

TWENTY LIVES LOST.

Hudson River Barges Capsize and Half Their Crews Go Down.

The Towing Tug Rounded To, and the Boats Were Helpless.

Four Trains Piled Up in a Burning Heap in Massachusetts.

Three Lives Sacrificed in the Collision--Cyclones at Work.

New York, Dec. 4.—The Tribune's Havestraw dispatch says: Twelve barges loaded with brick, towed by the Cornell company's steamboat Townsend, coming down the Hudson, when opposite Croton Point, were upset at twenty o'clock this evening, and about twenty persons drowned. When the Townsend struck the river was so great that the tug was compelled to round to, thus forcing the barges to ride each other. Being loaded and the tug helpless, they immediately upset. There were sixty men on the twelve barges, and only about thirty have come ashore. The accident is attributed by many to the carelessness of the pilot of the tug.

Upon each barge were five men, making sixty in all. Of these only about thirty men have come ashore. Tugs are out all over the river in the hope of saving any who may have clung to the bottom of the overturned barges, but little hope is entertained as to the safety of the remainder of the crews. Twelve men are known to be drowned from the different boats. Great excitement prevails in the village.

The Bodies Recovered. The bodies of ten have been recovered at midnight. The bodies were on them just as they reached the point. The moment the tug line was cast off another tug began to drive into the sea. As they knocked together some had holes stove in their sides, and the waves and wind turned them both up. This happened in a very few minutes. The crew of the barges, each barge carried about five men and boys, were down below the water line. The heavy rain had exceeded \$5,000. No warning seems to have been given the tugboat people when they have to. The first men in the barges which their boats were smashing into each other and sinking. Some had time to rush on deck and jump into the water. Many must have been caught in the cabins, like in a trap, and carried down.

In all the barges there were at least fifty persons. Of those only thirty have come ashore. The boat which capsized dropped their cargoes and kept afloat. It may be that some of the men unaccounted for managed to climb upon them and may yet be saved. The men who swam ashore had a hard struggle for life in the high surf. As soon as they had landed and told their story two were dispatched from Havestraw to the overturned boat. At the time they had not returned to Havestraw, and the fate of those who were able to climb upon the overturned boat if there were any such, was still unknown.

FOUR TRAINS WRECKED. Three Lives Lost in a Great Smash-Up.

PROVIDENCE, R. I., Dec. 4.—A most extraordinary accident occurred at East Thompson, Conn., a station on the New York & New England road, and main line, just before 7 o'clock this morning. Four trains, two freight and two passenger, were piled up in indescribable confusion within less than five minutes, and three lives lost, while several persons were seriously injured, one of whom may die. The passenger trains were the Narragansett, from the Long Island & Eastern States express, the freight trains were the local south bridge and the through East-bound Boston. Both the engineer and foreign observation and the Plymouth clothing house, who was burned to death in one of the Pullman cars.

East Thompson is merely a junction station for the South Bridge branch of the New York & New England road. There is no village near by, and but a few scattered houses are in sight from the little station that serves as a waiting room for South Bridge passengers, ticket and telegraph office. The local freight train, which makes up here just before 7 o'clock every morning. This morning, as usual, it hauled on to the west bound track when there was a slight bump, and a locomotive and another engine were mixed together, while a long pile of freight cars blocked both the east and west bound tracks. A special freight car, east-bound for Boston on the west-bound track, struck the local freight. The damage thus far done was comparatively slight, but the men had scarcely reached their feet when there was another locomotive crash. This time it was the overdue Long Island express. The engine struck the wreckage on the track, bounded in the air and fell over on its side. A smoker, passenger coach and two Pullmans, besides the baggage car, remained on the track. The engineer, Harry Tabor, had evidently seen the wreck, but too late. He had reversed the lever, but that was his last act, for his headless body was found beside the ruins of his engine, and that of his fireman, Jerry Fitzgerald, lay near by. The boat train ordinarily goes ahead of the express, being due in Boston ten minutes earlier. On account of both trains being late, however, and the express going through without a stop, the boat train was held at Putnam some minutes to permit it to go by. There was no delay after the express had gone. When the express struck the wreck, some of the train hands snatching a flag, ran up the track.

The engineer of the boat train did not see the man until 100 feet of the wreck.

THE SANITARY COMMISSION of Berlin, during the last prevalence of La Grippe, highly recommended the Soda Mint Tablets as a very convenient and active preventive and cure to be used by all persons predisposed to colds and coughs. These tablets (sweets), will cure the most obstinate cough, cold in the head, cough, hoarseness, sore throat, etc.

Beware of imitations. The genuine imported must have the signature of "Eberle & Bendison Co., New York, created each box.

WITH A LONG PULL.

Lots of Enthusiasm at Last Night's International Tug of War.

The Americans and Germans Pull an Interesting Drawn Match.

Swedes Get Away With the Canadian Victors of the First Night.

Irishmen and Danes Unable to Secure Advantage Over Each Other.

The second night of the great international tug of war was as successful as the initial evening's sport presaged. The weather was rather of the wild sort, yet there was a goodly attendance of national partisans. The band played national airs to tickle the ear of each team as it marched to the platform, and now and then inspired a little patriotism during the battles. A tug of war is a desperate test of courage and endurance, and the combats in Market hall last night were of that stubborn sort that would soon

overthrow the chicken-hearted athletes. There was but one victory in the three contests, and that was one by the giant Swedes over the English. The English were the victors in the first and third, and the Americans in the second. The Philadelphia and Reading freight depot at Shilphens, Pa., was also damaged. The Philadelphia and Reading freight depot at Shilphens, Pa., was also damaged. The Philadelphia and Reading freight depot at Shilphens, Pa., was also damaged.

At midnight, however, fifteen buildings were blown down, among them the National hotel and Methodist church. Twelve other buildings were damaged. At Waukegan the cars took work and the Webster school house were wrecked. Fortunately the pupils of the school had been dismissed and the employees of the factory escaped with slight injuries. The Philadelphia and Reading freight depot at Shilphens, Pa., was also damaged. The Philadelphia and Reading freight depot at Shilphens, Pa., was also damaged.

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THE "ANCHOR."

Winners on a Muddy Track at Guttenberg.

THE BOO HOO BOYS.

They Can Flock, Fly Pennies and Subside.

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Advertisement for Schuneman & Evans, featuring 'Saturday Night' specials for men's clothing like mitts, robes, and suits.

Advertisement for Blankets, offering various types of blankets for sale at different prices.

Advertisement for Boston Shawls, featuring heavy-weight reversible beaver shawls.

Advertisement for Dickinson's Schuneman & Evans Fine Pianos, highlighting the quality and variety of their instruments.

Advertisement for Galen Medical Institute, offering medical treatments and courses.

Advertisement for Dr. Feller, a small quantity of Liebig Company's Extract of Beef, used in soups and gravies.

Advertisement for N. Lehen's Ph.D. Analytical and Technical Chemist services, including assays and chemical analyses.

Used in Millions of Homes—40 Years the Standard.