

TERRIBLE TRAGEDY IN ILLINOIS

Awful Fate Befalls Children at Quincy

Who Were Rehearsing for a Christmas Entertainment.

Eleven Burned to Death and Many Others Seriously Injured.

QUINCY (Ill.), Dec. 22.—An awful tragedy occurred here this afternoon. While the school children of St. Francis' parochial school, Seventeenth and Vine streets, were rehearsing for an entertainment to be given next Tuesday evening, one of their dresses caught on fire from a gas jet, and ten minutes later four of them were burned to death, two died an hour later and five others died before midnight. Half a dozen others were burned more or less severely.

Dead: Irena Frelburg, May Waverling, Mary Althoff, Bernadino Freund, Colletta Middendorf, Mary Hickey, Wilhelmina Guttendorf, Oliva Timpe, Addie Futterer, Josephine Bohne, Margaret Warner. All are between 9 and 11 years of age.

Helen Soebbing and several other teachers and Father Nicholas and Professor Mushold were painfully burned in trying to save the children.

The fire started in a little dressing room. Three or four little girls were there dressing for the rehearsal, and laughing gaily among themselves. A dozen others were grouped in the wings of the stage near the foot of the stairs descending from the dressing room. The girls in the dressing room had nearly completed their costumes, when one of them brushed against the gas jet. A touch of the flame was sufficient, and in an instant her dress of common and light cloths was ablaze. She screamed and ran out of the room, spreading the fire to the others as she ran. A blaze jumped out of a small window into the stairs leading to the stage and down the stairs.

A flaming torch she was, as she almost fell down the stairs and rushed into the groups standing in the window. They were all clad like her, in fancy costumes of cotton, lace and silk, and the fire spread with incredible rapidity from one to the other. There were fourteen children in the cast of the Christmas entertainment, and only a few escaped. It was all over in ten minutes, and in that time four perished, seven were fatally burned and others more or less severely injured.

The children were panic stricken, and rushed this way and that, screaming with pain. But the agony was brief. Only a few minutes, and then four of them sank to the floor dead. Others fell, too, but they still lived, suffering great agony.

The school hall was filled with children, and many more would have been killed in the panic which followed, had it not been for the prompt efforts of the teachers and Sisters, who were in charge of the entertainment, and were present. The children rushed, but prompt efforts quieted them, and no one was hurt in the rush.

Frank Mushold, a teacher of the school, was standing at the foot of the stairs from the dressing room, when he heard the cry of "fire," and, turning to where it came from, saw the flash of flame in the dressing room. He was half-way up the stairs at one bound, when he met a child rushing and tumbling down, a mass of flames from head to foot. Tearing off his coat, he threw it around the blazing child and endeavored to extinguish the flames, but crazed by pain and fright, she jumped out of his arms and rushed on down past him, still wrapped in his coat, into the group of other children standing about in the wings of the stage.

The shrieks and screams of the injured were agonizing. The little ones lay helpless and impotent on the floor, and writhed about in their agony. The dead were charred in most cases beyond recognition. The home of peaceful pleasure had instantly become a charnal house. The doctors hurried on their mission of mercy, seeking to supply soothing lotions to those who were still alive, and seeking also to cover the charred bodies of the dead with blankets or other covering.

The excitement outside the building was soon intensified by the situation within. The crowds congregated in an instant, and parents soon came searching anxiously for their little ones. The landing at the third floor was a combination of hospital and morgue.

All telephone lines in the neighborhood were in service, summoning surgeons, and in a very few moments nearly all the doctors in the city were on hand. Besides the many patients within the building, there were dozens of fainting and heart-broken women without.

MAJOR GENERAL MILES. What He Has to Say of the War in South Africa. PHILADELPHIA, Dec. 22.—Major General Nelson A. Miles, Captain Wheeler, Captain Leewis and Judge Outwater of the United States Ordnance Board, who arrived here yesterday to witness a test of a new smokeless powder, to-day went to Meadville, Pa., to examine the new wire-wound guns. General Miles said regarding the South African situation.

A NOTED DIVINE PASSES AWAY.

Dwight L. Moody, Famous as an Evangelist the World Over,

Died Yesterday Noon at His Home at East Northfield, Massachusetts.

WAS STRICKEN WITH HEART FAILURE DURING A MEETING AT KANSAS CITY LAST MONTH, AND THOUGH EVERYTHING WAS DONE BY EMINENT PHYSICIANS TO PROLONG LIFE, THEIR EFFORTS WERE IN VAIN.

EAST NORTHFIELD (Mass.), Dec. 22.—Dwight L. Moody, the famous evangelist, died at noon to-day. He was not expected until yesterday by the members of the family and immediate circle of friends that death would be the result of his illness.

The cause of death was a general breaking down due to overwork. Mr. Moody's heart had been weak for a long time, and the exertions put forth in connection with meetings in the West last month brought on a collapse, from which he failed to rally.

The evangelist broke down at Kansas City, Mo., where he was holding services, about a month ago, and the seriousness of his condition was so apparent to the physicians who were called to attend him that they forced him to abandon his tour and return to his home with all possible speed. After he reached Northfield eminent physicians were consulted, and everything done to prolong life. A bulletin issued last week communicated the tidings to the public that Mr. Moody was very ill, but that a little improvement was noticed. This week the patient showed a steady gain until yesterday, when he showed symptoms of nervousness, accompanied by weakness, which caused the family much anxiety. This morning the weakness continued, and at 8 o'clock Mr. Moody called his wife and children, telling them that the end was not far off. The family remained close by the bedside all the forenoon. The evangelist was almost free from pain, and occasionally he talked with

the Northfield, the summer hotel connected with the Moody schools, will be opened for the accommodation of friends coming to attend the funeral services, the hour of holding the latter being governed by the time of the arrival and departure of trains.

All three of the Moody schools are at present closed for the Christmas vacation. Telegrams and other messages of sympathy have been received by the family from friends, admirers and co-workers with Mr. Moody in all parts of the country.

COUNTERFEITERS IN CUBA. United States Laws May be Invoked to Prevent Their Operations. WASHINGTON, Dec. 22.—According to official advices received by Assistant Secretary Melkjohn of the War Department, a band of counterfeiters has started operations in Cuba, but to what extent is not disclosed. The officials of the Government succeeded in locating their plant, and managed to secure a set of plates intended for the printing of United States currency of the denominations of \$5, \$10 and \$20.

In order to prevent further operations of this kind so far as possible while the island remains under the military jurisdiction of the United States, Assistant Secretary Melkjohn has been in correspondence with the Treasury Department as to the propriety and advisability of promulgating in Cuba the laws of the United States against counterfeiting and enforcing their penalties.

FATAL RAIL ACCIDENT. One Man Killed and Five Persons Injured. NEW YORK, Dec. 22.—A wreck on the New Jersey Central Railroad at High Bridge, N. J., late last night, resulted in one death, Christopher V. Hutsinger, a grocer, and the injury of five persons.

A local train was descending the steep grade, when the engineer noticed a signal from a milk train which was at the station. The engineer, however, failed to apply the brakes, and the coal train applied the brakes and detached his engine from the train and approached the milk train to find the cause of the delay and receive orders. The coal cars were not held by the air-brakes, and came rushing down the grade, striking the engine, pushing it into the combination of the rear of the milk train. None of the injured are seriously hurt.

Measures Introduced in the House. WASHINGTON, Dec. 22.—The officials of the House have struck a balance on the recent deluge of bills, showing that up to the recess the record stood: Total bills introduced, 5,015; joint resolutions, 95; simple resolutions, 65; grand total, 5,175 measures of all kinds.

Congressman Boutelle Better. BOSTON, Dec. 22.—Congressman Charles A. Boutelle was resting very comfortably at Young's Hotel to-day, where he was stricken with congestion of the brain yesterday afternoon. The physician in attendance announced that there was a great change in the patient's condition, and recovery would be rapid.

Steamers in Collision. LONDON, Dec. 22.—The Holland-American line steamer Werkendam, which sailed from Amsterdam yesterday for New York, was in collision off Maasuis in the fog, with the British steamer Silvio, and had five plates on the port side smashed. No damage has been reported to the Silvio.

THE CONFLICT IN SOUTH AFRICA.

Belated Dispatches Which Have Been Received at London

Throw No Light on the Present Situation at the Seat of War.

NO CONFIRMATION OF THE REPORT THAT LADYSMITH CAN HOLD OUT SEVERAL WEEKS LONGER, AND FEARS ARE ENTERTAINED THAT IT WAS CIRCULATED BY THE BOERS FOR THEIR OWN PURPOSES.

LONDON, Dec. 23.—(4:45 a. m.)—Belated South African dispatches throw no light on the present situation at the seat of war. There is no confirmation of the report that Ladysmith could hold out several weeks longer, and it is feared that this was circulated by the Boers for their own purposes. It is hoped that Winston Churchill, having arrived safely at Delagoa Bay, will soon be heard from regarding conditions in the Transvaal, as he must have obtained important information.

A Cape Town dispatch, dated Sunday, December 17th, reports that Commandant Diedericks of the Boer forces was killed in a reconnoitering engagement, but no details are given. Advice from Nuanetsi describes everything as quiet there, and the only fresh news from the interior concerns the weather which is excessively hot.

The "Daily Telegraph" has a special from Chiveley, dated December 16th, which tells how Lieutenant Roberts, son of Lord Roberts, fell at Tugela River. It says: "The horses of the Fourteenth and Sixty-sixth Batteries had been killed, and Lieutenant Roberts, Captain Schofield and Captain Congreve of the Rifles attempted with gun volunteers to drag out the guns. Captain Schofield succeeded, helped by a Corporal, and some men. Lieutenant Roberts was hit by a bullet in the ravine. Captain Congreve was struck and wounded slightly.

"After awhile Captain Congreve, Captain Foster and Major Bappte brought Lieutenant Roberts from the open into a little ravine, where he lay hidden from the enemy's terrible fire. Sixteen men of the Devonshire regiment and men were with Colonel Bullock, when the retirement was ordered. These men, with isolated parties of Devonshires and Scots Fusiliers, together with some of the Queens, were cut off and captured. Many of the Boers were in the afternoon, a part of the Irishmen running the gauntlet of the Boer Mausers from hiding places along the river bank.

"At 5 p. m. forty Boers approached the abandoned guns. On spying Colonel Bullock, Captain Congreve and others in the ravine, they called upon the British to surrender. Colonel Bullock declined, and threatened to shoot, although his party had only four rifles. The Boers retired from the guns, and a parley ensued. Then a hundred Boers rode up within a few yards of the party, but Colonel Bullock swore they would not be made a prisoner, whereupon a Boer knocked him down with a rifle butt.

"Afterward the enemy gave our wounded water and cordials. Then, having taken all their arms, ammunition and field glasses, they let them return by our camp. Colonel Bullock, Colonel Hunt, Major Walter and Captain Goodwin were taken prisoners. The Scots Fusiliers lost nearly two companies captured."

A dispatch to the "Daily Mail" from Chiveley, dated December 17th, estimated the casualties taken by the British as 1,150, including 322 missing. It announces that "a portion of the British troops have returned to Free."

A correspondent of the Associated Press at Modder River, under date of December 17th, describing the changes in the position of the British, says: "It would be almost impossible to take such a position as Magerfontein by assault. The modern battle, owing to the length of rifle range, will last six days, where formerly it would have only lasted a few hours. The Boer trenches, which are rather like underground dwellings, than trenches, always promise safe means of retreat. They are very wide and deep, and are camouflaged at intervals, allowing the concentration of the defenders at any given point without danger to themselves. The British here are anxious that the Boers should attack them, and the belief is prevalent that treachery is largely responsible for the underestimation placed on the Boer forces by the cavalry scouts."

The Chiveley correspondent of the "Standard," who attributes the whole disaster involved in General Buller's repulse to the mistake of Colonel Long in taking the artillery in too close to the river, says: "Colonel Long fired for ninety minutes, and simply exhausted his ammunition."

The War Office has issued an official warning against British subjects or foreigners in British territory trading with or supplying the Boer republic, either directly or indirectly, with any kind of merchandise whatsoever. This is regarded as showing that the Government has good evidence of such traffic, and that even some English firms have been supplying the enemy, perhaps unintentionally, through foreign consignees.

It is announced that two battalions of the Guards will be included in the Eighth Division.

Lord Kitchener will join Lord Roberts at Gibraltar. The Earl of Erroll, hereditary Lord High Constable of Scotland, will accompany the Commander-in-Chief in special service.

The Earl of Derby is raising a corps of volunteers in Lancashire.

Victor Christian Cavendish, member of Parliament for West Derbyshire, and heir apparent of the Duke of Devonshire, has volunteered to go to the front.

The Cape Town correspondent of the "Times," under date of December 17th,

PROPOSED NEW FREIGHT RATES.

Interstate Commerce Commission Resumes Its Hearing

Of Complaints of Shippers Against Any Change in Classification.

General Manager Harriott of the Erie Road Reiterates Chiefman Gill's Statement That the New Classification Was Adopted Because the Railroads Absolutely Needed the Increased Revenues.

WASHINGTON, Dec. 22.—The hearing before the Interstate Commerce Commission on account of complaints made by shippers against the new proposed classification of freight rates by railroads operating under the official classification, was resumed to-day.

By agreement Frank Harriott, General Traffic Manager of the Erie Railroad, and a member of the official Classification Committee, went on the witness stand to testify as to the new classification. He reiterated Mr. Gill's statement of yesterday that the new classification was adopted because the railroads absolutely needed the increased revenues. On many carload rates it was felt by the committee that no advance could be made, but it was felt that on short hauls less than carload lots could afford to pay added rates. The arrangement would enable shippers to obtain the carload rates at a general distributing point, the railroads there getting some advantage from added rates on the short hauls from distributing points. The Classification Committee did not consider the market prices of articles on which the classification was raised.

Mr. Harriott said the controlling reasons in raising the classification was the evident necessity for more revenue, and this was deemed the best way to get it. So far as was practicable, the committee and the railroads were anxious to remedy, so far as possible, any injustices that had been done in the classification. He said it would be necessary for the sixty odd roads using the official classification to follow, not only the classification, but also to maintain existing commodity rates, in order to obtain additional revenues.

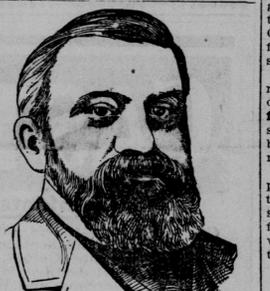
Inquiries as to the admission by Mr. Harriott that the average miscellaneous cars carrying articles paying less than carload rates were being more heavily loaded now than heretofore, and therefore the earnings on that class of traffic were greater.

It developed at this point that at a meeting of the shippers and those representing their interests, former Attorney General of Ohio Monnett, Hon. J. H. Brownwell and Mortimer Matthew of Cincinnati, had been appointed to present to the commission the action of the shippers. Mr. Monnett presented a resolution adopted by the shippers, and directed attention to the testimony adduced at the present hearing, showing, it was alleged, discriminations against the small shippers in favor of the large shippers, and the fact that railroads had declined to extend the evidence adopted at the hearing, and go into effect. These resolutions were supplemented by a petition by a large majority of the shippers in attendance upon the hearing, asking that the commission lay the testimony before the Attorney General of the United States, with a view to the commission's action against the railroads to prevent the new classification from becoming effective on January 1, 1900.

For some time the attorneys of the shippers argued in favor of the commission taking the suggested action, which would be to have the commission maintaining that the commission had no more authority to make recommendations to the Attorney General than the representatives of the shippers. The commission had no objection to furnishing the Attorney General, at the suggestion of the shippers, a transcript of the evidence adopted at the hearing, together with the petition of the shippers for action under the anti-trust law. The attorneys of the shippers offered to furnish testimony showing that the operation of the new classification would be in restraint of trade, and that it would be destructive of competition throughout the country. This closed the testimony, and the hearing was adjourned.

SUICIDE AT MEMPHIS.

MEMPHIS, Dec. 22.—J. H. Sanders, a well known resident of Chicago, killed himself in a Memphis hotel to-day. Mr. Sanders was the father of A. H. Sanders, one of the United States Commissioners to the Paris Exposition from Illinois. He came from Chicago to Memphis to locate the grave of a brother who had died many years ago. After a diligent search the grave was found in the National Cemetery here, and Sanders became very despondent and returned to his hotel. To-day he was found dead in his room, having shot himself through the head with a revolver.



DWIGHT L. MOODY.