followed at a good pace and nabbed him at Scott-street. He started with him to Police Headquarters and meeting another policeman said that his prisoner had thrown vitriol, and told him to go to the shop. Hearing this Graham said: "I didn't throw anything on him. That was all he said on the way to the station.

Mr. Sievert's Injuries.

As the policeman started off after Graham, Mr. Gamble, who had been supporting Mr. Sievert, led him to E. Hooper's drug store. There he was taken into the dispensing room and fixed in an arm chair with pillows under him, his feet resting on another chair. He suffered excruciating agony, as he lay there moaning and writhing before the attendants and a few friends who had been admitted. Mr. Hooper and his clerks pulled off his collar, tie, coat and vest, which were burned in many places by the vitriol, leaving a dark red stain. The white satin tie had holes eaten into it as if by rats, while down the front of his trousers were red marks which hissed and foamed when water touched them. Steps were at once taken to ease the poor fellow's pain. Cooling lotions were applied, and though Sievert was suffering terrible agony he bore it bravely.

His Terrible Sufferings.

Once when the top of his head was touched he writhed like a snake and cried: "My God, I'm burning up!" Later, when he felt easier, he said: "Oh, if I had a revolver I'd have shot him dead!" and more than one voice said that it would have been justifiable. By his condition it was judged that the fluid must have struck him full on the forehead and top of the head and then flowed down his face. The top of the head, his face and neck were all burned, and so were both hands to above the wrists, these evidently being burned when he threw up his hands to protect himself.

Dr. Cook was summoned by telephone, and when he arrived he found the young man still suffering terribly. He asked for a drink and was given some soda water, but he spat this out foaming, showing that some of the vitriol had entered his mouth. His sufferings were heartrending, and while he lay there writhing in the throes of agony his father entered, and gazing at his son's burnt face and form could scarcely be controlled. A lotion of whiting and oil was spread over the young man's face and head, giving him a ghastly look. Dr. Cook gave him two hypodermic injections of morphine, which eased the pain, and did everything possible to make him comfortable.

During all this while the young man was perfectly conscious and inquired pitifully if his injuries were likely to prove fatal. He was much reassured when told that they were not. He said he felt the greatest pain in the left side of the face, and on the top of the head, which, he said, was "burning like a furnace." He felt no pain in his left eye, but could not see out of it. With the right he was able to recognize those he knew. It was an awful sight, and the remark of Dr. Cook that the man who did the deed should be crucified was echoed by all present.

Mr. Sievert's Statement.

While being treated in Hooper's Mr. Sievert told what he knew of Graham. He said that he was acquainted with him for only a week past, and that Graham had been in the habit of entering the shop nearly every day, buying a cigar and chatting pleasantly. He had stated that he was in Toronto at the time the Thirteenth Hussars were here, and served as cook with them. It was thirteen years since he left, and he had traveled much abroad. He was talking of going to Montreal. Sievert says he had an idea that the man was a little "cranky." He had no reason whatever to assign for the cause of the terrible deed.

At 9.30 the ambulance drew up in front of the door, and Mr. Sievert, carefully wrapped up, with his head swathed in linen, was lifted in and removed to the Hospital. During the day he suffered much pain, but the surgeons were in hopes of saving his eyesight. His face, however, will be greatly disfigured. In the afternoon Constable Kenny took Graham to the Hospital, where Mr. Sievert fully identified him as his assailant.

The Fiend's Statement.

On examining his clothes the detectives found that Graham's coat, hat and vest and the lining of one of his pockets were burned with vitriol, as were also his fingers. The only information he could give was that he was passing the store when young Sievert rushed out and ran against him. He says that he comes originally from Cardiff, Wales, where he worked for Richard Whiteside, a ship broker, and that he has been in this country only six weeks. Before he came out, however, he worked in the Union Bank, London, England, as an assistant cashier. He landed in Montreal and failing to obtain work drifted to Ashburnton, a village across the Ottonabee River from Peterboro. From that he came to Toronto. Enquiry shows that on Wednesday and Thursday nights he stayed at the Bay Horse Hotel, Yonge-street. He was quiet there, paid his bills and was not observed to drink.

In the Police Court.

At 11 o'clock, the court room being crowded, for the news of the occurrence had quickly spread, Graham, minus his coat, was ushered into the dock to answer to the charge of felonious wounding. The front of his head is somewhat bald and the rest covered with a short cut crop of iron gray hair. He has a moustache of the same color. His features are sharp and he bore rather a frightened look. The clothes he wore are quite new. Just before entering the pen he had partly admitted his guilt by asking Detective Reburn, "What do you think I'll get for this?" In reply to a question as to whether he was ready to go on with his trial he first said "No" and then "Yes." Ald. Baxter, who was presiding, remanded him for a week, to await the result of Mr. Sievert's injuries.

The Receptacle

The receptacle in which Graham carried the vitriol is a peculiar one. It consists of what looks like two small toy tin teapots without handles or spouts, about two inches high and soldered on to a piece of tin about 5x3 inches. They have tin lids with cork rims and when fastened down the contents could not escape.

"Lou" Sievert is well known in Toronto, and there is throughout the whole city a general feeling of sympathy for him.

Will Lose His Left Eye.

Last night the doctors at the Hospital had made up their minds that Sievert would positively lose the sight of the left eye. The sufferer was doing well under the circumstances. For hours last night crowds of young men gathered in front of the cigar store and gazed curiously within on the scene of the outrage.

The liquid used by Graham was oil of vitriol or sulphuric acid.

PRINCE DEVAWONGEE.

Cousin of the King and Minister of Foreign Affairs of Siam.

The first cousin of the King of Siam, Prince Devawongee Varoprukar, who is making a hasty tour of the globe, is Minister of Foreign Affairs of that kingdom. The prince and his retinue arrived at New York in the latter part of July, 1887, direct from England, where they had been to present their country's congratulations on the occasion of the Queen's jubilee, the prince acting as special envoy of the King of Siam. Prince Devawongee is a very intellectual man, speaking the English language with a fluency that is only acquired through intercourse with the choicest of writers and speakers. It is said that some of his knowledge of the English language was learned from Mr. F. H. Chandler, at one time American counsel at Bangkok. The Prince and his fellow travellers, after a hasty trip to some of the large capitals, embark for the Orient from the Golden Gate, taking with him a favorable impression of a country which he admits is far ahead of any of the countries he has every visited. The Prince is accompanied by four young nephews, who have been taken from school at London to enjoy an instructive traveling vacation.

THEY WILL CO-OPERATE.

British War Vessels to Aid in Protecting Canadian Fisheries.

St. John, N. B., Aug. 13—The Minister of Fisheries, Hon. Mr. Foster, on being asked if it was true that imperial war vessels would assist in protecting Canada's fisheries, replied: "If you will refer to the fishery correspondence laid on the table of the House of Commons last spring, you will see that the British Government was, in 1886, asked to support the operations of our cruisers by the presence and co-operation of their war vessels. While not acceding to the request, so far as last year's work was concerned, the Secretary of State said, in reply, that if the protection service was continued another season the required support would be extended. In pursuance of this promise, I have received a notification of the instructions to be issued by the British Admiralty for the guidance of vessels of the North American squadron coming in our waters. These are very satisfactory, and fully sustain the position taken by Canada, and under these British vessels will doubtless cooperate in the protection of our fisheries."

"It is not proposed to substitute steam launches for the cruisers at present employed during this season. If the service has to be continued whatever changes experience shows to be in the direction of efficiency will be made, and it is not improbable that the employment of small steam launches will be one of them. My interview with Admiral Luce was altogether informal, and certainly pleasant. I found him very affable and thoroughly frank. We discussed several points of the Canadian regulations in relation to their practical application to United States fishing vessels. The admiral appeared desirous of thoroughly understanding the Canadian position, and while he does not abate anything from the standard American contention, he is disposed to discountenance infractions of law by the fishing vessels of his country, and to assist them by information and advice to avoid detention and seizure."

That Campbellford Coal Mine.

OTTAWA, Aug. 13—Prof. Ami of the Geological survey ridicules the reported finding of anthracite coal in the neighborhood of Campbellford, Ont. He says: "The rocks which occur at Campbellford and the district for hundreds of miles all around are such as are not coal-bearing. They belong to a period anterior, and were deposited long before the coal measures came. So that the discovery has no geological foundation. The rocks at Campbellford belong to the Trenton formation, and are exactly of the same age at those which occur at Parliament Hill in this city. A coal mine is no more likely to be discovered at Campbellford than at our very doors."

Serious Fire.

A very serious fire occurred at Hay Bay on Sunday last, about 2 p.m. The barn, stables, wagon house and dwelling house, occupied by William Brown, together with all the contents, were completely destroyed. The barn contained almost the entire crop of the