

By the Lords.

The Parish Councils Bill Gets Its First Reading.

Sensational Suicide of a Parisian Family.

Seventy-Six People on Trial for Insulting an Emperor—Efforts to Save Valliant, the Anarchist—Terrible Experiences of a Storm-Tossed Bark.

The Parish Councils Bill.
LONDON, Jan. 15.—The Parish Councils Bill passed its first reading in the House of Lords to-day.

Waddington's Funeral.
PARIS, Jan. 15.—The funeral of M. Waddington, ex-senator and ex-ambassador to Great Britain, who died on Saturday, has been fixed for Wednesday.

An Editor Fined.
BERLIN, Jan. 15.—Maximilian Harden, the Bismarckian editor of Zukunft, who was recently arrested for libeling Chancellor Von Caprivi, was found guilty to-day. The court imposed a fine of 600 marks.

Insulted the Emperor.
PRAGUE, Jan. 15.—The Omladina Secret Society trial commenced to-day. There are 77 prisoners, including newspaper men, printers, clerks and artisans, charged with belonging to a dangerous secret society, with high treason, with insulting the Emperor and with sedition.

The Pope's Health.
ROME, Jan. 15.—The Pope is gaining strength daily. To-day he walked in the gardens of the Vatican. His Holiness has sent in confidence separate instructions to each of the Sicilian bishops calling upon them to preach peace to the people of the island and to morally intercede to bring the troubles there to an end without taking any open official stand in favor of the Government.

Appeal for Valliant's Life.
PARIS, Jan. 15.—The appeal of the 80 deputies for commutation of the death sentence of Valliant has been sent unopposed from the Palais de l'Elysee to the pardon committee.

An Anarchist meeting was held last evening (Sunday) at Lyons. A thousand persons were present. Valliant was proclaimed honorary chairman.

Off the Skellings.
QUEENSTOWN, Jan. 15.—Incoming vessels have experienced terrific weather on the Atlantic and many are seeking refuge here in a crippled condition. The bark Harna, from Jamaica, for Havre, has been towed here as a derelict. She had been beating off the Skellings for seventeen days, until her rigging was carried away and her spars swept overboard. She then became unmanageable and was abandoned by her crew.

A Caravan Attacked.
LONDON, Jan. 15.—A dispatch from Cape Town says that on Jan. 5 natives in Nyassaland attacked a caravan of the African Lakes Company near Matope, killing one and capturing three persons. The country generally is in a restless state. The mission station at Mlangi was burned, and the Europeans barely escaped with their lives.

Paris Stirred—Triple Suicide.
PARIS, Jan. 15.—This city was stirred to-night by news of the suicides of M. Caubet, brother of the late chief of police, and his wife and daughter. Caubet was 56 years old, his wife was about the same age. His daughter had tried to support the family by giving music lessons, but could not earn enough for them. As matters grew worse all three resolved to die. They sold some of their furniture and used the money to buy a sumptuous dinner. After eating they paid and dismissed their one servant. They signed a paper explaining their troubles and their motives in taking their lives, then pasted papers over the cracks in the doors and windows and lighted two charcoal fires. Each swallowed a vial of laudanum. All three were found dead on the floor. The parents apparently had died painlessly. The daughter, however, had in her paroxysm torn her face with her hands.

Anarchistic Activity.
LONDON, Jan. 15.—A dispatch received late this evening from Rome says there was much rioting in Leghorn this evening. Mobs stopped the tram cars and other traffic. The police were drawn up in the streets at several points to prevent the different groups of rioters from coalescing, but they were compelled to retreat and troops were ordered out. Hard fighting followed and many were wounded. Shots from the windows of the dwellings occupied by Anarchists wounded several soldiers. The military are patrolling the streets, as a renewal of the rioting is feared.

Rome, Jan. 15.—Minor disturbances are reported from several places. The arrest of Anarchists at Carrara has led to the discovery of an Anarchist plot in which three independent groups were to take part. The first group was to cut the telegraph wires and derail incoming and outgoing trains. The second was to barricade the streets and fight against the advance of troops. The third was to attack the barracks and seize arms enough for all three groups. The Anarchists of the whole district were then to be called out armed, and allowed to pillage and burn. The premature encounter of a band of Anarchists with the patrols between Massa and Carrara on Saturday evening defeated the plot.

Toronto's New Council.
Vote to Reduce Salaries Ten to Twenty Per Cent, but Vote to Eject the Mayor.

Toronto, Jan. 15.—After the new council had got to work to-day the following resolution was introduced:
"That the salaries of all civic employees receiving over \$600 per annum, except the recently-appointed medical health officer, shall be reduced according to the following scale: Over \$600 and under \$1,000, 5 per cent; over \$1,000 to \$1,500, inclusive, 10 per cent; over \$1,500 and under \$2,000, 15 per cent; all over \$2,000, 20 per cent. That this reduction shall take effect from Jan. 1, 1894." The motion carried—18 to 6.

A motion "that the council recommend the license commissioners to pass a regulation closing all licensed bars where liquor is sold at the hour of 9 o'clock, excepting upon Saturdays, when they are to close at 7 o'clock as at present," was defeated—19 to 5.

The Canadian Cattle Embargo.
LONDON, Jan. 16.—The movement in Scotland to obtain the removal of the embargo on Canadian cattle has been quickly noted by the Scotch farmers and breeders, whose organs in the press urge the need of prompt counter demonstration. It is practically certain that the Scotch farming and breeding interest will join with English breeders in appealing to the Board of Agriculture to continue the exclusion. No decision is probable for some weeks as Mr. Gardner is now in the south of France owing to illness.

Romans Laugh at Chauncey.
ROME, Jan. 15.—Chauncey M. Depew's extraordinary expressions of opinion on his visit to Rome in the form of an interview in a New York paper have just reached here, he having flooded the town with marked copies of the journal. It may interest Mr. Depew to know that his utterances, which he seems so proud of and so anxious to disseminate, have not made him popular. Mr. Depew's statement that the Pope gives no private audiences to laymen or to private persons, but made an exception in the case of the great Chauncey, is ridiculous. The Pope receives private persons daily at private audiences. At the same time the Pope had no idea that Mr. Chauncey Depew was going to use the audience to puff himself. People in Rome are still laughing at the claim of Chauncey M. Depew. After he was received by the Pope he rushed around, excitedly button-holed all he met and poured forth the tale into their ears. He became one of the jokes of the moment.

CONCISE GULLINGS.
The Queen has conferred the dignity of knight upon William Lane Booker, consul-general of Great Britain at New York.

In the United States Senate Mr. Hornblower was defeated for confirmation as justice of the Supreme Court by a majority of six.

A cablegram in cipher from Capt. Pickering at Rio Janeiro and addressed to Secretary Herbert of the United States navy, is understood to contain a summary of the situation with a hint that the end of the insurrection is near at hand.

BARRINGTON, N. S., Jan. 15.—Two brothers named Forbes were drowned at Wood's Harbor on Friday while setting lobster pots.

CHAPTER OF CALAMITIES

A Fuller Account of the New Jersey Horror.

Eleven Persons Known to be Killed and Thirty Injured.

Terrible Railway Catastrophes in Cuba and California—An Engine Rolls Down Forty Feet and Seven Men Are Drowned.

NEW YORK, Jan. 15.—One of the most disastrous railroad accidents that was ever experienced in the neighborhood of this city occurred on the Delaware, Lackawanna and Western Railroad about 8:30 o'clock this morning during a thick fog on the meadows just east of Hackensack, N. J. The South Orange accommodation ran into the Dover express, telescoping and smashing to splinters the two rear cars of the latter train, instantly killing 9 persons and injuring about 50 others.

OFFICIAL LIST OF VICTIMS.
HACKENSACK, N. J., Jan. 15.—Following is the official list of victims:
DEAD.
Wm. R. Adams, Summit, N. J.
John Fish, civil engineer, Summit.
Wm. Ferguson, Summit, an employee of the auditor's office, Western Union Telegraph Company, New York.

Edward Kinsey, Barnardville.
John Purinton, Short Hills.
John H. Rimmer, Summit, cashier for S. N. Boocock, 30 Broad street, New York.
Patrick Ryan, Millburn.
W. J. Turner, Basking Ridge.
Dr. Doty, druggist, Basking Ridge.
D. Cameron, Summit.

Christopher Arnolds, Short Hill, internal injuries.
William Barrell, Gladstone, N. J., badly scalded and suffering from shock.
Louis Bodine, Summit.
Harvey S. Cowan, Basking Ridge, probably fatally injured.

Edward Clark, Basking Ridge.
Fred Ferguson, Summit.
Arthur Gardner, Short Hills, internally injured; will probably die.
E. W. Gray, West Summit.
Mr. Hawks, Summit.

David Hoffman, South Orange, engineer of Dover express, severely bodily injured.
Washington Irving, Short Hills.
Geo. Kerry, conductor Dover express, head cut.

Catherine Kiernan, West 118th street, New York.
Lester B. Young, Summit.
W. H. May, Summit.
Miss Bertie Mills, Newark.
Chas. E. Minshel.
N. G. Nebel, Newark.

Edward W. Person, New York.
Theodore White, Summit.
Wm. Roalefs, Newark.
Henry F. Schaefer, Basking Ridge.
Carl Schultz, jun., Murray Hill, severe internal injuries, leg broken, will die.

Geo. Spencer, Murray Hill.
Capt. J. L. Stearns, Plainfield.
Bart Wintermute, Newark.
Theodore White, Summit.
John Williams, Newark, severely injured.

STOPPED BY TORPEDOES.
The Dover express, which brings to the city men employed here in business, and who live at Summit, Millburn, Short Hills and Newark, made its last stop at Newark, and then rushed on through the thick fog towards the city. About 200 yards west of the Hackensack river the Hackensack train was stopped by torpedoes. The flagman of the train, it is claimed, ran back immediately to flag a train that might be approaching from the west. He had gone but a few yards, he said, when suddenly he saw rushing upon him through the fog the South Orange accommodation.

The train was scheduled to leave South Orange at 7:55, but was about three minutes behind time. Aboard it were residents of the Oranges and of Newark, who are in business in New York. The train was running about 30 miles an hour. Before Engineer David Hoffman could discern the express train through the fog or before he had received the warning from the flagman who had been sent back.

IT WAS TOO LATE
to stop his train. He turned on the air brakes, and jumping from the cab rolled over and over down a steep embankment. He was taken up afterwards unconscious and badly bruised and cut about the head and body. Fireman Metz climbed back over the tender, and was found after the collision and slightly injured. The engine struck the express train with terrific force. It plowed its way into a rear car, a combination baggage and smoking car, and caused it to telescope the passenger car next in front. Every seat in the smoking compartment was occupied. The trainmen said that there were about 40 passengers in the car.

THEY WERE THEN ESCAPED INJURY.
They were all men in the smoker, which accounts no doubt for the fact that no women were reported to be among the seriously injured. The force of the collision completely wrecked the engine of the South Orange train. None of the passengers, however, on this train were injured, but all suffered from the effects of the terrific shock. On the Dover express the last two cars were twisted and turned into a mass of broken iron, wood and glass, over which rolled the clouds of smoke and steam from the engine. From this mass came the screams and cries of the injured.

THE WORK OF RESCUE.
As soon as the passengers who were uninjured recovered from the shock they piled out of the cars and rushed to the assistance of the injured. Literally strewn along the tracks were the bodies of the dead and dying. The bodies of three or four passengers were pulled out of the telescoped car and then the trainmen and the uninjured set to work with axes and saws to reach those who were buried beneath the wreckage. Messages for medical aid and ambulances were sent to Jersey City and Newark. The running of regular trains from the depot in Hoboken was immediately stopped, and all the passengers in the depot hurried to the scene of the accident. A number of the dead and injured were taken to Hoboken, and others were sent back over the road to the hospital.

AMBULANCES FROM ST. MARY'S HOSPITAL, Hoboken, and Christ Hospital, Jersey City, were at the station awaiting the arrival of the relief trains. Twenty of the injured were taken to St. Mary's Hospital and five to Christ Hospital.

W. Ferguson, who was one of those in the smoker died soon after reaching the hospital.

Another Frightful Accident.
SIXTEEN KILLED.
HAYANA, Jan. 15.—A frightful accident has occurred on the Timena-Malanza Railway, eight miles from Cumana, in the Province of Matanzas. A passenger train was going at a good speed when it ran into a cow that had walked suddenly on the track. One of the cars was thrown 200 yards off the track. The engine was derailed and several cars were piled upon each other. Sixteen persons were taken out of the wreck dead. Nine others were badly injured.

STILL ANOTHER DISASTER.
SEVEN MEN DROWNED.
SAN RAFAEL, Cal., Jan. 15.—News has just reached here of a frightful railroad accident at Austin Creek bridge, on the line of the North Pacific Coast Railroad, between the station of Duncan's Mills and Casadero. As an engine of the North Pacific Coast Railroad was crossing Austin Creek last evening, the bridge gave way and the engine rolled into the creek below, a distance of 40 feet, drowning seven men. The men were on their way to a washout along the road, and were going at a high rate of speed when the accident occurred. The only man saved was Conductor Brown, who escaped by jumping.

"The names of the drowned men are: Hart, Sabine, Collier, Briggs, Rice, Bremner and Gould.

LOVE COULD WAIT—FOR \$500,000.
GAVE HIS SWEETHEART TO A RICH OLD MAN TO GET HER BACK WHEN HE DIED.

CHICAGO, Jan. 15.—William Gilbert and Martha McBride-Burritt, of Elgin, Ill., were married in the Great Northern Hotel here Saturday. The bride brought to her husband the comfortable sum of \$500,000 in real and personal property.

Mr. Gilbert was a news-dealer at Elgin. Two years ago he was engaged to Miss McBride. Among his customers was Peter Burritt, seventy years old, and one of the wealthiest men in Northern Illinois. Burritt met the fair Miss McBride at the news dealer's and fell in love.

One day Miss McBride rushed into Gilbert's store with indignation visible in every line of her countenance.
"That horrid old man," she exclaimed. "He wants me to marry him."

"Who?" asked Gilbert, calmly.
"Why, that old man, that friend of yours—Mr. Burritt."

"And what if he does? He's got a right to marry if he wants to."

"But, William, you're the man I want; I want to marry you."

"That's all right, too," said Gilbert after a moment's thought. "I am anxious to marry you, but we've both of us out-grown the nonsense of youth and, there's plenty of time. Burritt, my dear, is worth \$500,000 and is 70 years old, feeble and—"

Just a month from that day—for despite his years the old man was an ardent wooer—the papers announced the wedding of Peter Burritt to Martha McBride. The newly-wedded pair at once started for California. They returned to Elgin seldom, but to their friends there came word of the wife's devotion to her aged husband.

The good folk gossiped for a while over the jilting of Gilbert, but he continued to prosper in his business and did not seem to worry over his desertion. The aged bridegroom lived but a few months. Now the former Miss McBride has both her lover and Burritt's money.

CHAPTER OF CALAMITIES

A Fuller Account of the New Jersey Horror.

Eleven Persons Known to be Killed and Thirty Injured.

Terrible Railway Catastrophes in Cuba and California—An Engine Rolls Down Forty Feet and Seven Men Are Drowned.

NEW YORK, Jan. 15.—One of the most disastrous railroad accidents that was ever experienced in the neighborhood of this city occurred on the Delaware, Lackawanna and Western Railroad about 8:30 o'clock this morning during a thick fog on the meadows just east of Hackensack, N. J. The South Orange accommodation ran into the Dover express, telescoping and smashing to splinters the two rear cars of the latter train, instantly killing 9 persons and injuring about 50 others.

OFFICIAL LIST OF VICTIMS.
HACKENSACK, N. J., Jan. 15.—Following is the official list of victims:
DEAD.
Wm. R. Adams, Summit, N. J.
John Fish, civil engineer, Summit.
Wm. Ferguson, Summit, an employee of the auditor's office, Western Union Telegraph Company, New York.

Edward Kinsey, Barnardville.
John Purinton, Short Hills.
John H. Rimmer, Summit, cashier for S. N. Boocock, 30 Broad street, New York.
Patrick Ryan, Millburn.
W. J. Turner, Basking Ridge.
Dr. Doty, druggist, Basking Ridge.
D. Cameron, Summit.

Christopher Arnolds, Short Hill, internal injuries.
William Barrell, Gladstone, N. J., badly scalded and suffering from shock.
Louis Bodine, Summit.
Harvey S. Cowan, Basking Ridge, probably fatally injured.

Edward Clark, Basking Ridge.
Fred Ferguson, Summit.
Arthur Gardner, Short Hills, internally injured; will probably die.
E. W. Gray, West Summit.
Mr. Hawks, Summit.

David Hoffman, South Orange, engineer of Dover express, severely bodily injured.
Washington Irving, Short Hills.
Geo. Kerry, conductor Dover express, head cut.

Catherine Kiernan, West 118th street, New York.
Lester B. Young, Summit.
W. H. May, Summit.
Miss Bertie Mills, Newark.
Chas. E. Minshel.
N. G. Nebel, Newark.

Edward W. Person, New York.
Theodore White, Summit.
Wm. Roalefs, Newark.
Henry F. Schaefer, Basking Ridge.
Carl Schultz, jun., Murray Hill, severe internal injuries, leg broken, will die.

Geo. Spencer, Murray Hill.
Capt. J. L. Stearns, Plainfield.
Bart Wintermute, Newark.
Theodore White, Summit.
John Williams, Newark, severely injured.

STOPPED BY TORPEDOES.
The Dover express, which brings to the city men employed here in business, and who live at Summit, Millburn, Short Hills and Newark, made its last stop at Newark, and then rushed on through the thick fog towards the city. About 200 yards west of the Hackensack river the Hackensack train was stopped by torpedoes. The flagman of the train, it is claimed, ran back immediately to flag a train that might be approaching from the west. He had gone but a few yards, he said, when suddenly he saw rushing upon him through the fog the South Orange accommodation.

The train was scheduled to leave South Orange at 7:55, but was about three minutes behind time. Aboard it were residents of the Oranges and of Newark, who are in business in New York. The train was running about 30 miles an hour. Before Engineer David Hoffman could discern the express train through the fog or before he had received the warning from the flagman who had been sent back.

IT WAS TOO LATE
to stop his train. He turned on the air brakes, and jumping from the cab rolled over and over down a steep embankment. He was taken up afterwards unconscious and badly bruised and cut about the head and body. Fireman Metz climbed back over the tender, and was found after the collision and slightly injured. The engine struck the express train with terrific force. It plowed its way into a rear car, a combination baggage and smoking car, and caused it to telescope the passenger car next in front. Every seat in the smoking compartment was occupied. The trainmen said that there were about 40 passengers in the car.

THEY WERE THEN ESCAPED INJURY.
They were all men in the smoker, which accounts no doubt for the fact that no women were reported to be among the seriously injured. The force of the collision completely wrecked the engine of the South Orange train. None of the passengers, however, on this train were injured, but all suffered from the effects of the terrific shock. On the Dover express the last two cars were twisted and turned into a mass of broken iron, wood and glass, over which rolled the clouds of smoke and steam from the engine. From this mass came the screams and cries of the injured.

THE WORK OF RESCUE.
As soon as the passengers who were uninjured recovered from the shock they piled out of the cars and rushed to the assistance of the injured. Literally strewn along the tracks were the bodies of the dead and dying. The bodies of three or four passengers were pulled out of the telescoped car and then the trainmen and the uninjured set to work with axes and saws to reach those who were buried beneath the wreckage. Messages for medical aid and ambulances were sent to Jersey City and Newark. The running of regular trains from the depot in Hoboken was immediately stopped, and all the passengers in the depot hurried to the scene of the accident. A number of the dead and injured were taken to Hoboken, and others were sent back over the road to the hospital.

AMBULANCES FROM ST. MARY'S HOSPITAL, Hoboken, and Christ Hospital, Jersey City, were at the station awaiting the arrival of the relief trains. Twenty of the injured were taken to St. Mary's Hospital and five to Christ Hospital.

W. Ferguson, who was one of those in the smoker died soon after reaching the hospital.

Another Frightful Accident.
SIXTEEN KILLED.
HAYANA, Jan. 15.—A frightful accident has occurred on the Timena-Malanza Railway, eight miles from Cumana, in the Province of Matanzas. A passenger train was going at a good speed when it ran into a cow that had walked suddenly on the track. One of the cars was thrown 200 yards off the track. The engine was derailed and several cars were piled upon each other. Sixteen persons were taken out of the wreck dead. Nine others were badly injured.

STILL ANOTHER DISASTER.
SEVEN MEN DROWNED.
SAN RAFAEL, Cal., Jan. 15.—News has just reached here of a frightful railroad accident at Austin Creek bridge, on the line of the North Pacific Coast Railroad, between the station of Duncan's Mills and Casadero. As an engine of the North Pacific Coast Railroad was crossing Austin Creek last evening, the bridge gave way and the engine rolled into the creek below, a distance of 40 feet, drowning seven men. The men were on their way to a washout along the road, and were going at a high rate of speed when the accident occurred. The only man saved was Conductor Brown, who escaped by jumping.

"The names of the drowned men are: Hart, Sabine, Collier, Briggs, Rice, Bremner and Gould.

LOVE COULD WAIT—FOR \$500,000.
GAVE HIS SWEETHEART TO A RICH OLD MAN TO GET HER BACK WHEN HE DIED.

CHICAGO, Jan. 15.—William Gilbert and Martha McBride-Burritt, of Elgin, Ill., were married in the Great Northern Hotel here Saturday. The bride brought to her husband the comfortable sum of \$500,000 in real and personal property.

Mr. Gilbert was a news-dealer at Elgin. Two years ago he was engaged to Miss McBride. Among his customers was Peter Burritt, seventy years old, and one of the wealthiest men in Northern Illinois. Burritt met the fair Miss McBride at the news dealer's and fell in love.

One day Miss McBride rushed into Gilbert's store with indignation visible in every line of her countenance.
"That horrid old man," she exclaimed. "He wants me to marry him."

"Who?" asked Gilbert, calmly.
"Why, that old man, that friend of yours—Mr. Burritt."

"And what if he does? He's got a right to marry if he wants to."

"But, William, you're the man I want; I want to marry you."

"That's all right, too," said Gilbert after a moment's thought. "I am anxious to marry you, but we've both of us out-grown the nonsense of youth and, there's plenty of time. Burritt, my dear, is worth \$500,000 and is 70 years old, feeble and—"

Just a month from that day—for despite his years the old man was an ardent wooer—the papers announced the wedding of Peter Burritt to Martha McBride. The newly-wedded pair at once started for California. They returned to Elgin seldom, but to their friends there came word of the wife's devotion to her aged husband.

The good folk gossiped for a while over the jilting of Gilbert, but he continued to prosper in his business and did not seem to worry over his desertion. The aged bridegroom lived but a few months. Now the former Miss McBride has both her lover and Burritt's money.

CHAPTER OF CALAMITIES

A Fuller Account of the New Jersey Horror.

Eleven Persons Known to be Killed and Thirty Injured.

Terrible Railway Catastrophes in Cuba and California—An Engine Rolls Down Forty Feet and Seven Men Are Drowned.

NEW YORK, Jan. 15.—One of the most disastrous railroad accidents that was ever experienced in the neighborhood of this city occurred on the Delaware, Lackawanna and Western Railroad about 8:30 o'clock this morning during a thick fog on the meadows just east of Hackensack, N. J. The South Orange accommodation ran into the Dover express, telescoping and smashing to splinters the two rear cars of the latter train, instantly killing 9 persons and injuring about 50 others.

OFFICIAL LIST OF VICTIMS.
HACKENSACK, N. J., Jan. 15.—Following is the official list of victims:
DEAD.
Wm. R. Adams, Summit, N. J.
John Fish, civil engineer, Summit.
Wm. Ferguson, Summit, an employee of the auditor's office, Western Union Telegraph Company, New York.

Edward Kinsey, Barnardville.
John Purinton, Short Hills.
John H. Rimmer, Summit, cashier for S. N. Boocock, 30 Broad street, New York.
Patrick Ryan, Millburn.
W. J. Turner, Basking Ridge.
Dr. Doty, druggist, Basking Ridge.
D. Cameron, Summit.

Christopher Arnolds, Short Hill, internal injuries.
William Barrell, Gladstone, N. J., badly scalded and suffering from shock.
Louis Bodine, Summit.
Harvey S. Cowan, Basking Ridge, probably fatally injured.

Edward Clark, Basking Ridge.
Fred Ferguson, Summit.
Arthur Gardner, Short Hills, internally injured; will probably die.
E. W. Gray, West Summit.
Mr. Hawks, Summit.

David Hoffman, South Orange, engineer of Dover express, severely bodily injured.
Washington Irving, Short Hills.
Geo. Kerry, conductor Dover express, head cut.

Catherine Kiernan, West 118th street, New York.
Lester B. Young, Summit.
W. H. May, Summit.
Miss Bertie Mills, Newark.
Chas. E. Minshel.
N. G. Nebel, Newark.

Edward W. Person, New York.
Theodore White, Summit.
Wm. Roalefs, Newark.
Henry F. Schaefer, Basking Ridge.
Carl Schultz, jun., Murray Hill, severe internal injuries, leg broken, will die.

Geo. Spencer, Murray Hill.
Capt. J. L. Stearns, Plainfield.
Bart Wintermute, Newark.
Theodore White, Summit.
John Williams, Newark, severely injured.

STOPPED BY TORPEDOES.
The Dover express, which brings to the city men employed here in business, and who live at Summit, Millburn, Short Hills and Newark, made its last stop at Newark, and then rushed on through the thick fog towards the city. About 200 yards west of the Hackensack river the Hackensack train was stopped by torpedoes. The flagman of the train, it is claimed, ran back immediately to flag a train that might be approaching from the west. He had gone but a few yards, he said, when suddenly he saw rushing upon him through the fog the South Orange accommodation.

The train was scheduled to leave South Orange at 7:55, but was about three minutes behind time. Aboard it were residents of the Oranges and of Newark, who are in business in New York. The train was running about 30 miles an hour. Before Engineer David Hoffman could discern the express train through the fog or before he had received the warning from the flagman who had been sent back.

IT WAS TOO LATE
to stop his train. He turned on the air brakes, and jumping from the cab rolled over and over down a steep embankment. He was taken up afterwards unconscious and badly bruised and cut about the head and body. Fireman Metz climbed back over the tender, and was found after the collision and slightly injured. The engine struck the express train with terrific force. It plowed its way into a rear car, a combination baggage and smoking car, and caused it to telescope the passenger car next in front. Every seat in the smoking compartment was occupied. The trainmen said that there were about 40 passengers in the car.

THEY WERE THEN ESCAPED INJURY.
They were all men in the smoker, which accounts no doubt for the fact that no women were reported to be among the seriously injured. The force of the collision completely wrecked the engine of the South Orange train. None of the passengers, however, on this train were injured, but all suffered from the effects of the terrific shock. On the Dover express the last two cars were twisted and turned into a mass of broken iron, wood and glass, over which rolled the clouds of smoke and steam from the engine. From this mass came the screams and cries of the injured.

THE WORK OF RESCUE.
As soon as the passengers who were uninjured recovered from the shock they piled out of the cars and rushed to the assistance of the injured. Literally strewn along the tracks were the bodies of the dead and dying. The bodies of three or four passengers were pulled out of the telescoped car and then the trainmen and the uninjured set to work with axes and saws to reach those who were buried beneath the wreckage. Messages for medical aid and ambulances were sent to Jersey City and Newark. The running of regular trains from the depot in Hoboken was immediately stopped, and all the passengers in the depot hurried to the scene of the accident. A number of the dead and injured were taken to Hoboken, and others were sent back over the road to the hospital.

AMBULANCES FROM ST. MARY'S HOSPITAL, Hoboken, and Christ Hospital, Jersey City, were at the station awaiting the arrival of the relief trains. Twenty of the injured were taken to St. Mary's Hospital and five to Christ Hospital.

W. Ferguson, who was one of those in the smoker died soon after reaching the hospital.

Another Frightful Accident.
SIXTEEN KILLED.
HAYANA, Jan. 15.—A frightful accident has occurred on the Timena-Malanza Railway, eight miles from Cumana, in the Province of Matanzas. A passenger train was going at a good speed when it ran into a cow that had walked suddenly on the track. One of the cars was thrown 200 yards off the track. The engine was derailed and several cars were piled upon each other. Sixteen persons were taken out of the wreck dead. Nine others were badly injured.

STILL ANOTHER DISASTER.
SEVEN MEN DROWNED.
SAN RAFAEL, Cal., Jan. 15.—News has just reached here of a frightful railroad accident at Austin Creek bridge, on the line of the North Pacific Coast Railroad, between the station of Duncan's Mills and Casadero. As an engine of the North Pacific Coast Railroad was crossing Austin Creek last evening, the bridge gave way and the engine rolled into the creek below, a distance of 40 feet, drowning seven men. The men were on their way to a washout along the road, and were going at a high rate of speed when the accident occurred. The only man saved was Conductor Brown, who escaped by jumping.

"The names of the drowned men are: Hart, Sabine, Collier, Briggs, Rice, Bremner and Gould.

LOVE COULD WAIT—FOR \$500,000.
GAVE HIS SWEETHEART TO A RICH OLD MAN TO GET HER BACK WHEN HE DIED.

CHICAGO, Jan. 15.—William Gilbert and Martha McBride-Burritt, of Elgin, Ill., were married in the Great Northern Hotel here Saturday. The bride brought to her husband the comfortable sum of \$500,000 in real and personal property.

Mr. Gilbert was a news-dealer at Elgin. Two years ago he was engaged to Miss McBride. Among his customers was Peter Burritt, seventy years old, and one of the wealthiest men in Northern Illinois. Burritt met the fair Miss McBride at the news dealer's and fell in love.

One day Miss McBride rushed into Gilbert's store with indignation visible in every line of her countenance.
"That horrid old man," she exclaimed. "He wants me to marry him."

"Who?" asked Gilbert, calmly.
"Why, that old man, that friend of yours—Mr. Burritt."

"And what if he does? He's got a right to marry if he wants to."

"But, William, you're the man I want; I want to marry you."

"That's all right, too," said Gilbert after a moment's thought. "I am anxious to marry you, but we've both of us out-grown the nonsense of youth and, there's plenty of time. Burritt, my dear, is worth \$500,000 and is 70 years old, feeble and—"

Just a month from that day—for despite his years the old man was an ardent wooer—the papers announced the wedding of Peter Burritt to Martha McBride. The newly-wedded pair at once started for California. They returned to Elgin seldom, but to their friends there came word of the wife's devotion to her aged husband.