

Approved by France

Her Deputies Indorse the Niger-Nile Agreements.

Determined Effort to Suppress Sunday Newspapers in London.

End of a Strike in Belgium Involving 40,000 or 50,000 Men—Talk of Bringing Dreyfus to Paris.

London, May 13.—The French Chamber of Deputies yesterday approved the Anglo-French Niger-Nile conventions. This agreement between Great Britain and France disposes of hundreds of thousands of square miles of African territory, and leaves only four recognized independent states throughout the continent—Morocco, Abyssinia, Liberia, and the Orange Free State. An important feature of the agreement provides for an equality in the commercial treatment of the territory between Lake Tchad and the Nile.

TO GET DREYFUS.
The Paris correspondent of the Daily Chronicle says: Sensational announcements regarding the preparations for the return of Dreyfus to France towards the end of next month continue, but the story that ten members of the Republican Guard and four gendarmes left St. Nazaire on Tuesday for French Guiana to escort him back, lacks authenticity.

AGAINST SUNDAY NEWSPAPERS.
A deputation, including the Right Rev. Mandell Creighton, Bishop of London; Mr. John Burns, the labor leader, and Rev. Hugh Price Hughes and others, representing religious bodies, waited upon Sir Matthew White Ridley, secretary of state to the home department, protesting against seven-day newspapers. Mr. John Burns said that Sunday was the British working-man's treasure, and that Sunday newspapers were unnecessary. The home secretary said that he was entirely in sympathy with the deputation, but that he was afraid the government could do nothing in the premises. He added that he would be glad to authorize local authorities to frame bylaws with the object of discouraging Sunday editions of newspapers.

The Daily Telegraph, in a leading editorial on the Sunday paper question, says: The issue lies not with deputations, nor officials, but with the British public. Should they dislike or fail to appreciate the paper offered, we shall certainly make no effort to force it upon them. The answer rests with them, and we cheerfully await.

BIG STRIKE ENDED.
Liege, Belgium, May 13.—At meetings of strikers in various parts of this district it was decided to accept the proffer of 5 per cent increase in wages. Work will probably be resumed on Monday. The National Federation of Miners, on April 16, issued orders for a general strike in the four coal mining districts of Belgium. Between forty and fifty thousand workmen have been idle on account of the strike.

RUSSIA'S LATEST.
The Chinese Government, in acknowledging the receipt of a communication regarding the Anglo-Russian agreement as to spheres of interest in China, expressly declares that the acknowledgment in no wise implies acquiescence. Immediately after communicating the agreement, the Russian minister, M. De Giers, demanded the right to build a railway connecting the Manchurian system with Fokien. This is regarded as of the utmost importance.

FEARFUL EXPLOSION.
London, May 13.—A fearful explosion occurred at Kurtz's chemical works, St. Helens, Lancashire county, killing four persons and seriously injuring twenty. Fire broke out in the chlorate house, and a large quantity of chlorate exploded, causing great destruction. Subsequently the boiler exploded, and the whole works were razed. The town was strewn with debris, and most of the buildings in the place were damaged. The total loss was about \$500,000. Eighty tons of chlorate exploded, which streamed into the sewers and spread devastation. The gasometer, containing 250,000 cubic feet of gas burst, and the gas took fire.

COLONIAL CLUB DINNER.
London, May 13.—The Colonial Club dinner, held at the Hotel Cecil, was largely attended, and in every way was a grand success. Lord Strathcona and Mount Royal, the high commissioner for Canada, and the Earl of Aberdeen, former governor-general of Canada, were amongst the many present. The latter, in proposing the toast of "The British Empire," assured his hearers that the last word on the Pacific cable had not yet been spoken. The Canadian ambassador, in replying, declared that Hon. Joseph Chamberlain was determined that the colonies should be prosperous, and in every sense that was possible the mother country would aid in making them so.

CABLE NOTES.
The finance bill passed the committee stage in the British House of Commons.

Sir Julian Paunczote dined with the Queen at Windsor Palace on Wednesday.

The Saturday Review claims to have particular information to the effect that Don Carlos will soon submit his fortunes to a final move.

Birmingham University passed a resolution.

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CHAPTER V.

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THE READING RAILWAY HORROR

More Disastrous Than First Reported.

The Killed Placed at 25, While Several of the 40 Eadly Injured May Die.

Names of the Dead as Far as Identified—Harrowing Scenes—Cause of the Calamity.

Later dispatches regarding the Reading Railway disaster (described in another column) make the loss of life more serious than at first reported: Reading, Pa., May 13.—A terrible rear-end collision of passenger trains occurred about 10 o'clock last night on the Philadelphia and Reading Railroad, at Exeter, a small station six miles below Reading, resulting in the loss of about 25 lives. Probably about 40 others were badly injured, and of these many will die.

The express train from Philadelphia, scheduled to leave Reading at 8:50 p. m., was about half an hour late in leaving. Meantime many passengers on the train from Harrisburg went aboard the Philadelphia express train, while it stood in the station at Reading, but the number of Harrisburg passengers being too great to be accommodated on the express train, it was decided to send an extra train to Philadelphia, to run as a second section to the express.

THE CAUSE.
The second section left here about twenty minutes after the express train had departed.

At Exeter station the first train stopped for orders, and while standing still was crashed into by the second section, with terrific force, the latter train at the time running with great speed. The locomotive plowed through the two rear cars, tearing them to splinters, and then mounted the end of the third car from the rear. The first car of the second train was also wrecked. The havoc wrought to the occupants of these cars was appalling. Many were crushed to death instantly, while others were mangled and maimed in a horrible manner. The first train consisted of two express cars, a mail and baggage car, a combination car, two day coaches, a parlor car and a day coach, in the order mentioned. The second train consisted of six day coaches, one of which had aboard a company of the Sixth Regiment National Guard, whose headquarters is at Norrisstown, an other car contained members of the Montgomery hose company of Norrisstown. The other four cars had regular passengers, including about 20 survivors of the Pennsylvania volunteers, Hartraut's old command.

UNIDENTIFIED.
Upon recovering from the effects of the shock, those who had escaped injury or who had been injured but slightly, set to work to rescue their more unfortunate passengers. Medical aid was promptly rendered to the injured. The bodies of twenty dead were brought here. Many of the dead have not been identified, and they now lie in the morgue awaiting the arrival of relatives or friends to make the identification.

NAMES OF VICTIMS.
The names of the identified are: Capt. Street, Philadelphia; George F. Leaf, Fort Washington, Pa.; William Staler, George Shale, George Sowers, Samuel H. Williams, William Leary; Henry Wentz, John Johnson, John Slingluff, Geo. H. Andis, Harry Thompson, Hiram Shelley, George Shall, Benton Silvis—all of Norrisstown; Miss Annie McGraw, of Ashland.

The list of injured so far as obtained at this time numbers 25.
SIGNAL MAN BLAMED.
The signal man should have displayed the red and green signal for the special, but it is said he failed to do so; whether on account of the signal failing to work or not is not known. While the express was standing on the tracks the crowded special came thundering along. On account of a curve the engineer of the special could not see the train standing on the tracks ahead of him until too late. The special tore into the express with a crash, and shrieks of agony soon filled the air. The railroad at the scene of the accident runs over a hollow, and the embankment on which are the tracks is about 50 feet high.

Several passengers were hurled to the bottom of the embankment, but the cars all remained on the roadbed. The dead and wounded were strewn in the debris of the two cars. Little damage, however, was done to the rest of the train. Most of the injured were brought to Reading, but many were sent to Norrisstown and Pottstown and some were taken to Philadelphia.

General E. Burd Grubb, of New Jersey, ex-United States minister to Greece, and Senator Botes Penrose, of Philadelphia, were among the passengers on the Pullman car on the first train. Both were badly shaken up, but neither sustained any injury.

SENATOR PENROSE'S STATEMENT.

Senator Penrose, when questioned by a representative of the Associated

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Press regarding the accident, said: "I was on the ordinary train, but escaped with no injuries except a severe shaking-up. The train is what is known as The Cannon Ball express, and the special extra section of it crashed into the ordinary train. The regular train passed the signal tower all right, but orders were given for it to back toward Exeter, and this was done, and we had only got back a very short distance, when the second section crashed into the rear portion of our train. It is said that the second section started within two minutes after our train started. I don't know how many people were killed, but I think there must have been at least 20, and about 50 injured. There were about 180 in our train, and the second section was also crowded. There were a number of soldiers in the train, and I am glad there were, for they rendered invaluable assistance in getting the dead and injured from the cars. When the crash came, I thought we would be all killed. It was a terrific crash, people were thrown in all directions, and those who were not injured by broken wood were more or less injured by being bumped against the sides of the cars. The scene was a most distressing one, and I shall never forget it."

ANOTHER PASSENGER'S STORY.
Henry Schiveley, of Jenkintown, a passenger on the regular train, said: "I was in a smoking car of the regular train. Our train ran past the signal-tower, and an order was given for it to stop, and another order was given it to reverse and go back. This was done immediately, and we had only got a short distance back along the line when the second section crashed into us.

"There was a terrific crash. It sounded like a big thunderbolt or an earthquake. People were thrown in all directions. Several of the cars were smashed like matchwood. "After the sounds of the crash had died away, the screams and cries of women and men could be heard on every hand. I saw a number of bodies of the killed and wounded. I don't know the number, but there must have been about 20 killed outright. Many others were unconscious. There must have been about 70 injured. The parlor car on our train was smashed, but not badly. Its strength saved it and the occupants of it escaped with less injury, I believe, than those in the accommodation car next to it."

An official of the railroad company gives the number of dead as 23, and says forty are badly injured. Several of the latter, it is thought, will die before night. The rear car of the first train was occupied principally by people residing at Norrisstown, and this fact accounts, as it infringes on provincial rights, for that place included in the list of killed and wounded.

Major Marchand is safe. Prospects in Montreal are for cheaper money.

W. T. R. Preston is in Finland, after immigrants for Canada.

"Young Syria" has declared for independence. The party is said to have 35,000 men in America ready to fight the sultan for Syria's freedom.

Some Canada Life policyholders are suing Senator Cox to refund insurance profits as agent, on the ground that as a director it was unlawful for him also to have been an agent.

The Ontario Government contends that the recent bill with respect to friendly insurance societies is unconstitutional, as it infringes on provincial rights. The Ontario Government have made representations to this effect at Ottawa.

At Braila, on the Lower Danube, the chief port of Roumania, all business was suspended, and a procession of thousands marched to the fields of dying wheat, where supplications were offered three hours, ladies, peasants and gypsies kneeling and praying for relief from the drought and the pitiless heat of the sun.

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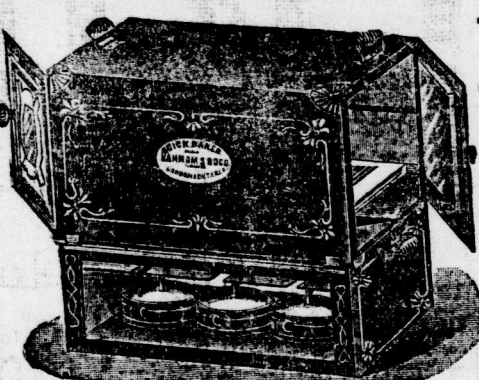
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