

BRIGITTE ACCIDENT.

A Freight Train Crashes Into an Excursion Train. MANY KILLED AND INJURED.

First Runners were that Forty Lives were Lost—Railroad Officials, as Usual, Attempt to Suppress the Truth—How It Occurred.

CHICAGO, Sept. 21.—At 8 o'clock to-night a switch engine on the Chicago, Burlington & Quincy Railroad ran into the rear of an excursion train on the Illinois Central road, near Eighteenth street. Forty people are reported killed and a large number injured. These reports, however, cannot be verified.

LATER. The collision resulted in a frightful tragedy. For a time the confusion was so great that even an approximate idea of the loss of life was impossible to obtain. First reports from the police had it that forty people probably had been killed, while the railroad officials said that at least three persons were certainly known to have been killed. Within half an hour, however, four mangled corpses had been dragged out of the heap of broken timbers and twisted iron that marked the spot where the collision had taken place. By this time it had also been ascertained that at least three people were seriously injured and six others slightly.

The collision took place near Douglas Park, and the victims were Sunday excursionists, just reaching the city on their way home from an afternoon outing. The freight train crew, when questioned, asserted that they passed Millard avenue on a clear signal. Millard avenue is about a mile and a half from where the smashup occurred, and the freight crew claim that when the smashup came the red lights on the rear of the excursion train were burning with extreme brilliancy. The result following was attributed without hesitation.

The ill-starred excursionists were on the third section of the city, bound for Addison, Ill., a town 15 miles from Chicago, where there is a large picnic grounds much frequented by Germans. Two Illinois Central coaches were telegraphed and their engines stopped at 10:10 p. m. It was stated that only four persons had been reported killed and eight slightly injured.

The four dead were sisters named Cinnan and two young men, identity unknown. Of the injured, one who gave her name as Miss Virginia, was in a condition that rendered her unable to walk. The others were severely injured, and the following are known: Henry Nieman, face mashed and hurt internally; Albert Berger, leg broken and foot mangled; Mr. Riker, collar bone broken; Richard Hoffman, leg mangled; F. Kohn, rib broken; Otto Schreff, Lena and Kirk Eastman, hurt but not dangerously.

Conductor Henry Carrington, of the passenger train, and one of the brakemen were arrested. They refused to talk.

THE READING DISASTER. The Long Death Line—How the Disaster Occurred.

READING, Sept. 21.—The complete details of the terrible railroad disaster which occurred in a quiet little town in the city of the main line of the Philadelphia & Reading Railroad, are known, and they show that the accident was the most shocking that has ever occurred in the history of the country.

The revised list of the casualties attending the wreck shows that twenty-two persons were killed and thirty-two injured. The following are the names of the identified victims:

John F. Miller, Cresson; George E. Greenwald, mail agent; Pottsville; John White, engineer, Pottsville; Jas. Tempin, fireman, Pottsville; Wm. D. Shomo, Reading; Harry Jacoby, stone cutter, Pottsville; Joseph J. Dineley, Mahanoy City; George Hoover, conductor; John E. Fox, aged 41, Pottsville; Edward J. Fox, aged 41, Pottsville; George P. Kane, aged 45, Pottsville; Joseph Conklin, conductor of express; John O'Brien, Pottsville; Mrs. J. L. Fredericks, Philadelphia; J. L. Fredericks, husband of above; John Phillips, Pottsville; John Sheeple, Philadelphia; P. & K. engineer; Michael Summers, Mahanoy City; Frank Haseman, Mahanoy City.

THE SERIOUSLY INJURED. Joseph Kolt, Shenandoah, cut about head and left shoulder broken; Frank B. M. Manager of Frank Mayo's Druggery Company, cut about head and body, bruised about arms and legs; John Carroll, St. Clair, badly and internally injured; James Carroll, son of John Carroll, badly bruised; Jacob Hill, Pottsville, cut about head and legs; William Glassmeyer, Port Clinton, badly cut about breast; Thomas Conroy, Philadelphia, head and legs injured; Joseph Colton, Pottsville, Mahanoy City, internally; Samuel Shallenberger, Hanover, legs injured; Harrison Ryland, Philadelphia, leg broken and internally injured; Joseph Southwood, Centralia, head and internally injured; John Thornton, Leesport, badly cut about head and body, severely injured; B. W. Eithier, Grandville, foot and leg broken; John Kalk, Mt. Carmel, hurt internally and hand mangled; W. J. Johnston, Shenandoah, had badly cut and leg broken; George Somers, Reading, badly hurt about back and neck; Frank Conkcut and legs hurt; James Bernhart, Shenandoah, left hip crushed and legs hurt; John Hess, Mahanoy City, legs badly hurt; Joseph J. Dineley, Mahanoy City, head badly cut and legs sprained; Lyman Dick, Hamburg, both legs broken; Dr. D. F. Shilday, New Ringgold, right arm badly hurt; Jacob Hill, Pottsville, leg broken; Samuel Coon, Mahanoy City, badly hurt about body and leg broken; William Simmer, Ashland, hurt; Robert Collip, Pottsville, severely hurt; Edward Logan, big game warden, Pottsville, badly injured in back and head; John Strouse, Pottsville, badly bruised; E. F. Merkle, Cresson, conductor of C. & P. Engineering at Lehigh station, arm broken and hurt internally; John McDonough, Shenandoah, badly hurt, and John Straub, Schuylkill Haven, injured.

DEATHS OF THE DISASTER. The point at which the accident occurred was about midway on a very sharp curve in the road, about half mile above the Shoemakersville station, on the west bank of the Schuylkill river. The road is double-tracked, the track running along the edge of the river being used for north-bound traffic and the other for south-bound. The accident occurred at a steep hill or bluff opposite the station. A steep hill or bluff opposite the station. A steep hill or bluff opposite the station.

Steamship News. PHILADELPHIA, Sept. 21.—Arrived—Ohio, from Liverpool. New York, Sept. 21.—Arrived—Bourgoyne, from Havre.

THE TARIFF CONFERENCE.

Have Not Completed Their Report After Hard Work LASTING THROUGH SUNDAY.

The House Will Accept the Senate Amendments to the Sugar Schedule—Congress May be in Session Until After Oct. 15.

Special Dispatch to the Intelligencer. WASHINGTON, Sept. 21.—The Republican conference on the tariff bill were in session last night until midnight and resumed work again to-day in the effort to get a report ready for adoption by Tuesday. At the close of work to-day, however, it was found impossible to complete the report within that time. The Democratic conferees are not holding any conference, but will be invited to go through the formality of dissenting when their Republican colleagues reach an agreement. At the close of the conference to-night Major McKinley said: "We have made good progress in the past two days, and I think that it will be possible to reach a conclusion and make a report on Wednesday. We will not give up anything relating to the features of the report. What is done on one day may be reversed the next, and the public would be misled if all that transpires in conference were given out before the action is taken."

Representative Bayne said that he did not think it possible for the conferees to get through their work before Thursday, but he did not anticipate that any great length of time would be required in disposing of the bill in the two Houses after the conferees reported.

Mr. Dingley, of Maine, condemned the dissection of the tariff bill, and said that he was going to be troublesome in the settlement. There is some thing about the bill, certainly, namely, that the House conferees have accepted the Senate amendments to the sugar schedule. It is not a concession on principle, but because it is a bold and palpable fact that the tariff will be lowered.

Another Fatal B. & O. Accident. PITTSBURGH, Sept. 21.—A special from Connellsville says: An east-bound freight on the Baltimore & Ohio road, twelve miles from here, was derailed from the rear by a fast time freight, running at the rate of forty miles an hour, and striking the engine and boiler. The engine of the wrecked train was sent for assistance, and while returning, through a flagman's carelessness, was run into by the wrecking train. The flagman was killed, and the engine and boiler were smashed and mangled.

Went Through a Trestle. NOKIA, Ill., Sept. 21.—On the Wabash, St. Louis and Pacific railroad near here yesterday morning a north-bound freight train with 13 loaded cars broke through a trestle work fifty feet high.

When the train ran on to the east end of the trestle, the engineer discovered that the west end of the bridge was on a quarter of a mile above the trestle. The burning timbers were struck, the train went through with a crash. When the relief train arrived, twelve cars were missing. The killed were Chief Engineer, Joseph B. Canebrake, and Joseph B. Canebrake, fireman, of Stambury, Mo.; Joseph B. Canebrake, fireman, of Stambury, Mo.; R. S. Williamson, head brakeman, Macon, Mo. The body of the engineer was found in the wreckage, and the fireman was burned to ashes, while the brakeman had a fractured skull and a broken limb.

THE WEEK IN CONGRESS. The Tariff Bill to be Reported Tuesday or Wednesday—Business in the House.

WASHINGTON, Sept. 21.—The unfinished business before the Senate when it meets to-morrow will be the bill for the relief of the Supreme Court, which was under discussion several days last week. The bill providing for the organization of a court for the adjudication of private land claims also occupies a place in the unfinished business. It will be called up at any time. It is probable that some action will be taken upon these bills this week, but it is difficult to say just what it will be. If they are not passed, they will probably be necessary to send to the House for current amendments, so that it is not likely that either of them will become a law this year.

The bill next on the order of business fixed by the Republicans are the two labor bills, and they will be called up by Senator Blair at the first opportunity. The Speaker will probably call to-day an agreement is not probable before Tuesday or Wednesday. As the report goes first to the House for consideration, Lawrence J. Burpee, James Sullivan, James Russell, Thomas Edward Bateson and Anthony Jennings.

This shaft is considered one of the greatest in the world. The origin of the shaft is in the fact that the shaft is only a few feet from the shaft as soon as it was safe to do so. The party consisted of Superintendent Scott, Foreman Johnson, and Mine Inspector Williams. They returned after an hour's search and reported that all were dead except Edward Johnson, who was seriously injured. Later on the dead were brought from the pit to the surface, a distance of 600 feet, and taken to their last homes.

GOVERNOR OF NEVADA DEAD. He Will Be Buried With Military Honors.

CARSON, Nev., Sept. 21.—Charles Clark Stevenson, Governor of Nevada, died of typhoid fever at his residence in this city to-day. Flags over the Government and State buildings are at half mast, and the Capitol is draped in mourning. Funeral services will take place in Carson City, Tuesday, with military honors, and the body will be taken to Oakland, Cal., for interment. Chief Arthur was accorded a state funeral and was born in Ontario county, New York. Lieutenant Governor H. C. Davis died a little over a year ago.

Chief Arthur's Oration. New York, Sept. 21.—To-day was an important day to the Brotherhood of Locomotive Engineers, for Grand Chief Engineer P. M. Arthur was in town and was present and addressed the Grand Union meeting.

The so-called Grand Union meeting of the nature of a national convention in the whole order and the Brotherhood divisions were all represented. The meeting was secret and held with closed doors. The attendance was remarkably large, there being 1,000 Brotherhood men present at the morning session and by actual count 1,350 at the afternoon session. Chief Arthur was accorded a most enthusiastic reception which amounted to an ovation.

New Steamer Landed. HELSINKI, MOnt., Sept. 21.—The steamer Helena was landed at the city of this name in Eastern Montana Friday.

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A CASE FOR CONGRESS.

The Widow and Daughter of General Fremont Should be Specially Placed Above.

SAN FRANCISCO, Cal., Sept. 21.—The report received in this city a few days ago that Mrs. Jessie Benton Fremont, widow of General Fremont, was in destitute circumstances in Los Angeles, has been fully confirmed. To-day Judge Sillit, of Arizona, and S. Slauson, a well known capitalist of Southern California, arrived here for the purpose of trying to induce the Pioneer Society to start a fund for the relief of the lady, who for so many years was an ornament in Washington society. When the general died he had not received anything from the half-pay on which he was retired, and was preparing to come to California to reside with his wife and daughter, who occupy a small cottage in Los Angeles. Mrs. Fremont is now sixty-nine years of age, and her daughter, Elizabeth, is forty-five. They are so poor that when the telegram came asking the widow's wishes regarding the disposition of the body of the dead general, she had no money to pay for the funeral. Her friends have advanced enough to pay pressing creditors' bills for household expenses.

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CAMDEN MEN KNIFED.

Tricks That Are Vain Resorted to by the Anti's in THE DEMOCRATIC PRIMARIES.

In Harrison County—The Feeling Against the Faction Something More Than Bitter—Berkeley County Republicans.

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NEW YORK CENTRAL WRECKERS.

The Men Under Arrest Confess—Master Workman Is Involved.

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