

MASSACRE OF THE INNOCENTS

Sad Fatal Accident to an Irish Excursion Train.

Several Armagh School Children Killed

DUBLIN, June 12.—An excursion train with 1,300 on board, composed of Methodist and Sunday School scholars, their teachers and relatives, from Armagh, met with a terrible accident near that place to-day. Over a hundred passengers were injured; seventy bodies have been taken out of the wreck, and there are still some buried under the debris. The party was bound to Warrenpoint, a watering place at the mouth of the Newry river in the County Down.

BRISTOL, June 12.—The following particulars of the accident near Armagh have been received: The excursion party left Armagh in two trains. The accident occurred at a point where the trains had to ascend the grade without trouble. The second section attempted to run the ascent, but the weight of the train proved too great for the engine. Several cars were detached and allowed to run back towards the level track, but before they reached it they came in collision with an ordinary train from Armagh proceeding at a good rate of speed. The excursion cars were completely wrecked. The scenes which ensued were heartrending. Hosts of volunteers were soon at hand, and the dead and wounded were taken from the wreck and carried down the bank. Medical aid was called for and a number of medical men from other places between Belfast and Armagh. The disaster is unparalleled in the railroad history of Ireland. All the shops are closed this afternoon and people are in a general mourning. The engine, fireman and guard of the train and the traffic manager's clerk were summoned before a magistrate and were remanded on the charge of being responsible for the accident.

TWO STORIES OF THE DISASTER.

The brake power of the engine of the third train was inadequate. While the second train was ascending the incline, the engineer remarked to the fireman: "I am afraid we can't do it." The following train was commencing the ascent when the engineer saw the runaway cars. Shutting off steam and reversing the lever, the engineer and fireman jumped from the engine, shouting to the passengers to do likewise. The latter, however, not hearing the cries did not obey. No one was injured on that train. The engine was hurled sixty feet down an embankment. The carriage that ran into the engine was shattered, and splinters, and fragments of dress, umbrellas, etc., were scattered hundreds of yards. A dozen of corpses were found beneath the engine in a parboiled condition. Some of the occupants of the runaway cars tried to escape, but the doors were locked. The first part of the train started back in pursuit of the runaway cars and the passengers saw the collision at a distance of 300 yards. A car driver named Hughes, who visited the scene of the disaster, was horrified that he died on the spot. His corpse was taken to Armagh in his own account says the engineer of the second train, finding his engine powerless to pull the train up the steep grades, unlinked several cars with the object of taking the front portion of the train to the next station and returning for the remainder. Heavy stones were placed behind the wheels of the detached cars to prevent them from slipping, but the locomotive on re-starting gave the entire train a snort that displaced the stones. The detached cars began to slip down the grade, their speed gradually increasing until they attained a frightful velocity. After running four miles they crashed with terrific force into the third train about a mile and a half from Armagh.

WEeping FOR THE CHILDREN.

The shrieks of the children were horrible. The bodies of the victims were arranged in rows as soon as recovered. Many were mangled beyond recognition. There is scarcely a family in Armagh that has not some one dead. The embankment on which the accident occurred is seventy feet high. Many touching scenes were witnessed. The children bore their injuries with great patience. Wrecking gangs were at work clearing away the debris. A private of the Irish Fusiliers, before the collision, jumped on the foot plate of one of the cars and dropped four children to the ground. He then offered to assist others to escape, but his offer was refused. In many cases whole families were killed. Crowds are visiting the scene, and the air is rent with lamentations.

QUESTIONS OF THE DEAD.

DUBLIN, June 13.—The excursionists included ministers, teachers, the parents of some of the children, and a few other adults. The passengers give different accounts of the accident, but all complain bitterly of the stupidity of those in charge of the wrecked train, who, they say, tried to block the wheels of the train with "pobbles." The train consisted of fifteen carriages. The bulk of the children were in the front portion of the train. Only about a dozen children were killed. The majority of the victims were about twenty years old. They were in the last carriage, which was completely smashed. Many jumped from the windows and escaped with slight injuries. Passengers on the hind train were not injured. All the bodies have now been taken from the wreck. The total killed is 72, of which 64 have been identified. At the inquest last evening the magistrate said it appeared there had been most culpable negligence. Dr. Llan is the head of the school to which most of the excursionists belong. He is one of the most prominent Methodists in Ireland. The number of injured is about one-third of the number of passengers. Many of these are certain to die. McGrath, the engineer of the wrecked excursion train, Parkinson, fireman, Moor, guard and Elliott, the traffic manager's clerk, are held on the specific charge of having caused the death of Mr. Steele, clerk of the petty sessions, and his two children, who were among the excursionists.

ARMAGH, June 13.—Many anxious friends are making inquiries for missing children at the infirmary, to which the persons injured in yesterday's railroad accident were taken. Crowds surround the building and the discussion of the terrible disaster engrosses the attention of the entire community. The interior of the infirmary presents a sad spectacle. One of the wounded, a boy, named Clelland, died this morning. Both of his parents and his two brothers were killed outright. The dead now number seventy-four. Others of the wounded are in a critical condition.

DUBLIN, June 13.—One more victim of the Armagh railroad disaster has died, making seventy-five deaths in all.

DUBLIN, June 13.—Subscriptions for the benefit of the sufferers of the railway disaster, near Armagh, are being received.

SAD DEATHS AT ARMAGH.

DUBLIN, June 14.—Margaret Huston, one

DOMAIN OF SCIENCE.

Interesting Items from the Experimental and Scientific World.

ELECTRICITY AND GAS.

It seems anomalous to say that the spread of arc electric lighting, results in an increase in the amount of gas used, but it has proved. The principal reason is, I believe, that the more brilliant light without and within public places causes a greater use of gas in private houses to secure a lessening of the contrast. People employed in electric lighted places will scarcely be satisfied at their homes with the same light as they are now, perhaps, and will light two jets instead of one. Their eyes having become accustomed to the brilliancy, they cannot do with the former single jet. Besides this, as gas is superseded for lighting purposes, its use as fuel is extended. Incandescent lighting, though, if general, would be hard on gas companies.—St. Louis Globe-Democrat.

NEW AND CURIOUS INDUSTRY.

One of the new industries now followed in London is that of separating and storing oxygen from the atmosphere. The curious industry has an application in the storing of spirits and the improvement of beer. This is far from being the only application of pure oxygen, for which the price is good, but it is notable, and no doubt distillers and brewers will give heed to the discovery. It is said that the oxygen, in contact with spirits, accomplishes in a few days what is done by from three to five years by nature. The oxygen gets rid of the fuel oil quickly, and as this is the most injurious property of spirits the consumer has an interest in the matter as well as the producer. A maturing effect is also produced on beer by admixture with oxygen, and obviously this gas is of high value for the whole tribe of fermenting mineral waters.—London Court Journal.

PARADOXES OF SCIENCE.

Among the paradoxes of science are mentioned the following:—The crystallized part of oil of roses, so graceful in its fragrance—a solid at ordinary temperatures, though readily volatile—is a compound substance containing exactly the same elements, and in exactly the same proportions, as the gas which we light our streets. The tea with which we daily drink with benefit and pleasure produces palpitations, nervous tremblings and even paralysis if taken in excess, yet the peculiar organic agent called theine, to which tea owes its qualities, may be taken by itself (as theine, not as tea) without any appreciable effect. The water which will allow on burning thirt augments it when concealed into snow, so that it is stated by explorers of the Arctic regions that the natives "prefer enduring the utmost extremity of thirt rather than attempt to remove it by eating snow." Yet if the snow be melted it becomes drinkable water. Nevertheless, although if melted before entering the mouth it assuages thirt like other water, when melted in the mouth it has the opposite effect. To render this paradox more striking we have only to remember that ice, which melts, more slowly in the mouth, is very efficient in allaying thirt.

SCIENTIFIC POINTERS.

The amount of rain with a falling barometer in Great Britain is twice that with a rising barometer. The ratio diminishes as we go to seaward.

In recent years it has been claimed by chemists that the changes attending the dissolution of metals in acids are only in part electrical and in part chemical.

The quality of the effects produced by aluminum and copper diaphragms for telephones is very remarkable, as they give the timbre of sounds and of articulate speech far better than iron.

The cost of the Paris Exposition to the French Government and city of Paris is estimated at \$10,000,000 in a paper on this subject just read by M. Fontaine before the International Society of Electricians at Paris. As there are 50,000 exhibitors and each will spend an average of \$600, this would amount to \$30,000,000 more, or an aggregate for the whole cost of the Exhibition of about \$40,000,000.

The chain-gang system of building country roads, as practised in some parts of Georgia, is said to work so well that in Floyd county a gang of 30 convicts macadamized 5 miles road per year, and have already completed about 40 miles of good turnpike. The advocates of the system maintain that this is better policy than keeping misdemeanor convicts idle at the public expense. The gangs work slowly, but the result is secured at one-third of contract prices.

A prominent railway superintendent is quoted as predicting a reform in fast train service. Instead of long and heavy trains, which must be pulled at speeds well up to the limit of safety on down grades and levels to make up the time lost in climbing grades, the fast trains will be made up with not more than four cars and with heavy locomotives able to keep up their speed without slackening on all but the steepest grades. The reduced capacity of such trains would amply justify the extra price for accommodations upon them advocated by Receiver McNulty of the N.Y. & N.H. When the profit and loss account is figured up, however, such trains will seem less attractive than they do in a more vague proposition.

In a recent paper on the hygiene of Japanese houses the common idea that dwelling houses in that country are very unhealthy was distinctly disproved. The remarkably small infant mortality among the Japanese shows that their houses are healthy and suited to their modes of life.

Coal vs. coke fuel has been tried in a comparative test by Mr. Edwards, engineer in charge of the Detroit water works, with the following result:—Coal cost \$4.22 per ton and gas coke cost \$2.90. In the first 18 days in April coal was used, with the average result that 783 gallons of water were pumped per pound of coal. During the remaining 14 days coke was used, and 887 gallons of water were pumped per pound of coke. In other words, while one dollar's worth of coal handled 371,971 gallons of water, the same amount of money expended in coke handled 593,793 gallons of water.

Iron bricks, so called, are said to be in satisfactory use for street paving in Germany. These bricks are made by mixing equal parts of finely-ground red argillaceous slate and finely-ground clay, with the addition of 5 per cent of iron ore. The ingredients thus mixed together are then moistened with a solution of 25 per cent of sulphate of iron, to which fine iron ore is added. After this, the compound is shaped in a press, dried, dipped once more in a nearly concentrated solution of finely-ground iron ore, and then baked in an oven for about 48 hours, in a reducing flame.

"Is Mr. Bromley tall?" "Personally he is." "Personally?" "Yes. Officially he is short—\$30,000 short. That's why he went on the Continent."

Lovers may be poets they write one of 'verses.'
"When you put your fingers into somebody else's pie, you must expect to get your fingers weighed."
Fish are not weighed in their own scales, simply because fish scales are not built that weigh.

IRISH MARRIAGES AND DEATHS.

MARRIED.

CONRAN—O'LOUGAN—April 18, at St. Patrick's, Kurrachi, India, Corless Joseph Felix, second son of the late T. Conran, M. Inst., C.E., Cork, to Bridget, youngest daughter of the late Joseph O'Logan, R. I. Academy, Dublin.

MONAHAN—DARGAN—May 14, at the Heath, Catholic Church, Maryborough, by the Rev. Thomas Monahan, C.O., brother of the bridegroom, James, second son of Patrick Monahan, Hodgstown, county Kildare, to Maria, youngest daughter of the late James Dargan, C.E.

MCQUILLAN—BELL—May 12, at Saint Patrick's Church, Belfast, Charles, son of the late Jas. McQuillan, Carrisost, county Antrim, to Catherine Teresa, daughter of David Bell, Melbourne, Australia, and niece of Bernard McQuillan, Avondale, Fortwilliam Park, Belfast.

PRIMROSE—KENNY—At the Catholic Church, Sheerness, England, Captain George Anson Primrose, C.B., to Mary, daughter of T. E. Kenny, Esq., M.P., for Halifax, N.S., and granddaughter of Sir Edward Kenny, late Receiver-General of Canada.

SHERIDAN—MALLON—May 16, at Eskey, county Sligo, James, eldest son of the late Thomas Sheridan, Fortland, Eskey, to Catherine, fourth daughter of Michael Malloney, Killeadun, Eskey.

STEVENS—HEHR—May 14, at the Catholic Church, County Clare, by the Rev. Hugh Gleeson, P.F., James, eldest son of Michael Stevens, of Binnfad, to Maria, second daughter of the late Patrick Hehr, of County Cottage, county Clare.

WELDON—DUNNAN—May 18, at the Church of the Assumption, Delvin, James Weldon, Killoogh School, Delvin, to Fanny, eldest daughter of John Dunnan, Williamstown, Delvin, and late of Cahir, county Tipperary.

DIED.

ANDERSON—May 18, at Katoath, John Anderson, in his 88th year.

BLAKE—May 22, at No. 50 North King street, Dublin, Bernard, eldest son of Michael Blake, Dunshaghlin, late of Darcy's Brewery.

BRNE—May 19, at Rockfield, Dundrum, Peter, widow of the late John Rose Byrne, Esq.

BRNE—May 19, at 1 Leeson lane, Dublin, William Burke, formerly of 165 Lower Leeson street.

CHERRY—At Pallas, Roskeen, Mallow, Nora Mary, daughter of Joseph and Mary Cherry, of Mary street, Cork.

CONNOLLY—May 18, at his residence, Mell, Drogheda, John Connolly.

CONNOR—May 19, at his residence, Balrothery, Ellen, the beloved wife of William Connor.

CURRY—May 22, at 173 Townsend street, Dublin, New Curry, aged 21 years, and Maria, second daughter of the late Patrick Hehr, of County Cottage, county Clare.

CURRY—May 22, at 16 Charleville terrace, North Circular road, Dublin, Christy, youngest son of John Curry, aged 10 years.

CASEY—May 20, at his residence, Boharard, Newbridge, county Kildare, Thomas Casey, aged 56 years.

CULLEN—May 21, at the residence of Matthew Lee, Esq., J. P., Killunne House, Kildare, from concussion of the brain, the third son of the late Michael Cullen, Esq., Greenfield, Maynooth, aged 27 years.

CARROLL—May 20, at his residence, No. 1 Thomastown street, Ringsend, Dublin, Mrs. Catherine Carroll, wife of Thomas Carroll, aged 76 years.

DUNGOOL—May 20, at his late residence, Drumlane, Newry, Henry Joseph, eldest son of the late Charles Drumgoole, Newry, aged 27 years.

DUNNE—May 18, at Mercer's Hospital, Dublin, Peter Dunne, of 3 Malpas terrace, Malpas street, aged 78 years.

FARM AND GARDEN.

The Value of Keeping a Clean Farm—Keeping Down Thistles—Grubs on Cattle—General Notes.

M. V. Lubon's Specific No. 8. A POSITIVE CURE. A PAINLESS CURE. This is the Patent Age of New Invention. FACTS FOR MEN OF ALL AGES. DISEASES OF MAN I. CURES YOUNG, MIDDLE-AGED & OLD MEN. Who are Broken Down from the Effects of Abuse, will find in No. 8 a Radical Cure for Nervous Debility, Organic Weakness, etc. Send your Address and 10c. in Stamps for Treatise in Book Form, on Diseases of Man. Address, M. V. LUBON, 47 Wellington St., Toronto, Can. A MAN WITHOUT WISDOM LIVES IN A FOOL'S PARADISE. A PERMANENT CURE. CROSS GUARANTEED. A PLEASANT CURE. READ THE BIBLE.

A GOOD WAY TO PULVERIZE MANURE.

A while since in passing along the road we saw a farmer and his men engaged in pulverizing the cattle droppings on a meadow. The men were breaking up pieces and scattering them with a hoe, as well as they could, while the farmer with a good sized bush, on the top of which he sat—a goodly sized man too—was contentedly riding over the field finishing the work.

We looked to see what was the effect and were somewhat surprised to notice how completely the manure was pulverized, and not only this, but it was brushed down close to the ground, where it would be the most good. We knew the brushing was good for this kind of work, and admired the thoughtfulness of the man in making it more effective in the manner described. He saved his own strength and did a good bit of work, simply by a little ingenuity.—[Ex.]

CLEAN UP THE FARM.

Allowing brush to grow in a pasture may be excusable, but there appears to be no excuse for allowing them to grow in mowing or cultivated fields. If there is anything that detracts from the appearance of a farm, it is having the sides by the walls and fences covered with a growth of weeds. We have been past farms where, in consequence of sprouts, bushes and weeds, it was almost impossible to even get a glimpse of the field it bordered, even though it was clear beyond. Where such cases exist there is need of reform, and there is no better season of the year in which to perform the labor of clearing away the nuisance than now. Old hedgerows can be cut down, the brush piled up and burned and the improvement in the looks of the field will more than pay for all the labor required. This condition in cultivated fields is quite frequently the result of negligence during the period of cultivation. It is hardly possible with the plow to break up the soil close to a fence or wall, and in fact too many instances this narrow strip is allowed to remain untouched during the entire period of cultivation, and is the very place where foul weeds will lodge and finally germinate, and we hardly ever had a field left in that way but that it became pretty well started with a foul growth of rank weeds or bushes. Although it requires a little extra labor at first to accomplish it, it is usually well to grub out from the fence, and especially so by the sides of walls, all that cannot be uprooted by the plough, so the entire surface of the field may be cultivated and kept clean. Then when hedgerows to be left to be out at some convenient season. There is yet more for the old saying, "A stitch in time saves nine."—Germanstown Telegraph.

GRUBS ON CATTLE.

As spring advances small lumps or tumors will be found on the backs of the cattle, and in such a large white grub will be found. These grubs are often called wolves and other local names, but they are really the larva of a large bot or gadfly which lays eggs in the skin, which it punctures or stings with its ovipositor. These flies torment the cattle in July or August; besides the holes are seriously damaged. A day may be well spent in destroying the grubs which are now nearly ready to emerge from the holes in the skin through which they breathe. By constantly squeezing the tumor they will be forced out, and killed; or a few drops of oil squeezed in from a squit will kill them.—American Agriculturist.

KEEPING DOWN THISTLES.

The best way to keep down thistles is to cut them off as fast as they appear above the ground. No plant can endure such treatment and the thistle is no exception. They will in time become exhausted and die. The work must be done at the proper time, however, and must not be neglected, as a single plant, if allowed to grow, will cause extra work. The thistles must never be allowed to mature seed, and if the tops are kept down the roots will be given extra duty and fall to spread. Persistent warfare, however, is necessary.

SHEEP IN PASTURE.

One great good from sheep in the common pasture is the keeping of weeds, the sheep eating the tops off before going to seed. Already we hear of trouble in pasture for dairy cows, the weeds coming in so thick as to give bad favor to butter. Sheep will in a great measure remedy this. We would like to see more of our intelligent farmers keep sheep. It always pays.—Rural Home.

DISEASE IN THE HOE.

The New York Press says:—The hog is the most susceptible of all the animals of the farm to disease, and therefore demands constant care, which should especially not be remitted at this season of the year. The prevalence of disease commonly classed as cholera, and the great fatality caused by it, should be sufficient inducement to the greatest care at all seasons.

AGRICULTURAL NOTES.

Throw your onion seed into water and see that which sinks. The sure way to break a hen from egg eating is to put her head in a bucket of water. Pease peash trees in the spring, after the cold, freezing weather is over. Food that is calculated to fatten an animal rapidly should be used sparingly. Put at the head of your herd, address an exchange, a pure-blood bull of dairy type. Much care should be observed in always keeping seed-corn perfectly dry during storage. Let your horse stand loose, if possible, without being tied up in the manger. Pain and weariness from a confined position induce bad habits. Glade up all approaches to the barn and outhouses if you wish to avoid slush. Open all ditches and afford easy opportunity for the surface water to flow away. The clover hay should not be expected to take the place of grain. It is a good feed for

Under-Paid Labor.

Under paid labor always renews itself upon the employer in negligence and waste. The man cares little for the interests of the masters who chafe the sweat of his brow to the lowest possible farthing, and the work he does is never performed with carefulness or alacrity. Getting the greatest amount for the least outlay, never yet paid in the long run. You may feed your horse on thistles, and drive him at the top of his speed for a time—but for a time only. With enough of remuneration to make him defy the wolf at the door—to keep him in clothing and a chance to lay up against a rainy day, man will sing cheerily, while he labors faithfully—take an interest in what he does, and strive to gain a still higher recompense by making himself more useful. And there is another strong point in the case. Poor pay is a strong temptation to theft. You have plenty and to spare—the one you employ plenty of nothing but poverty. It is hard for him to reason that such a state of affairs is right—that you should ride in a coach, while he cannot spare a nickel to patronize a car after hours of hard labor. These contrasts are ever before him. He sees them by day, dreams of them by night, and when the week or month is ended the little pittance he receives is instantly swallowed up in keeping body and soul together, in making and recruiting strength to do your work. Is it strange, then, that so many should fail to keep the straightforward path? We opine not, and the sooner there is more liberality on the part of the employers, the sooner something on a co-operative system is inaugurated, the sooner more better work will be done, and honesty be the rule—not the exception.—Industrial Journal.

Sad Drowning Accident at Quebec.

QUEBEC, June 12.—A sad accident occurred on the river here about half-past five o'clock this evening. The up Robitell line steamer Montreal, when opposite Sillery, struck the small tug steamer L. N. G. on the port quarter, and she almost immediately sank. Mr. Wheeler, of the Custom House, was on board with his young daughter and a young friend named Rogers. The lady was drowned, and the gentlemen rescued with difficulty, Wheeler being saved by a passenger of the Montreal boat, who gallantly jumped out of the wheel-house by diving. The young man Rogers was rescued by Capt. Clark, of the tug Jessie R. Souter. They are both much hurt, and their escape is almost miraculous. The Montreal received little or no damage, and continued on to Montreal. The lady was but seventeen years of age, and had only today come from college for her summer vacation. It seems the accident occurred through the Montreal boat sheering in towards shore to avoid two steamships which were passing down.

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