WORK OF TRAIN WRECKERS.

MANY KILLED AND WOUNDED AS A RESULT OF A FEARFUL CRIME.

The Robbers Hoped to Get $1,000,000 Belonging to the Mexican Central Railroad—The Treasure Buried So Deep in the Debris that the Thieves Couldn't Get It—The Atchison Train Running Fifty Miles an Hour when It was Derailed.

TOPEKA, Kan., Sept. 21.—One of the most destructive train wrecks ever known in the history of the Atchison road took place two and a half miles west of Osage City at 3:15 o'clock this morning. It was the work of train wreckers whose object was robbery. The train was the Missouri River night express from Denver and San Francisco. At least five lives were lost and more than a score of passengers were seriously injured. In the express car there was about $1,000,000, which was being shipped by the Mexican Central Railroad Company through to its general offices in Boston. The object of the wreckers was not accomplished, owing to the manner in which the express car was buried by the coaches that were piled upon it. So high was the wreckage heaped that it was literally impossible to find the locomotive, to say nothing of the treasure box.

The place selected for the wreck is between Barclay and Osage City. There is a heavy grade there and frequent curves mark the course of the track. East-bound trains pass over this stretch with great speed, and the ill-fated night express was making fifty miles an hour when it rounded a curve fifty yards west of the point where the wreckers had removed the bolts from the east end of a rail, swinging it outward toward the embankment, thus switching the train off the roadbed. Ed Mayer of this city was the engineer in charge. Just before reaching the wreckers' improvised switch he noticed that the rail had been misplaced, and, seeing that there was not time to stop the train, he threw the throttle open, hoping that he might be able to jump the break in safety and avert the impending calamity. The embankment at this point is about eight feet high.

The engine plunged over it, following the course prepared by the wreckers. The train was composed of thirteen cars, and all except three sleepers were piled on top of the engine. Most of them were overturned and broken into splinters. Fortunately fire did not break out, and it was with little difficulty that openings were made in the coaches to permit the passengers to emerge into the semi-darkness of the night.

The sight that met the gaze of those who escaped death or injury was horrible. The engine had gone to the bottom of the hill, and on top was piled the wreckage of five cars, covering it so completely that it was hidden from sight unless one clambered down into the death pit. Engineer Mayer had been thrown from his cab some distance away and had been almost cooked alive by the steam from the bursted boiler flues. He was perfectly conscious, but died in a short time. Before he died he said he saw the rail out, and told briefly of his effort to prevent the derailment of the train.

The following are the killed and injured:

KILLED—Engineer Edward Mayer, Fireman Thaddleus, both of Topeka, Kan.; —— Blumenthal, express guard; Frank Baxter, express messenger, of Kansas City.

WOUNDED—C. T. Wordlaw, Elliott, Ill., badly bruised about body and legs; W. A. Carr, Burlingame, Kan., head cut; A. C. Ward, Newton, Kan., slightly cut on arms and hands; Ollie Young, Poplar Bluff, Mo., head badly cut; J. E. Johnson, Indianapolis, badly bruised; H. C. McClure, Richards, Mo., leg broken and head badly cut; P. H. S. Foster, Lawrence, Kan., badly bruised on head and shoulders; Mrs. Mary Lyman, Bloomington, Ill., head and face badly bruised; Mrs. Means and two small children, Wichita, Kan., slightly bruised; William Down and little child, Chillicothe, Mo., slightly bruised; Thomas Nelson, Topeka, slight cuts on face, head, and hands; C. B. Kinne, express messenger, Kansas City, slightly bruised; Postal Clerks J. B. Oberlin and J. F. Waddell of Kansas City, slight bruises on hips and back; Mrs. W. H. Nelson, Mexico, slightly hurt on back and side; H. M. Donahue, conductor, wounds in head and in leg; C. B. Kearns, Kansas City, leg and arm broken; S. G. Kelley, postal clerk, Kansas City, right shoulder broken and internal injuries, probably fatal; Miss Jessie Gould, Great Bend, Kan., injured in the hip and back; Mrs. Jones and two children, Wichita, bruised; M. R. Robert, Emporia, back injured; W. D. Minor, Ness City, Kan., knee hurt.

As soon as the news was received at the company's office in this city a relief train was made up and sent out with a number of surgeons and their assistants. The train returned to Topeka at 10:20 A. M. with the wounded and dead and all the passengers. Those who were not seriously injured were sent on their journey by a special train immediately after dinner. The dead were placed in coffins and the wounded taken to hospitals.

The tool house at Barclay, three miles west of the scene of the accident, was broken open last night and a number of tools removed. Several empty whiskey bottles were found in a pool of water near the scene of the wreck. Several passengers say that they saw a number of men run for the train both near by immediately after the disaster. Two freight trains pulled into Osage City only ten minutes before the passenger train was due, so it is known that the work of the miscreants was done immediately before the arrival of the train. Officers are now scouring the country in search of the wreckers.

BOSTON, Sept. 21.—President Reynolds of the Mexican Central Railway says that the million dollars reported to have been in a safe on the Atchison train which was wrecked near Osage City probably consisted of Mexican subsidiary bonds. Over a million dollars' worth of such bonds had been given to the Mexican Central Company by the Mexican Government on account of the company's works in Tampico harbor, and they were to have been transferred to Boston. President Reynolds has not been notified of the shipment of the bonds, but he believes that there is no doubt that they were on the wrecked train.

Remarkable Flight of a Kite.

PLAINFIELD, N. J., Sept. 20.—Samuel D. V. Burr of Central avenue, Plainfield, is interested in kite flying. On the first day of this month, while he was with his family at Ocean Grove, he went to the beach with some lads to engage in his favorite pastime. A stiff, offshore breeze was blowing and numerous aerial messengers were sent aloft. Finally he decided to inscribe his name and address on one of the kites, together with the place, date, and hour, and send it on a voyage of discovery. He found a broom handle near by, from which he cut a piece about twelve inches long. That he secured to the kite string, about 150 feet from the kite, to form a drag. The kite was raised again, and, after all the linen cord had been paid out, the wooden drag was placed on the surface of the water. It kept the kite steady, and the stiff breeze soon carried it out of the range of vision.

About a week later Mr. Burr received a letter from the Post Office at Norfolk, Va., which stated that his kite had been captured at Bradford's Point Fishery, Princess Anne county, Virginia, on Sept. 3 at 9 A. M. It was flying and in perfect condition. As it had started at 12:5 P. M., Sept. 1, it had been flying nearly two days, and during this time had gone nearly 400 miles, first due east, then, as the wind changed, south, and then west until captured. Mr. Burr sent for the kite and it arrived in perfect order a few days later by express. It is one of the ordinary paper kind, and its total cost, including the linen cord, was seven cents.

Fog on the Hudson—A Steamer Runs Into a Lighthouse.

POUGHKEEPSIE, Sept. 21.—Since midnight there has been a very heavy fog along the Hudson, and many steamboats and other craft have been detained. The steamer Drew going south landed fifty passengers here this morning. They went to New York by rail.

The steamer Knaterskill collided with the Hudson lighthouse at about 6 o'clock this morning during a heavy fog. The steamer was only slightly damaged, and continued on her way to New York. The platform, stairs, and about twenty feet of iron railing around the lighthouse were damaged.

Admiral Walker at La Guayra.

WASHINGTON, Sept. 21.—Admiral Walker arrived at La Guayra, Venezuela, yesterday in the Chicago. This information was contained in a telegram received at the Navy Department this morning. No other facts are stated, and it is presumed, therefore, that no fighting is going on in the immediate vicinity of La Guayra. Admiral Walker now has three ships at his service, the Chicago, Concord, and Kearsarge. The Concord, at latest advices, had been sent to Puerto Cabello.

The Pennsylvania Railroad

is the only line that maintains a strictly first-class limited train between New York and Chicago. All other "Limited" express trains are merely imitations of the celebrated Pennsylvania Limited.—*Ads.*

TWO EXPERT LITTLE THIEVES.

They Stole $2.64 from Mrs. Hodgson and Then Stole It Again from the Police.

Mrs. Annie Hodgson, who has a little fancy goods store at 256 Manhattan avenue, Greenpoint, was sewing in a room back of the store on Tuesday evening when she heard a noise behind the counter. She went into the store, and saw Tony Valentina, an Italian bootblack, 8 years old, whose parents live at 29 Henry street, Astoria, robbing the money drawer. The boy jumped over the counter when he saw Mrs. Hodgson, and tried to leave the place. Mrs. Hodgson caught him and shouted for the police. The young thief struck her with his blacking box, and threatened to kill her unless she let him go. A scuffle ensued, during which the boy's brother, Louis, who is 10 years old and also a bootblack, and who had been on guard outside the store, entered the place, and also struck Mrs. Hodgson with his blacking box.

A neighbor who had heard Mrs. Hodgson's cries called a policeman, and the young Italians were taken to the Greenpoint avenue police station. In Tony's pockets were found $2.64, which he had stolen from the money drawer in Mrs. Hodgson's store. The desk Sergeant put the money in an envelope with the stamp of the police department upon it and left it lying on the desk. The boys were then locked up on a charge of larceny. When they were brought before the station house desk again yesterday morning, preparatory to being taken to the Lee Avenue Police Court, the envelope containing the money was still on the Sergeant's desk. Several policemen, too, were standing around. After all the prisoners in the station house, including the Italian boys, had been taken away in a patrol wagon the envelope was missed. An unsuccessful search was made for it, and the Sergeant concluded that the policeman who arrested the Valentinas had taken the money to court with him to use as evidence against the prisoners.

The young thieves, while in the prisoners' pen, confessed having stolen the money from Mrs. Hodgson's drawer, and said that older people had educated them to steal while plying their vocation as bootblacks. When they were arraigned before Justice Connolly the latter had to stand up in order to see the young culprits. The two boys laughed when the charge was read to them, and a plea of not guilty was entered. Justice Connolly committed them to jail, and instructed the agent of the Society for the Prevention of Cruelty to Children to investigate their story.

When the policeman who arrested them returned to the station house he was questioned by the Sergeant about the money, but professed ignorance as to what had become of it. The conclusion was reached that the envelope had been mislaid.

Yesterday afternoon the father of the boys went to court to give bail for their appearance. Civil Justice Murphy was presiding and offered to accept bail. The boys were brought before him and questioned.

"Which of you stole the money?" he asked.

"I did!" replied Tony with the utmost indifference.

"What did you do with the money?"

Tony put his hand into his trousers pocket and drew out an envelope containing money. The envelope had the police stamp upon it and was the identical package which had disappeared from the station house desk. When Justice Murphy asked the boy where he got the envelope he smiled and shrugged his shoulders. No amount of questioning would induce him to tell where or how he obtained it. The Court took charge of the envelope and money.

It is believed that while the boys were in the station house awaiting transfer to the court Tony managed to put his hand behind the Sergeant's desk and secure the envelope. Charges may be preferred against the Sergeant, as the envelope and money should not have gone out of his possession until the boys had been tried.

BARDSLEY SAYS HE'S INNOCENT.

Philadelphia's Ex-City Treasurer Stoutly Defends His Past Acts.

PHILADELPHIA, Sept. 21.—The separate answers of ex-City Treasurer John Bardsley and Edward Magill, Bardsley's assignee for the benefit of creditors in the bill in equity brought by the city against John Bardsley, Mary K. Bardsley, Eleanor Tatum, the Fourth Street National Bank, Robert Glendenning & Co., and the City Trust, Safe Deposit and Surety Company was to-day filed in the Court of Common Pleas. The bill was one of a number filed by the city in an attempt to trace the money of the municipality from the tangle in which John Bardsley left the affairs of the city treasury.

The city alleged that Bardsley used money of the city in buying stocks and bonds with Glendenning & Co., and that the proceeds thereof received from Glendenning & Co. a due bill for $30,257.50, which had been given to the stockbrokers by the Fourth Street National Bank, and which, it was alleged, was turned over to Mary K. Bardsley, the convict's wife, and Eleanor Tatum, although they had no interest in the transaction.

The answer of John Bardsley is signed and sworn to by the ex-City Treasurer. Bardsley admits that, while acting as City Treasurer, he used certain funds of the State to purchase stocks and bonds as investments to hold until such time as he would be required to make a settlement with the Commonwealth. In conclusion Bardsley states:

"I deny that I embezzled large sums of money, and I aver that every dollar received by me and paid into the city treasury has been properly accounted for, and the Comptroller of the city of Philadelphia has, after a careful examination, reported the city funds intact."

The answer of Edward Magill, assignee for the benefit of creditors of Bardsley in the same proceedings, sets up practically the same averments as made by Bardsley himself.

Lewis J. Whitney Arrested for Abandoning His Wife.

Lewis J. Whitney, the assistant superintendent of the Greenpoint branch of the Metropolitan Industrial Life Insurance Company, was arraigned in the Lee Avenue Police Court, Williamsburgh, yesterday on a charge of abandonment. His wife, Mrs. Maggie Whitney, who made the complaint, said that she and her two children were deserted several weeks ago, and are now without money to buy food. Whitney, who is more than 50 years old, lived with his family at 70 Oak street, Greenpoint. Mrs. Whitney is much younger. The couple were married five years ago.

When Mrs. Whitney applied for a warrant against her husband on Tuesday she told Justice Goetting that a variety actress in New York had supplanted her in her husband's affections, and that he was now living with the actress. Whitney was served with the warrant in the insurance company's office in Greenpoint yesterday morning and taken to court. He pleaded not guilty, and was released on bail. He indignantly denied his wife's story. Mrs. Whitney has begun proceedings for divorce against her husband through Assemblyman James F. Quigley.

A Fire Caused by Natural Gas.

BELMONT, N. Y., Sept. 21.—Natural gas caused a fire at Friendship, five miles west of here, early this morning. The fire started in Scott's drug store from a gaslight which was not turned down, and when other lights and fires in town were put out the pressure of gas made a flame which set fire to the woodwork. Aid was asked for from neighboring towns and the Wellsville steamer arrived in time to save the First National Bank. Scarcity of water added to the other difficulties in fighting the flames, and the fire raged until long after daylight. Five buildings were destroyed. The losses aggregated $30,000, about half insured.

Thirty-third Degree Masons in Convention.

PROVIDENCE, Sept. 20.—At the annual Convention of the Supreme Council of Free Masons of the Thirty-third Degree of the United States, held in this city to-day, the attendance was large, embracing members from fifteen Northern States. At the morning session routine business was transacted, and in the afternoon the delegates were entertained at Crescent Park. In the evening the thirty-third degree was conferred on eighteen candidates. The Convention will continue during Wednesday and Thursday.

Mrs. Demascek's Murder.

SCHENECTADY, Sept. 21.—Kornel Loth, the Hungarian, who was yesterday indicted for the murder of Mrs. Etta Demascek in this city on June 14, and who in his confession accused Alexander Demascek, the husband of the murdered woman, with having instigated the crime, now expresses regret for having entered a plea of guilty. He says that he was not alone in the commission of the crime, but that he is under a solemn oath not to disclose the conspiracy by which the Damascek woman was murdered until after his sentence.

Capt. Stange's Body Recovered.

NEW HAVEN, Sept. 21.—The body of Christen G. Stange, Captain of the coal barge Panama, who was drowned off Long Wharf on Sunday morning, was found to-day by the crew of the schooner E. H. Warner. A gold watch and $193 in money were found on the body. Both of the hip pockets in the trousers were turned inside out. The man was drowned in sight of land by the capsizing of the boat in which he had started on a fishing trip.

CRASH ON THE FORT WAYNE.

THE CHICAGO EXPRESS CRASHES INTO A FREIGHT TRAIN.

Eleven Persons Killed and Nine Injured—The Freight Train Crew Pull Out Too Soon, and the Blunder Causes a Tragedy.

WOOSTER, Ohio, Sept. 21.—The Chicago express crashed into a freight train on the Pittsburgh and Fort Wayne road at Shreve, Ohio, this morning. Nine persons were killed outright, three seriously injured, and others slightly hurt.

The express was approaching at full speed when the freight, which had been lying on a siding, suddenly pulled on to the main track in front of it. Before either train could stop, they were in collision. It is thought that the engineer of the freight train did not understand his orders.

Both locomotives were ditched and completely smashed. The passengers were transferred to another train.

The killed were: Charles Smith and W. E. Hammond, firemen; George B. Mann, H. S. Allen, D. E. Rese, and J. T. Patterson, postal clerks; A. E. Glenn, brakeman; two women from Espyville, Pa.; one woman and one child from Alliance, Ohio.

The injured were: A. Bradley and Frank Burt, engineers; Joseph Ade, postal clerk; G. Starker, Pittsburgh; D. B. Rhodes, Mahoningtown; W. H. Brown, Huntington, Ind.; M. Armstrong, Noblesville, Ind.; J. Ernest, Millville, N. J.; —— Lucox, Massillon, Ohio.

The cars wrecked were five freight cars, one postal car, two express cars, one baggage car, and two coaches. These cars were totally destroyed by fire. One coach and the sleeping cars on the express train were not wrecked and escaped the flames. It is feared that missing persons perished in the fire.

The force of the collision must have been terrific, as the postal, express, and smoking cars were completely telescoped. There were five clerks at work in the postal car, and four were instantly killed and the fifth one was fatally injured. The fire communicated from the firebox of the engine to the postal car, and in a short time the car was a blazing mass. From these the flames spread to the two express cars, and before the fire was checked the baggage car, the smoker, and a day coach were reduced to ashes. The only cars that escaped the flames were the three Pullman coaches and a special car which was attached to the rear, the Fort Wayne pay car, which was being brought back from Chicago. There were two clerks in charge of the car, but they escaped injury, although they were badly shaken up.

Shreve Station, the point near where the disaster occurred, is a hamlet about 145 miles west of Pittsburgh, on the main line of the Pittsburgh, Fort Wayne and Chicago road. The glare of the flames from the burning cars alarmed the residents, and they hurried out to rescue the imprisoned passengers. Many of the citizens secured buckets and helped the train crews to extinguish the flames. Attention at first was paid to the passengers imprisoned in the burning smoker and day coach. Two or three of them were pinioned down by broken timbers and were powerless to move. They made desperate efforts to free themselves as the flames swept toward them, and their cries for help were heartrending. All that was possible was done by those outside, but the fire swept upon them so quickly that they finally had to stand back while the helpless victims pinioned down in the car seats perished before their eyes.

The bodies of the dead saved from cremation were laid out on the ground a short distance from the wreck and were covered with blankets. The injured passengers were removed to hastily improvised hospitals at Wooster and Shreve, and received the best of attention. The passengers who were able to travel were taken to Alliance for breakfast and were brought to Pittsburgh on a special train at 2 o'clock this afternoon.

The cause of the collision was the neglect of orders on the part of the freight train crew. The express was speeding past Shreve with a supposedly clear track. The freight had been ordered to lie on a siding at Wooster to allow the express to pass. The order was disregarded, and the freight pulled out and was under full headway when the flash of the headlights brought the first warning of danger to the engineers, who simultaneously reversed their engines. This action was too late, and the locomotives struck each other almost at full speed.

A CRASH ON THE PENNSYLVANIA.

One Killed and Several Injured by the Colliding of Passenger Trains.

LANCASTER, Sept. 21.—A collision occurred on the Mountjoy branch of the Pennsylvania Railroad near Florin at 2:35 o'clock this morning between the Philadelphia express, east bound, and the Pacific express, west bound, resulting in the death of Fireman William Colwell, 33 years old, of Philadelphia, and the injuring of several others. The two trains were ordered to pass at Kuhnz's siding, and Engineer Jacob Michael of the Philadelphia express mistook the west-bound freight train on the siding for the Pacific express. He kept on and crashed into the west-bound express.

Fireman Colwell had every bone in his body broken. Engineer Tilly jumped down a twenty-foot embankment and was severely injured in the legs. Engineer Jacob Michaels and his fireman, Harry Neal, of the Philadelphia express, both of whom were in the recent Harrisburg wreck, jumped and escaped serious injury, although badly bruised and cut.

The track was blocked until noon, and all trains were run around on the Columbia branch. The wounded were taken to Philadelphia. None of the passengers was hurt.

Arrivals From Abroad.

Among the passengers on the City of Paris, which arrived yesterday, were Thomas Bailey Aldrich, President George B. Roberts of the Pennsylvania Railroad, Lord Brayo, the Hon. Verney Adrian Verney-Cave, A. D. Proven, M. P.; J. Heuniker Heator, M. P.; Judge Henry A. Gildersleeve, A. A. Cassatt, William L. Elkins, the Rev. Henry Y. Satterlee, the Rev. T. DeWitt Talmage, Charles T. Yerkes, and Congressman Joseph H. O'Neil.

On the Havel, from Bremen, were Gen. Lucius A. Barbour and Judge Edgar M. Cullen.

Koster Pleads Guilty and His Employer is Arrested.

Charles Koster, formerly bartender for Anton Kremer, saloon keeper at 430 West Fortieth street, pleaded guilty yesterday in the General Sessions of attempting to commit arson in the first degree by firing the saloon. Kremer had come to court expecting to be used as a witness for the people. He was arrested as an accessory to the crime. He pleaded not guilty, and in default of $7,500 bail was committed to the Tombs to await examination.

An Old Soldier Fatally Crushed.

WASHINGTON, Sept. 21.—Michael Guethermann, an old soldier, about 50 years of age, residing at 627 Newmarket street, Philadelphia, died at midnight in the Citizens' Hospital from peritonitis. He said that during a crush on the street on Monday afternoon he was accidentally pushed down and stepped on by some one in the crowd. He was quartered at the Peabody School building with his post and had a good-sized sum of money with him.

Liabilities Over Two Millions.

BOSTON, Sept. 21.—A temporary injunction was to-day granted against the American Protective League. The complainants claim that the order is insolvent, and it is alleged that its liabilities are $2,786,000, and its assets but $101,800. Counsel for the order consents to the temporary injunction on the understanding that two weeks from to-day there shall be a hearing on the matter of appointing a receiver.

Writing Paper Will be Dearer.

SPRINGFIELD, Mass., Sept. 21.—The writing paper manufacturers met here to-day and decided that the loft-drying mills shall shut down for a month before Dec. 1. An increase of two cents per pound for paper seems extremely probable. The machinery mills may also be compelled to shut down later. The association voted to increase the price of loft-dried paper, and it is possible that the price of book and news will also be advanced.

No Tidings Yet of the Simpson's Crew.

NEW HAVEN, Sept. 21.—Nothing has yet been learned as to the whereabouts of the Captain or any of the crew of the semi-piratical schooner William J. Simpson of Wilmington. There is no doubt that they all went to New York. The vessel has been libelled, and the creditors will probably apply to the United States Court at its next session for the sale of the vessel to liquidate their claims against her.

Erie County Must Pay the Troops.

ALBANY, Sept. 21.—An opinion by Attorney-General Rosendale holds that Erie county must pay the entire cost of the State troops at Buffalo, and he recommends, in order to facilitate matters, that the State Comptroller pay all the bills excepting those for the troops of the Fourth brigade. The money expended by the State will have to be paid by Erie county.

Highest of all in Leavening Power.—Latest U. S. Gov't Report.

Royal Baking Powder

ABSOLUTELY PURE

OBITUARY.

The Rev. Charles M. O'Keefe, rector of the Church of St. Charles Borromeo, on 142d street, between Seventh and Eighth avenues, died at 3:30 o'clock yesterday morning, in the rectory of the church, from pneumonia. He had been ill but a few days. He was 47 years old and was born in New York. His father was trustee for many years of old St. Patrick's Cathedral in Mott street. From the parish school the son went to the College of St. Francis Xavier, and thence to the American College at Rome. He was ordained in 1868, and was appointed assistant in old St. Paul's Church, Harlem. He was next put in charge of St. Mary's Church, Wappinger's Falls, where he remained eight years, building a handsome church there. He was then transferred to St. Renaud's Church, West Chester, where he remained until some six years ago, when he returned to New York to build up the parish of St. Charles Borromeo. A year ago the land occupied by the church in 141st street was sold to advantage, having increased greatly in value, and the massive brick structure was moved sixty feet west and 125 feet north across a sunken lot to its present site, fronting on 142d street. Funeral services will be held on Saturday, and Bishop McDonnell of Brooklyn will officiate. The interment will be in the family plot in Calvary Cemetery.

Prof. George Croom Robertson is dead. He was born at Aberdeen, Scotland, in 1842, and graduated from Aberdeen University in 1861. He also studied in London, Paris, Berlin, and Göttingen. He was assistant professor of Gree in Aberdeen University from 1864 to 1869, and he was appointed Professor of Philosophy of Mind and Logic in University College, London, in 1866. He was also philosophical examiner in the Universities of London, Aberdeen, and Cambridge. He edited Grote's posthumous work, "Aristotle," in conjunction with Prof. A. Bain, and was editor of *Mind*, a quarterly review of psychology and philosophy.

Mrs. Fanny Rogers, Genesee county's only centenarian, died on Tuesday morning at her home in Pavilion, N. Y., the old homestead where nearly seventy-five years of her life were passed, aged 101 years and nearly 6 months. On April 4, 1891, surrounded by her children and friends, she celebrated her centennial birthday anniversary. At that time she was able to be about and mingle with her guests with all her faculties well preserved. A year later she had perceptibly failed, but was still quite strong. Of her ten children, seven survive her.

The funeral services will be held this evening at the Lafayette avenue Presbyterian church, in Brooklyn, over the remains of W. J. McCalden, who died recently in Pasadena, Cal. He was a member of the firm of McCaldren Bros., the South Brooklyn lumber dealers, and had been in California for some time for the benefit of his health. He was in his 45th year. He was one of the organizers of the Young Men's Republican Club.

James Cosgrove, night watchman at the Grand Street Railroad stables, died suddenly at 4 o'clock yesterday morning in front of 371 Madison street. He was 58 years old, and lived at Madison and Clinton streets. Detective Frank Cosgrove of Superintendent Byrnes's office is his son.

Samuel B. Decker died on Tuesday night at his home, 396 Clinton st., Brooklyn, in his 80th year. He was a graduate of Harvard College, and earned on a prosperous real estate business for several years. He leaves a widow and two daughters.

Mrs. Sarah P. Brown, the widow of the late James S. Brown, and mother of Councilman Brown of Pawtucket, died at Lincoln on Tuesday at the age of 100 years. She was hale and hearty up to the time of her last illness.

Mrs. Mary Styles Stiles Stanton, the widow of the late Hon. James Stanton of Ledyard, Conn., died at her home near Lantern Hill on Wednesday. She was 91 years old.

Deacon Stephen Buffington, the oldest parson in Swansea, died in that town on Saturday. He was a veteran of the war of 1812.

Myra Harriet Dutcher, the sixteen-year-old daughter of Silas B. Dutcher, died on Tuesday at her home, 486 Third street, Brooklyn.

Wybrants Olpherts, notorious as the central figure in the fiercest eviction campaign ever waged in Ireland, is dead at Folkanagh.

Jonathan Allen, Ph. D., LL. D., President of the Alfred University, died at Alfred Centre, N. Y., yesterday, aged 69 years.

Carroll—Bonelli.

Miss Eulalie Bonelli, daughter of the late William P. Bonelli, was married to Mr. William H. Carroll, in St. Patrick's Cathedral, yesterday morning. The nuptial mass was celebrated by the Rev. Michael J. Lavelle, who also performed the marriage ceremony. The bride wore a gown of white satin, trimmed with embroidered mousseline de soie and orange blossoms. Her white tulle veil was fastened with a crescent of diamonds, a present from the bridegroom. Miss Jennie Schroeder was maid of honor, and Miss Mary and Miss Ellie Schroeder were the bridesmaids. P. J. Bison acted as best man. The ushers were: Dr. W. K. Rubin, Valentine M. Collins, and Albert Bonelli. A wedding breakfast at the home of the bride's mother, 162 West Fiftieth street, followed the ceremony.

Harrison—Trowbridge.

EAST ORANGE, Sept. 21.—Miss Mary Jones Harrison, daughter of the late Lewis Harrison of Munn avenue, and Mr. Charles Allerton Trowbridge were married this evening at the Munn Avenue Presbyterian Church by the Rev. Dr. James M. Ludlow. The maid of honor was Miss May Minott of South Orange, the best man was Mr. Edward Everett Hull of New York, and the ushers were Messrs. Frederick S. Minott, Leroy B. Sherman of New York, Frank Coursen, Theron Rockwell, Arthur Minott, and William Orr Ludlow of East Orange. An elaborate reception followed the ceremony at the home of the bride.

Talbot—Rhone.

PUTNAM, Sept. 21.—Chauncey F. Talbot, son of the Hon. D. T. Talbot, was married this morning in Spencer, Mass., to Miss Henrietta Rhone of Spencer. Mr. Talbot is a leading Democratic politician in this part of the State.

Woke in Time to Chase the Burglars Away.

PLAINFIELD, N. J., Sept. 21.—Constance P. Ralli, who is the New York manager of Brown Brothers & Co., the bankers, lives in a very handsome house on Belvidere avenue, Netherwood. Last night he was awakened by a noise in his bedroom. He leaped from bed, grabbed his revolver, and followed the footsteps which he heard retreating through the house. He got to the dining room in time to see two forms vanish through a window. He emptied his revolver in the direction of the marauders without effect, and then took account of stock. A pocketbook, with two dollars, and two handsome overcoats were all that was missing. This morning a complete set of burglar's tools of the latest and most improved pattern was found on the lawn. The burglars were in all probability professionals from New York. There is no police protection at Netherwood.

The Lad Who Was Enticed Into Canada.

OTTAWA, Sept. 21.—The Minister of Justice to-day ordered the return of a lad named Gale to his parents in Madrid, N. Y. Gale committed an assault upon a girl in Cornwall some months ago and escaped to his home across the border, from where he was enticed away by a detective and brought back to Canada, where he was tried, convicted, and sentenced to a term in the reformatory. Against the abduction of Gale the authorities at Washington remonstrated, and the Governor-General has issued an order for his release and safe return to his parents in New York State.

To Advertisers.

In pursuance of the policy announced some time back, to avoid making THE SUN'S *Guide to New York bulky with advertisements, it has been decided to stop taking advertisements for the general run of the book. There are still a few preferred pages to be disposed of. The Guide will be illustrated with twelve bird's-eye views of New York, and the backs of these double plates, 2½ pages, will carry the only display advertising in the body of the book. Some of these have been sold, and those who wish to have any of the others should apply at once to the Guide Book Department of* THE NEW YORK SUN. *Advertisers will please bear in mind that* THE SUN *guarantees a first edition of 75,000 copies.*

CHEAP TICKETS TO BUFFALO.

The Erie's Cut of Two Dollars Is Met by the West Shore and Lackawanna.

The trouble over the excursion tickets to Washington issued by the railroads to members of the Grand Army has extended to this city, and the result is a small war in rates between here and Buffalo. When the rate at which tickets were to be sold by the roads in the Trunk Line Association was agreed upon at a meeting of the Trunk Lines Committee it was understood that they were to be issued over the most direct route going and returning. The Erie people say that they have discovered that some of the roads have not held to this tacit agreement and have issued tickets good to return by way of New York. General Passenger Agent Roberts gave formal notice on Aug. 30 that if any tickets of this sort were issued by roads within Trunk Line territory he would meet the rate.

In accordance with this notice he issued orders that tickets over the Erie should be put on sale yesterday morning at $6, which is $2 lower than the regular rate. At 1 o'clock the ticket agents of the Delaware, Lackawanna and Western and the West Shore were ordered to meet the reduction. Up to a late hour last night the New York Central had made no change in the price of its tickets to Buffalo.

The Grand Army encampment tickets are good until Oct. 10.

Still Fighting the Coal Combine.

HARRISBURG, Pa., Sept. 21.—Examiners Bergner and McAlarney held a meeting to-day for the purpose of taking further proceedings in the suit of the Commonwealth against the Reading combine. The attorney for the Reading Company admitted the floating debt of the Philadelphia and Reading Coal and Iron Company in February last to have been a little over $1,000,000, but denied that this indebtedness was guaranteed by the Philadelphia and Reading Railroad Company.

It was also made a matter of record that the Central Railroad Company of New Jersey owns over $8,000,000 of the bonds of the Lehigh and Wilkesbarre Coal Company, and that the Port Reading Railroad Company owns the water front property of Arthur kiln, containing 323 acres and having a water frontage of 3,200 feet. It was admitted that the bonds of the Perkiomen Railroad Company are guaranteed by the Philadelphia and Reading Railroad Company, and as the earnings of the road have been sufficient to pay the interest, the Reading has made up the deficiency. The meeting was adjourned to Monday next at the same place.

A Rousing Welcome for Mr. Roberts.

The harbor fleet of the Pennsylvania Railroad Company was gayly decorated with flags and bunting yesterday in honor of the return from Europe of Mr. George B. Roberts, President of the company. Director A. J. Cassatt and General Superintendent of Transportation S. M. Prevost returned with Mr. Roberts on the City of Paris. A large party, made up of officials of the Pennsylvania Railroad and friends and relatives of Mr. Roberts, went down to meet the incoming steamer at Quarantine on the Sirius of the Iron Steamboat Company early in the morning. Later in the day, accompanied by the Sirius and the greater portion of the harbor fleet of the Pennsylvania Railroad with flags flying and whistles blowing, the City of Paris made her landing, and President Roberts and those accompanying him were personally greeted by the party on the Sirius and transferred by that boat to Jersey City, where a special train, to which was attached the President's private car, was waiting to convey the party to Philadelphia.

The Pullman Company Must Pay More Taxes.

SPRINGFIELD, Sept. 21.—At to-day's meeting of the State Board of Tax Commissioners it was resolved that the Railroad Committee should include in its assessment report in future the value of the capital stock of each company, so that it may be determined whether the tangible property assessment equals or exceeds the value of the capital stock. It was contended that the capital stock of the Pullman Car Company should be assessed on the basis of an actual value of $57,000,000, or $180 per share. According to the Pullman company's own report, its property is entered in the books at $3,458,757, whereas it owns a $1,500,000 building on Michigan avenue, Chicago, and property in Pullman worth $12,000,000.

Mr. George Gould to be Made Chairman of the Wabash Board of Directors.

The directors of the Wabash Railroad woo were elected at the stockholders' meeting in St. Louis last week met yesterday in this city for organization. No changes were made either in the executive or operating officials of the company. A committee of three, Messrs. Edgar T. Welles, John T. Terry, and George J. Gould, was appointed to amend and change the by-laws to provide for the election from the Board of an officer to be called the Chairman of the Board of Directors, and to define his duties. It is said that Mr. George J. Gould will be elected to this position.

To Rearrange Some West-bound Rates.

Chairman Midgely had a conference yesterday with representatives of the Atlantic coast lines having Southern connections on the subject of rates to points east of the Mississippi River on freight intended for Missouri River points. The tariff from points on the Mississippi to those on the Missouri River has been fixed by the Western Association, and went into effect yesterday. The result of the consultation in this city will be announced by the usual ten days' notice of the proportionate rates agreed upon between Chairman Midgely and Atlantic coast lines.

Increasing Its Capital Stock.

ALBANY, Sept. 21.—The Consolidated Transfer Company, which controls the baggage transfer and hack and carriage rental in the depots of the Central Hudson Railroad, to-day filed articles of increase of capital stock from $350,000 to $1,350,000. It is asserted here that the business of the company is to extend to every railroad in the State.

Railroad Notes.

At the annual meeting of the Chicago, Milwaukee and St. Paul Railroad Company in Milwaukee yesterday all of the old officers and directors were re-elected.

At the adjourned annual meeting of the Louisville, New Albany and Chicago Railroad Company Mr. John G. Moore of New York was elected in the place of Mr. F. K. Sturgis, who declined re-election, and General Manager W. H. McNeal in place of William L. Breyfogle, who retired six months ago.

Arguments were continued before Judge Gresham in Chicago yesterday on the motion to compel the officers of the Illinois Steel Company to produce the books of the company to be used as evidence in the suits against the railroads for violations of the Interstate Commerce laws.

The terms of a merger of the Philadelphia, Newtown and New York Railroad Company with the Philadelphia, Newtown and New York Connecting Railroad Company were agreed on at a meeting in Philadelphia yesterday.

Gynecological Society Officers.

The Convention of the American Gynecological Society was brought to a close in Brooklyn yesterday with the election of these officers: Dr. Theophilus Parvin of Philadelphia, President; Drs. W. H. Parish, Philadelphia, and W. H. Baiser of Boston, Vice-Presidents; Dr. Harry C. Coe of New York, Secretary; Dr. Matthew T. Mann of Buffalo, Treasurer. It was arranged that the next annual meeting would be held in Philadelphia. The delegates to the Convention and the members of the New York Obstetrical Society were entertained at dinner last evening at the Montauk Club by the members of the Brooklyn Society.

When Baby was sick, we gave her Castoria.
When she was a Child, she cried for Castoria.
When she became Miss, she clung to Castoria.
When she had Children, she gave them Castoria.

LABOUCHERE'S REMARKS.

He Says the Irish Can't Run Their Own Affairs and England's, Too.

LONDON, Sept. 21.—Mr. Labouchere says in to-day's *Truth* that it will be difficult for any sane man to vote that the Irish, after they have their own Parliament, shall remain full members of the Imperial Parliament. Mr. Labouchere adds:

"Home rule will be granted because we hold that localities can best manage their local affairs. The proposition tells both ways. It is absurd to legislate in this way with regard to Ireland and allow Irishmen to decide British affairs by holding the balance of power between the two parties. It would be a monstrous crime to allow the Irish to be masters of their own local affairs and to remain masters of ours. It would be a fatal fault, for we are convinced that the English constituencies would never stand it. If we appealed to the country for home rule against the House of Lords, we would lose our appeal were such a proviso in the bill.

"It is time a few plain words were said about popular feeling in England in regard to home rule. The electors are sick of it. Our appeals about the wrongs of Ireland and the appeals of the opponents of disintegration of the empire fell dead. The electors thought, 'settle the matter as you like,' and as it was considered that the only way to settle the matter was to grant home rule, they voted for home rule candidates. The election was won because the electors wanted certain imperial and local reforms, and the only way to get them was through home rule. True, home rule figured in the Liberal electoral addresses, but little of it was mentioned in the speeches. This is why, as Mr. Gladstone does not seem prepared to crush out the oligarchical opposition by the creation of peers, I am so desirous that we immediately tackle the electoral reforms and fulfil some of our prom