

of a fifteen baby sleeping in the arms of a dead woman. The dead woman is smiling and asleep. The 3-year-old son of Mrs. J. H. Rugg was frantic at the sight of his dead mother. His sister, 5 years old, had her left arm broken.

Forty fares were registered, and the dead woman was buried. The cause of the accident is uncertain. The car is too badly wrecked to give an indication of possible defects of the wheels. One of the tires is quite an incline, on which the car ran down at a very high rate of speed. A tire on the left side of the car continued on the ties for about seventy-five feet, when it went off the tracks and rolled down the ravine below, overturning completely and up-ending. When the car struck, it was on a high embankment, and the tires, which weighed 400 lbs. each, were scattered about. Instantly killing many of the passengers.

BRIDGEPORT, Conn., telegram: A trolley car containing about forty persons bound for Shelton, went over a trestle fifty feet high. The car fell about five miles from this city, at 3:15 o'clock Sunday afternoon, and at 8 o'clock at night the bodies of the dead were taken from the ravine. It is not known how many escaped, but it is probable that very few got away with their lives. The following are identified as follows: Joseph Hotchkiss, Bridgeport, former marshal of the fire department; Henry C. Cogswell, Bridgeport, agent of postal freight agent Berkshire division of New York, New Haven & Hartford railroad, member of board of directors; Orlando B. Wells, aged 62, farmer; Elias E. Bradley, selectman, Milford; Mrs. Elias E. Bradley; William Moore, Stratford; Mrs. William Moore; Ansonia; John Carroll, conductor, Bridgeport; S. Banks, Shelton; Mrs. Gertrude, Bridgeport; Winton Lanchester, motorman, Bridgeport; postal company; Beale Toomey, aged 22, Bridgeport; William H. Harvey, aged 27, Bridgeport; Mrs. J. H. Rugg, Stratford; Mrs. Frank H. Rugg, Stratford; Mrs. Blaw, aged 3, son of above; Blaw, aged 2, daughter of Mrs. Blaw; William McCullough, Stratford; Arthur Holmes, Bridgeport; Thomas McNally, aged 20, Bridgeport (identical not positive); Peter Ring, aged 23, Bridgeport; Frank Kraft, aged 25, Bridgeport; Alfred Pitt, aged 22, Bridgeport; William Carter, aged 25, Bridgeport (identification not positive); Irving Douglas, aged 23, Bridgeport; Mrs. William H. Harvey, Bridgeport; Margaret Brennan, wife of Mrs. Sidney A. Holt, Bridgeport; Margaret Farrell, right leg amputated above knee, will probably die; George Hamilton, scalp wound, injury to leg; Mrs. Frank Kraft, Bridgeport; Injuries about head and back; Arthur Holmes, Bridgeport, contusion about the body; left leg broken; Fred Hiller, contusion about the head; Matthew Olvin, scalp wound and bruised generally; William Kelly, Bridgeport, contusion about the head; Mrs. Frank Kraft, Bridgeport, aged 5, arm broken; Charles Delaney, New York, stock broker; injured internally.

The accident occurred at what is known as Preck's Mill stream. Over the stream is built an iron bridge 650 feet long. The distance from the top of the structure to the water below the stream is fifty feet. All of the water had been drawn off a few months ago to permit the buttresses for the bridge to be laid.

The bridge runs north and south on a straight line. It has but one track, but construction is of the regular steam traffic kind. Below the trestle yawning chasm, filled with rocks and water, about fifty feet east of the structure the bridge is built on which inclines at an angle of about forty-five degrees, so that directly beneath the bridge the bottom of the bank begins. All about are bushes. It was into this gully that car No. 2 of the Milford street railway line, which had been utilized on the Shelton road, plunged with its cargo of human freight.

The car was an ordinary single-track open affair, with running boards on either side. Some of the seats were as many as fifty on the car, others placing the number at forty-two. The details of the road do not know as the Motorman George Hamilton, who was fully injured, and the conductor, John Carroll is among the dead, it is impossible to exact number of passengers. The car left Bridgeport about 2:45 p. m., with a merry party of young and old, who were among the thousands that desired to enjoy a ride on the new line. Passing through Stratford, the young folk began to sing, and it was with a merry peal of laughter from many throats that they were sent to the ravine below.

The alarm was quickly given and hundreds of farmers were soon on the scene. Other cars that were passing the fatal one soon arrived, and in a short time hundreds of volunteers came to work. The men and their wives and daughters came with blankets and linens and all the physicians in Bridgeport and Stratford who were available were summoned. The car was soon separated, the bottom portion being lifted off. The top was buried under the mud and the bodies were not seen until they were dug out. About five of the bodies were badly mangled.

Several physicians who were passengers on a car a short distance behind arrived quickly on the scene and rendered all possible assistance to the seriously injured. A motor ambulance and three ambulances and a post wagon were hurried to the scene, and the injured were taken to Bridgeport's general hospital. A motor ambulance provided in the main room of the town hall at Stratford and in a very short time twenty-three bodies were laid out awaiting identification.

The Stratford town hall, where the bodies were taken, was soon besieged by a crowd of 1,000 persons, many of whom had relatives or friends among the dead, and the deputy sheriffs in the crowd had much difficulty in handling the crowd of excited women and anxious men.

All the persons killed sustained fractured skulls. (William Kelly of Bridgeport, who was with Mrs. Farrell, escaped death by jumping from the car as he felt it teetering to the fatal below. Soon after the car toppled over, he was uninjured. He stated that he was not running at unusual speed, but that it was swaying considerably when it struck the trestle, and he realized that it was going to be killed. His safety was assured.)

One of the pathetic scenes was that of a woman who was seen to be weeping and wailing as she looked at the bodies of her children. She was identified as Mrs. Mary Ann, who was with her children in the car. She was seen to be weeping and wailing as she looked at the bodies of her children. She was identified as Mrs. Mary Ann, who was with her children in the car. She was seen to be weeping and wailing as she looked at the bodies of her children.

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GREYFISH TAKES THE STAND
Answers the indictment with a Plea of Not Guilty.

GREAT TRIAL IS COMMENCED.
Intense Interest Shown in the Case Throughout France—First Session of the Court on Trial Opened at 10 o'clock this morning and a few hours later adjourned, after deciding to allow behind closed doors to-morrow and on the following days as the court proceeds for the examination of the accused. The next public session will be held on Saturday.

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ALLEGED STORY IS DENIED.
No Credence Given Report of Commission Against United States.

WASHINGTON TELEGRAM: There is no credence given report of Commission Against United States. The department over the report that the South American republics may form an alliance against the United States. It is said that the United States is not in a position to form an alliance against the United States.

DETAILS OF STORM'S DESTRUCTION ON FLORIDA'S COAST.
FOURTEEN VESSELS WRECKED.
Town of Carrabelle Almost Completely Destroyed—Timber Scattered Along the River Bank for Five Hundred Yards—Mercantile Stocks Ruined.

Mobile, Ala., telegram: The Mobile-Carrabelle steamer Alpha is safe, having reached Carrabelle the day after Sunday. The steamer was wrecked by the first eye-witness statement of the effects of the storm at Carrabelle. In approaching the harbor fourteen large vessels were wrecked, one being completely in two and another completely and the others high and dry upon the beach. Drawing near the shore the boats were soon unroofed, some overturned and everything was in great confusion.

A hotel of thirty-two rooms was blown away, a steamer that was left with the floor and two walls. But two houses retain their roofs and nearly all are damaged beyond repair. Stocks of lumber from yards on the river bank were blown away from the through the sides of some of the houses.

CARRABELLE, Tallahassee & Gulf railroad offices and warehouses were razed, the company's steamer Iola was sunk and a passenger train was blown down. The stores of the Gulf National Bank were wrecked, the offices were swept away, and the contents of naval stores and general merchandise were scattered. The barrels of turpentine and rosin are floating in the river. The company's steamer and the steamer Capitola were blown away. The stores of the Gulf National Bank were wrecked, the offices were swept away, and the contents of naval stores and general merchandise were scattered.

Senator Foraker on Cuba.
Washington telegram: Senator Foraker of Ohio does not see any more occasion for the removal of Cuba from Ohio or Illinois. The senator says he has received information from many sources in Cuba that the people are not in a position to govern themselves. He writes to him that, judging from newspaper articles in Cuba, there has been no need for federal troops in Illinois, Ohio, or Cuba.

The Pulpit and the Pew.
Minister Makes the Congregation and the Congregation the Minister.
Between a minister and his congregation and a reaction to the minister's service to the people is not thinking of people and officers and statistics and crowd and only to reduce the classes and lectures. The master achievement of the minister is to form a congregation, therefore, to constitute a minister's work is: What kind of men has he made?

THE CAR WOULD ABANDON.
London cablegram: M. de Blowitz, the Paris correspondent of the Times, has given an explanation of M. Delcasse's present mission to the United States. He says that Emperor Nicholas is disappointed and tired of the throne. He is weary of the throne and wishes to abdicate. He is weary of the throne and wishes to abdicate.

LABOR MEN WIN A VICTORY.
Chicago telegram: Labor unions rejected the action of the state in modifying an injunction against strikers as a great victory. It is the first time that the law has been used to occupy Constantinople. The death of the czar and the failure of the revolution led to the present situation.

ATLANTIC RAILWAY COMPLETED.
Seattle, Wash., telegram: The White Pass and Yukon railway will be formally turned over to its owners, the Pacific Co., Aug. 20, by its builders, the Great Northern Railway Co. and the United States Government. The forty-mile stretch between Skagway and Lake Umbagog was constructed at a cost of \$2,000,000. This is the longest piece of equipment and rolling stock. It is said that the work of extending the line to the coast will be begun at once and continue until winter.

ENDAVOR SOCIETY ASKS PACE.
New York telegram: Ferdinand W. Peck, commissioner-general of the Paris exposition, has been requested to give the Christian Endeavor society space for a building for its own. In the building will be an exhibit of Endeavor literature, photographs of all the world's Endeavor societies of all nations. The chief feature of the building will be an auditorium, which will be held an "echo" of the London convention of 1900.

THREE KILLED AT A CROSSING.
Humboldt, Iowa, telegram: At the wagon road crossing on the Chicago & North Western, three men and a team were instantly killed. Nothing was found by which the victims could be identified. It is said that the train was on the way to the harvest fields further north.

TELEGRAPHERS MAKE DEMANDS.
New Haven, Conn., telegram: Over 500 telegraphers on the Consolidated road have voted to strike if their demands are not complied with. They are demanding a 10 per cent increase in pay, a shorter day, and a shorter week. The company has declined to try to negotiate.

SHERIFF PREVENTS LYNCHING.
Peru, Ind. telegram: Plans had for the lynching of Clyde Jones, charged with the abduction of Nellie Berger, were frustrated by Sheriff W. H. Jones. The sheriff is a member of the energetic measures of Sheriff W. H. Jones is still confined in the jail here by officers by a strong force of men. They were not to be shot if an attack was made on the jail.

ADOLPH CURSON DEFENSE PLAN.
Simla, cable: The scheme of Lord Curzon, viceroy of India, respecting frontier defense has been approved by the imperial government and published here. It provides for the withdrawal of the regulars from many of the frontier posts and the substitution of tribal militia, which will result in greater economy.

THE GOLD AND SILVER REPORT.
The South African report reported last year 4,505,015 ounces of gold and nearly 40,000 tons of coal.

STORAGE BATTERY.
Motor for Street Cars, Said to Save Motor Fuel and Expense.

New York Mail and Express: The installation of the storage-battery cars will add a new motive power to the electric lines of a city which is using steam engines, the cables and underground trolley, compressed air and horse power in the business of local streets. The storage battery, however, is not a novelty in itself. It is a fact that for almost the first cars to be manufactured were placed on the streets of New York by the Peoria Street Railway Co. in 1888.

Miss Susan Wymann: And relief in Peru-Na. This has been a long experience. A friend in need is a friend indeed, and every one who has ever loved proved true to me. I have never known a more true friend than you. I have never known a more true friend than you. I have never known a more true friend than you.

When Commended by the West.
Washington, D. C., telegram: The command of the fleet in the Pacific ocean, Rear Admiral Dewey, is commended by the West. He is commended by the West for his services in the Philippines. He is commended by the West for his services in the Philippines.

THE READER OF THIS PAPER will be pleased to learn that the publisher has decided to publish a new series of articles on the life of the late President McKinley. The articles will be published in the next issue of the paper. The articles will be published in the next issue of the paper.

RAW MANURE IS NOT A FERTILIZER.
It must first be rotted. The completion of the mill and the installation of the machinery at the mill will be a great help to the mill. The completion of the mill and the installation of the machinery at the mill will be a great help to the mill.

RAILROADS GENERALLY EAST AND WEST are rapidly fitted with air brakes and automatic coupling. An officer of the Burlington Railroad in Chicago recently said that his line there are 39,000 freight cars, 60 per cent of which are equipped with air brakes and automatic coupling. The Burlington Railroad in Chicago recently said that his line there are 39,000 freight cars, 60 per cent of which are equipped with air brakes and automatic coupling.

THE BALDWIN LOCOMOTIVE WORKS in Philadelphia have received an order for three consolidation engines from the state railways of Florida. The Baldwin Locomotive Works in Philadelphia have received an order for three consolidation engines from the state railways of Florida.

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