Life's Great Play,
An interesting article by Joseph Hatton, the author of "Cruel London," will appear in Sunday's DISPATCH.

The Pittsburg Dispatch.

The Chatelaine of Burnt Ridge,
Bret Harte's latest and best story, superbly illustrated, will be published in next Sunday's DISPATCH.

FORTY-FOURTH YEAR. PITTSBURG, FRIDAY, NOVEMBER 29, 1889. THREE CENTS

MORE MILLIONS

Go Up in a Fiery Furnace, the City of Boston Being the Latest Sufferer.

A GREAT WALL OF FLAME,

Against Which Streams of Water From Seventy Engines Were

WELL NIGH POWERLESS.

The Loss About $12,000,000, and a Number of Brave Firemen Are Missing.

AN AREA OF 25,000 SQUARE FEET,

Covered With Great Buildings, Supposed to be Fireproof, Swept by the Fire.

INSURANCE COMPANIES IN PERIL

Boston was the scene of yesterday's big fire. At present the losses are estimated at from $12,000,000 to $15,000,000. The insurance companies are hard hit. The fire swept a section of the city that was visited by a similar but even greater conflagration in 1872, the alarm coming from the same box. A number of firemen are missing, and it is thought they were killed by falling walls.

[SPECIAL TELEGRAM TO THE DISPATCH.]

BOSTON, November 28.—It was Boston's turn to fight fire to-day, and it was a fight for very existence. For four hours 70 engines, gathered from all parts of Eastern Massachusetts, struggled against a mighty wall of fire that was surging through the business district, leveling stone and brick buildings as though they were built of straw. It was on the same territory visited by the great fire of 1872, and the same box, No. 52, that sounded the alarm for that terrible visitation, was rung in for to-day's peril.

It has been an awful experience, and when the report was sent around at noon that the flames' advance was stayed, there was a season of more genuine thanksgiving than Boston has known for years.

More Than Twenty Buildings Burned.

More than 20 noble buildings, reared with a view to making them as fireproof as modern invention could devise, which were filled with valuable merchandise last night, are to-night heaps of ruins, their contents having gone up in smoke. The loss, according to the best information obtainable to-night, will be in the neighborhood of $12,000,000.

Two and a half acres of the most valuable business property were wiped out of existance, and that is not the worst feature of the calamity. Several firemen and employes of ruined firms are missing, and it is feared that the loss of half a dozen lives will be added to the horror of the situation.

History Repeats Itself.

To-day's fire was a counterpart of the historic blaze of 17 years ago, but it was handled so successfully that the flames were choked off just as they were apparently about to sweep through the whole city. Chief Webber is the hero of the hour. Only the presence of an abundance of water saved the business portion of the city. The present heavy tax rate was created by the extensive system of water mains laid after the big fire, and there have been many who scoffed at the heavy expenditure. To-night these scoffers are blessing the foresight of the city from their hearts.

The insurance companies are tottering under the weight of obligations entailed by this fire, coming as it does so soon after Lynn's visitation, and it is more than probable that many will go under.

A Very Grave Situation.

The situation is a grave one, and the worst will not be known until the wheels of business are set in motion to-morrow. If the insurance companies fail to meet their obligations, several business firms will probably be forced into insolvency; and as some of the largest houses are involved, the effect upon the general trade will be serious.

It was about 8:30 o'clock this morning when a letter-carrier saw flames burst from a top-story window of Brown, Durell & Co.'s massive building, at the corner of Bedford and Kingston streets. A violent storm was raging at the time, and but few people were upon the streets. Those who had no umbrellas had their coat-collars turned up and hats pulled down over their eyes. They thought only of obtaining protection from the storm.

How Such Headway Was Gained.

The rain was falling and the wind was blowing a gale. Of course those who had umbrellas couldn't see the tops of the buildings, anyway. This explanation is necessary to show how the fire obtained such headway before discovered.

There was no watchman in the building. The letter carrier notified a policeman, and kept on distributing letters. The policeman rushed to box 52, the same which called attention to the big fire in 1872, but now located one block from where it was then, and in a minute engine No. 7 was on the ground. The rest of the apparatus which answers that call thundered up, and before a line of hose could be laid, the flames burst from every window on each of the five floors. The heat was terrible, but the astonished firemen pluckily held their ground, while Chief Webber ordered second and third alarms to be run rung in at once.

Before an Awful Furnace.

Fourteen engines and other apparatus responded, but the men could do nothing with the awful furnace which covered an area of 25,000 square feet—for such it was when they reached the place. The gale lifted a solid body of flame 50 feet into the air, and then flung it down in an unbroken mass upon the buildings on all sides.

They very air seemed ablaze. Long, flaming streamers leaped out of the windows and searched for a hold upon surrounding structures, until it looked as though the street was festooned with fire. The burnt district was irregular in shape, but generally followed Bedford street. All the buildings on the south side of Bedford, numbering from 35 to 93, were burned. On the north side of Bedford street the burned buildings numbered from 40 to 72. Chauncey and Kingston streets cross Bedford. On the west side of Chauncey street the fire swept from 61 to 75, inclusive, and on the east side from 58 to 84, inclusive. On Kingston street, west side, the buildings numbered 37 to 69, inclusive, and 28 to 74, inclusive on the east side. On Columbia street, which runs out of Bedford, parallel with Kingston, the buildings on both sides, numbering respectively 1 to 9 and 2 to 10, were burned.

All the Water Turned to Steam.

The water which was thrown upon the building did not pass the windows. It was changed to steam by the terrific heat. With scorched faces and smoking garments, the fire laddies bravely stuck to their work until a cracking of the walls warned them of danger. That was only 15 minutes after the alarm was given, showing that the fire must have been burning in the great building for several hours. The warning notes were followed immediately by a swaying of the walls, and then, with graceful curves, the tall slabs of brick and stone fell with a terrible crash into the street, letting the roof and floors tumble with brilliant effect into the cellar.

There was no time for the firemen to save anything but their lives. Two steamers, Nos. 22 and 26, Hayes Truck and Ladder 13, and the water tower, were located around the building, and when the walls fell they were buried beneath a pile of bricks.

Escaped With Their Lives.

Fortunately, the men escaped without injury, but they lost everything with which they were fighting the fire. Immediately after the walls of Brown, Durell & Co.'s building fell, the fire spread in all directions. No human beings could stand within a block of the awful furnace.

The fire was in supreme control, and jumped across Bedford and Kingston streets with ridiculous ease. The waves of solid flames hissed as they surged against the solid walls of Frederick L. Ames' big brown-stone structure, on the southwest corner of Bedford and Kingston streets. For a few minutes there was no effect, and then, with a roar of triumph, the flames crowded into the magnificent building and began to reduce it to ashes. It was supposed to be fire proof, but it burned like tinder. The fire pulverized the mortar, and ate its way into the woodwork, and then its ruin was complete. The flames held high carnival here for a very few minutes, and then tossed the massive structure aside, while they took hold of another victim.

The Entire Force at Work.

Although the spread of the fire has been rapid, Chief Webber had forestalled it by sending out a general alarm. Then there was a hustling among the suburban companies, and all moved toward the center of the city. Ordinarily some would have been stationed at commanding points, to guard against other fires, but the situation was so critical this morning that Chief Webber ordered every piece of apparatus to report to him at the fire. Boston has 33 engines, and in a very short time they were pouring tons of water in the direction of the fire. Much of it, however, went upward with the smoke that rolled heavenward in black clouds, which were seen miles away.

With that large force at his command, Chief Webber attacked the fire from all directions, but he could do nothing toward staying its progress. The flames spread resistlessly onward, and they did not confine themselves to any one direction. The wind lashed them in all directions, and wherever a fiery wave landed that building was doomed.

Calls for Outside Aid.

Less than an hour after the fire was discovered Chief Webber sent out calls within a radius of 100 miles of the Hub. The fire was beyond his control, and was threatening the entire business center. It reached out for the leather district, while consuming the wholesale drygoods houses, and was being carried toward the great retail houses that line Washington, Tremont and connecting streets. It was already feeding upon some of the costliest materials in the city.

The response from sister cities and towns was prompt. The great black cloud that gushed out from the heart of the city had been seen, and when the call for aid went out every fireman who heard it knew that it meant business, and it did. Special trains were chartered, and fire apparatus was emptied into Boston stations from all the surrounding cities and towns. There were not enough spare horses, and the firemen manned the ropes as in the olden times, and raced toward the great fire, whose roar drowned the noise of the engines.

The Heavy Rain a Godsend.

Every time a roof fell great firebrands were swept upward, to fall miles away. The heavy rain proved a Godsend to the firemen, for it prevented the sparks from igniting roofs at a distance, otherwise there is no knowing where the fire would have been sent. The flames took hold of a cluster of brick buildings on the opposite side of Bedford street from Brown, Durell & Co.'s buildings simultaneously with the Ames building. The fire thus had control of two streets—Kingston and Bedford—and the firemen could not approach near enough to do effective work. The Ames building was flanked on either side by four-story brick and stone structures, and in a very short time they, too, were ablaze.

The excitement by this time was intense, and it looked as though the whole business center was doomed. The heat broke windows in all directions, and firebrands would complete the work of destruction. After the Claflin building, which stood south of the Ames block, had become filled with flame, the Nevins block, which backed up to it, caught fire, thus carrying the flames to Chauncey street. The Nevins building was another splendid five-story structure, and it was heavily stocked with woollen fabrics. There was a smothered roar, and the flames burst through the front windows, driving spectators and firemen before them in a wild rush for life.

One Vast Furnace of Fire.

The flames made short work of that building, and quickly worked their way toward Bedford street. The whole block, bounded on three sides by Kingston, Bedford and Chauncey streets, thus became a vast furnace, sending a mighty column of flame into the air. With every gust the flames would reach out across the street, and in less time than it takes to tell the story, the buildings on the west side of Chauncey street were ablaze.

Then a great fear seized upon the spectators. But a single block of buildings separated the flames from R. H. White's gigantic establishment, and but a few rods further north was Jordan, Marsh & Co.'s establishment. If the fire got a foothold on Washington street, nothing could stop its progress. Chief Webber knew this and he watched for the arrival of outside engines, with as much anxiety as a general could look for reserves when he knew that delay meant defeat.

It was at this critical juncture that Brookline's fire laddies appeared upon the scene, closely followed by others, until more than 30 engines were puffing and throwing their streams upon the burning building on the north side of Bedford street.

Determined Work Has Its Effect.

The flames reduced a dozen three-story brick and stone buildings to ruins, but they fell before the determined attack of the firemen, without working further into the retail district. The same result was attained on Bedford street, east of Brown, Durell & Co.'s building. The adjoining structure was of course gutted, and so was the building on the opposite side of Columbia street, but the firemen worked like Trojans to save the leather houses that lie in that direction, and succeeded. That left the body of the flame at the four corners of Chauncey and Bedford streets.

Again and again the fire swept across the street and tried to get a hold upon the buildings on the north side of Bedford street, but the firemen pluckily held their posts and won the fight. Farley, Harvey & Co.'s big granite building on the southwest corner, was the scene of the final struggle, and the flames gave up the fight after consuming the two upper stories.

The fight waged four hours before Chief Webber knew that the city was saved. It seemed to him as though the fire had been instigated by supernatural powers, in order to verify a prophecy which he had made at 10 o'clock last night, in the presence of a party of gentlemen who were discussing the fire at Lynn on Tuesday. Some were inclined to criticise its management by Chief Moody.

A Prophecy Literally Fulfilled.

Chief Webber cut short the discussion by saying that a disastrous fire was liable to occur in Boston at any minute, in a section where there were high buildings and narrow streets. His prophecy was fulfilled to-day, and it is a singular fact that the only building in the burnt territory that was guarded by iron shutters was the Lawrence building, at the northeast corner of Chauncey and Bedford street, which resisted the terrible volumes of flames in the rear until the fire department had an opportunity to concentrate and prevent a further spread of the fire.

During all this excitement there was no cooler man in Boston than Chief Engineer Webber, who went from point to point and studied the situation. His calm attitude had an important bearing on his subordinate officers and men, and during the most trying period of the fire there was nothing like a panic. It was a remarkable coincidence that nearly all the former assistant engineers of Boston had offered their services, and the assistance rendered by some was valuable.

Searching for Missing Comrades.

As soon as the firemen got a chance to get among the ruins they began a search for missing comrades. Two members of Ladder No.3 were not with their comrades, and two Cambridge men were unaccounted for. In addition to these, word was passed around that two women were crushed beneath the wall of the Nevins building. Laddermen Loker and Buckley were seen to fall beneath the front wall of the Nevins block, on Chauncey street, and they were given up as lost. The others had not been found at midnight, and there is every reason for believing that they, too, were under some piles of brick and stone. Chauncey, Bedford and Kingston streets were piled five and ten feet deep with debris, so the exact location of the bodies cannot be known until the streets are cleared. The women were trying to escape from the rear doors of their houses when their back yards were filled with bricks.

The ruins present a very picturesque appearance to-night. Sections of broken walls and chimneys remain standing, and their shadows on the clouds of steam, as cast by the young moon which always happens to be around on such occasions, gave the desolate spot a weird and ghost-like appearance. The engines will work all night in order to keep the numerous safes cooled down.

MANY BIG LOSERS.

SEVENTY BUILDINGS GONE, WITH VALUABLE CONTENTS.

Hard to Give an Estimate of the Losses—The Insurance Companies Hard Hit—One Firm, Well Insured Loses at Least a Million.

[SPECIAL TELEGRAM TO THE DISPATCH.]

BOSTON, November 28.—As a result of the flames' work to-day, nearly seventy buildings were reduced to ashes. It is almost impossible to give an accurate estimate of the loss to-night, but insurance men say it will undoubtedly be in the neighborhood of $12,000,000, with the chances of reaching $15,000,000. The individual losses can only be approximated, owing to the absence from the city of many of the property owners in the burnt district.

One effect of the fire will be a searching investigation of the work of the Assessors' Department. Many of the buildings destroyed were rated at such ridiculously low figures by the assessors that the latters' books are absolutely useless in estimating the losses. Brown, Durell & Co.'s loss is unquestionably the heaviest. It is estimated by those in position to know to be fully $1,000,000. They had an immense stock on hand, and carried an insurance of $673,000. Of that amount $600,000 was placed in foreign companies. As the stock was a total loss, the insurance companies will suffer. Claflin, Larabee & Co., hosiery, gloves, etc., had a stock estimated at $350,000, insured for $277,000.

Some Other Big Losses.

Walker, Stetson, Sawyer & Co., importers and jobbers in hosiery and gloves, are losers to the extent of $300,000, insured for $200,000. Davis, Pitts & Co., in the same line, probably had $200,000 worth of stock, which is a total loss. It is presumed to be well covered. Taylor Brothers, hats, caps, furs, etc., lose probably from $150,000 to $200,000 and doubtless are well insured. Lawrence & Co., commission merchants in knit goods, etc., on Chauncey and Bedford sts., probably had stock in store worth $200,000. Smith, Hogg & Gardner, in the same building, commission merchants, had a stock estimated at rising $200,000. Lamson & Hubbard, hatters, had a stock of $50,000. Shaw Brothers, clothiers, lost $25,000 worth of goods in store.

Among other heavy losers are the following: Grant, Warren & Blanchard, wholesale dealers in woolens, lost everything. They occupied a four-story building, 40 by 100 feet. They were also cleaned out in the big fire of 1872. J. O. Gardner & Co., manufacturers of fine worsted goods and Saxony shirts, are also heavy losers. Allen Bros., trunks, bags, etc.; Theodore Pearsall, carpets and upholstery; J. Eichem, furs and skins; Samuel Stack, tailor; Kammler Bros., boot and shoe manufacturers, and B. Kammel, cigar manufacturer, and the Patent Broom Clasp Company are all burned out. The general express office was burned out, but most of the goods were removed.

Insurance Companies Hard Hit.

The Insurance Companies are hard hit by this fire. It is easier with the information at hand to-night to give some of the losses of the companies rather than specify the insurance placed on the stock of individual firms. Following is a partial list of the companies and the amounts placed by them:

Liverpool, London and Globe, $200,000; Continental, of New York, $60,000; Michigan, of Detroit, $25,000; Franklin, of

Continued on Sixth Page.

EDISON NOW AHEAD.

The Menlo Park Wizard Wins the Second Round in Canada.

A BLACK EYE FOR WESTINGHOUSE.

His Great Rival Secures a Favorable Decision on His Patents.

A FORMER RULING DIRECTLY REVERSED

The Edison Light Thus Continues to Hold Its Monopoly in Canada.

By a decision just rendered in Ottawa, by the Minister of Agriculture, a former ruling whereby the Edison electric light patents were quashed is reversed, and a good deal of hard work by Westinghouse and the United States Company is made of no avail. The principal points on which the decision is based are given.

[SPECIAL TELEGRAM TO THE DISPATCH.]

OTTAWA, November 28.—The decision of the Minister of Agriculture in the application of the Royal Electric Light Company of Canada for the cancellation of the incandescent lamp patent owned by the Edison Company, has created unbounded surprise here. The decision, in brief, is:

First—I find that Thomas Alva Edison, the patentee of the patent in the proceedings mentioned, did, within two years from the date of such patent, commence, and after such commencement did continuously carry on in Canada, the construction and manufacture of the invention patented, in such manner that any person desiring to use it might obtain it or cause it to be made for him at a reasonable price at some manufactory or establishment for making or constructing it in Canada.

Second—I further find that after the expiration of 12 months from the granting of the said patent, neither the said patentee nor any person claiming or holding under him did import or cause to be imported into Canada the invention for which the said patent was granted.

I do therefore, in pursuance of the statute in that behalf, declare that the said patent has not become null or void, and I dismiss the application of the petitioners, the Royal Electric Company of Canada.

A FORMER DECISION.

In February last Mr. Pope, the Deputy Commissioner of Patents, gave his decision on this same application, quashing the patent, but subsequently it was discovered, through a flaw in the act, that Pope had no power to hear the case. On the rehearing, Sir John Thompson, Minister of Justice, was associated with the Minister of Agriculture, and it is on the report of the former that this decision is based. Former decisions of the Canadian Patent Office were to the effect that the mere importation of parts of an invention was an infringement of the statute, and rendered a patent null and void. Sir Thompson brushes this ruling altogether on one side, completely upsetting the cherished traditions of the patent office with regard to the non-carbonizing of the filament in Canada, which was the main point upon which the petitioners relied, and chiefly for which Mr. Pope quashed the patent in the first instance. Sir Thompson says:

As a matter of fact it seems that the carbonizing of the filament is a very difficult work, requiring great experience and skill; it has been principally done by Mr. Edison himself, and although perhaps sometimes done by others, has so often failed in the hands of others—even of those who had temporarily succeeded—that the work is practically reserved for Mr. Edison's factory in New Jersey, or was at the time under consideration. This was the case as to filaments for use in Europe, as well as for use in Canada.

NOT AN EXPENSIVE THING.

It may be also observed in this connection, although it may not have an important bearing on the legal view of the question, that the filament is of a very trifling value, even after it has been carbonized, and of very trifling cost. After being brought into Canada it is attached to the leading wires, and during the process of exhausting the air from the glass bulb is subjected to an electric current for the greater portion of half a day. The carbonizing which it receives in the United States and the treatment by electric current after it arrives in Canada before the final completion of the lamp are what make the filament a high resistant and fully carbonized. It could hardly be said to be fully carbonized until treatment which is given in Canada has been applied. Before that the filament is a partly carbonized filament, which would emit light when the current was applied, but not efficiently, because, not being completely carbonized, it would be of short duration comparatively, and impair the vacuum. It would be a carbonized filament, but not "a filament of carbon."

The production of the filament is not covered by the patent at all. The "invention for which the patent is granted" is a lamp in which the filament is to emit the light. The lamp was old, the filament new. The combination was patented. The patentee might have patented the filament, it would seem, but he has chosen to patent only the lamp containing the filament—or the combination, and not the new part, merely.

There are various descriptions in the evidence, of what was done in Canada with the article of which the lamp was made.

WHAT IS CLAIMED.

In the production of the lamp, and in considering what was so done, we must remember at every step that the patented article is not the carbon filament merely; not the platinum wire, manufactured without irregularities merely; not the brass bottom pieces merely; not the glass bulb and glass tubing, merely; not the joining of a glass bulb and a glass tube of the same melting and same quality of glass; not the carbonizing of the filament; not the treating of the filament by an electric current, but it is first an "electric lamp;" this lamp to give "light by incandescence, consisting of a filament of carbon, of high resistance, made as described and secured to metallic wires," etc.

This lamp was made in Canada, although parts thereof were imported, and he recommended the Minister of Agriculture to dismiss the petition, which has been done. Its effect is to continue the Edison Company's monopoly for five years longer. Had the decision gone against them, by the Supreme Court ruling in the Bate refrigerator case, the Edison patent in the United States would also have been quashed.

The Royal Company, the nominal petitioners, were backed by the Westinghouse and United States Companies, Mr. Kerr, of Pittsburg, being one of the counsel, and rendering efficient service. The companies are actively at work in Canada, and the Edison Company has entered suits against them in the Canadian courts for infringement of patent. Should the two companies win, it will practically mean the breaking of the Edison monopoly, so far as Canada is concerned.

In Pittsburg an effort was made yesterday to see either Mr. Westinghouse, Mr. Byllesby or Attorney Kerr, of the Westinghouse Electric Company, for a statement as to the effect upon their Canadian enterprises as a result of the decision quoted above. But neither of these gentlemen was at home; and the lesser lights of their company declined, in several instances, to express an opinion for them.

A THREE-CORNERED DUEL

With Revolvers in Which Two of the Parties Were Fatally Injured.

SILVER CLIFF, COL., November 28.—At a small mining camp, near this place, James Archer yesterday shot and fatally wounded Joseph Parker and E. H. Waterhouse. Both men were working for Archer. They became involved in a quarrel. All three drew revolvers and commenced firing.

Archer came out without a scratch, and claims he did the shooting in self-defense. Parker and Waterhouse cannot live.

A GREAT ENTERPRISE.

The Russian Government to Build a Railroad 4,000 Miles in Length—Pointers Being Picked Up in Canada—The Proposed Route.

[SPECIAL TELEGRAM TO THE DISPATCH.]

OTTAWA, November 28.—M. Antoine Zdiarski, a civil engineer of St. Petersburg, Russia, is in Ottawa. Speaking of his mission, he said that the Russian Government had determined to push at once the construction of the railway across Siberia. The Russian Department of Railways, of which he is one of the engineers, sent him to Canada to examine carefully the construction and management of our trans-continental road, in order to benefit by our experience.

The route has not been finally decided upon, but it will probably begin at Zlatoust, in the Ural Mountains, the present terminus of the road from Samara. Thence it will run to Omsk; from there to Irkutsk, on Lake Baikal, which it is proposed to cross by ferry. Thence the road would run to Srietensk, on the Amoor. This river would be used temporarily as far as Boosa, from which place the road would strike across the Vladivostock, on the sea of Japan. This port, which would be the Pacific terminus, is about 4,000 miles from Zlatoust, or about 6,000 miles from St. Petersburg.

From Vladivostock a line of steamers would run to Yokohama and connect with the Canadian Pacific Railway and other steamers. The only really difficult parts to construct would be through the Ural Mountains, from the Amoor west to the ocean, through the Stanovyi and Bureya mountains. M. Zdiarski said the road was primarily a military one, but much of the country through which it will pass is level and fertile.

The popular idea that Siberia is a frozen desert, unfit for habitation, is quite wrong, as far as the southern part is concerned. The prairies watered by the Tobel and Ishim are extremely fertile, and from Onesk to Irkutsk, a distance of about 1,000 miles, the country is dotted with villages and the climate well suited for grain growing.

RAN AMUCK WITH AN AX.

A Mad Negro Racing Through New York Streets Until Knocked Down.

[SPECIAL TELEGRAM TO THE DISPATCH.]

NEW YORK, November 28.—A negro with high cheek bones, little eyes and bushy hair and whiskers, looking for all the world like a Zulu, ran out of a Houston street tenement, this afternoon, carrying in his right hand a short-handled ax, and in his left a dishpan that he held to his breast as a shield. On the sidewalk were Bianca Salvatore and his nephew, and neighbor, Flippo Lombardi. The insane negro brought the broadside of his ax down on the top of Salvatore's head. The Italian dropped. Lombardi tried to flee. The negro was too quick for him. Whack! Another broadside hit. The second son of Italy fell and blood spurted from his head.

The madman then ran toward the Bowery, with a big crowd at his back. A woman with a child in her arms, started on a run for the southwest corner of Bowery and Houston street, but fell, and the frantic negro was over her in an instant, with his ax in the air. Stones were flying thick about the negro's head. One of them, thrown by Sam Labas, hit him in the ear. The blow stunned him, and the woman and the child were whisked out of his reach by the crowd. Policeman O'Brien broke into the ring and rapped the lunatic on the skull. Park Policeman Egan took away his ax and pulled an old-fashioned, double-barreled pistol out of his pocket.

DESTITUTION AT SPRING VALLEY.

The Leaders of the Recent Strike Will Not Be Employed.

CHICAGO, November 28.—The following letter from Spring Valley, Ill., has been received here:

The Spring Valley Coal Company, to prepare people here to celebrate Thanksgiving, have refused employment upon reopening the mines to miners who, during the lockout just ended, took a leading part in the distribution of food, clothing and medicine to the sick and starving. This relief forced the company to make terms twice as good as those first offered, although it did not save the men from severe reduction. The Company also decline to re-employ officers of labor unions, and has compelled all miners to abandon unions. As there is no other industry in Spring Valley except that of this Coal Company, this refusal to employ banishes the members of the Relief Committee and leaders of the Union from Spring Valley. They are penniless, having had no work for seven months like all the working people here.

Some of these banished men have families of seven and eight children. This action of the company has so intimidated the other miners that they decline receiving contributions for those still in want. They are afraid that if they are found distributing relief they will also be told to leave. Distress will last at least until midwinter, as the mines are ready for only a few men, and the heads of many families are away looking for work. November earnings will be small and not paid until the middle of December. Relief will be needed, as the Union has been broken up and the miners do not dare form another relief commission.

ROBBED FOR SIX GAMBLERS.

Details of the Santa Fe Train Robbery Begin to Leak Out.

[SPECIAL TELEGRAM TO THE DISPATCH.]

GAINESVILLE, IND. T., November 28.—A posse of deputy marshals passed through here to-day, with nine prisoners arrested at Berwin and Ardmer, Ind. T., for the Santa Fe train robbery. The officers refused to give any details, merely saying that he had a good case against the men. It was learned that the robbery was the result of a gamblers' plot. Six gamblers engaged six desperadoes, guaranteeing them a certain sum to rob the train. The gamblers learned when the heaviest shipment of money would be made, and plotted accordingly.

Fully $40,000 was taken, and not a cent recovered. The officers say that several other arrests will shortly be made, and possibly the bulk of the money recovered.

WENT DOWN WITH A BRIDGE.

A Freight Train Goes Through One of the C. and O. Spans near Huntington.

[SPECIAL TELEGRAM TO THE DISPATCH.]

PARKERSBURG, W. VA., November 28.—The west span of the Chesapeake and Ohio bridge across the Guyandotte river, three miles from Huntington, gave way under a freight train at 4 o'clock this morning, and precipitated the engine and five cars into the river, which was running out at high water mark. R. V. Freeman, engineer, and a cattle man, name unknown, were killed. Conductor Stephens and Fireman Cundiff went down with the wreck, and swam ashore, though badly hurt.

Freeman's body was recovered and taken to Huntington, where he lived. The eastbound express had passed over but a few minutes before. The unknown man's body has not yet been recovered.

DROWNED IN THE OHIO.

Two Persons and a Team of Horses Swept Away by the Storm.

[SPECIAL TELEGRAM TO THE DISPATCH.]

BENWOOD, W. VA., November 28.—At noon to-day John McGoff, aged 30 years, unmarried, and John Carroll, aged 9 years, son of Michael Carroll, were drowned in the Ohio river at this place. McGoff had been hauling coal and Carroll was on the wagon with him. At 12 o'clock McGoff concluded to stop for the day and drove down to the mill wharf to wash off his wagon. He drove out in the river beyond his depth and the team and occupants of the wagon were swept away.

WHOLESALE MURDER

Anticipated by the Terrorized Citizens of Eastern Kentucky.

IT MAY OCCUR AT ANY MOMENT.

All the Judges Obliged to Make Detours of Hundreds of Miles.

IN ORDER TO HOLD TERMS OF COURT.

Another Awful Chapter in the Hatfield-McCoy Feud Looked For.

Another wholesale slaughter is anticipated by the citizens of Eastern Kentucky when the attempt is made to take three of the Hatfield-McCoy feud murderers to the penitentiary. The origin of the celebrated vendetta is retold by judges who have sat in the trials.

[SPECIAL TELEGRAM TO THE DISPATCH.]

CINCINNATI, November 28.—The famous Hatfield-McCoy feud that has terrorized the law-abiding citizens in Eastern Kentucky has broken out afresh, and another wholesale slaughter is looked for at any moment. The information reached this city to-day, through Government secret service detectives, who were driven out of the Commonwealth by the Hatfield gang. The detectives were in consultation all day with the United States authorities at Covington, across the river, and left last night to hold another conference with Governor Buckner.

The stories as told by the Government officers are almost incredible. Judges were driven from the bench, prosecutors threatened with death, and other high officials compelled to resign, in order to avoid prosecuting the members of the gang now in custody.

NEWS HARD TO GET.

The scene of the feud is 75 miles from any railroad or telegraph station, consequently information is hard to obtain. The news brought by the Government officers is the first reliable news that has been furnished for many months. Last Saturday the Court of Appeals of Kentucky decided that one of the Hatfields must hang. Since the decision of the Court there are signs of another outbreak.

Judge Lilly, of Estill county, is afraid to take direct routes to the courts in his district, for fear of being ambushed by some of the people who have threatened to take his life on more than one occasion. The Judge is now holding court in Whitesburg, in Letcher county. In order to escape his enemies he went over 150 miles out of his way to reach that place. The Commonwealth's attorney, Mr. Marrs, has also been threatened with death if he did any prosecuting, and a few days ago he tendered his resignation in open court, but the Judge declined to receive it.

DIDN'T DARE TO HOLD COURT.

Judge Lilly was afraid to hold court in Knott county, and the bar declined to elect a special judge to take his place. The Judge also declined to go to Harlan county to hold court, owing to the numerous threats that have been made against him. A special judge was elected, and the French-Ebersole crowd broke up court with a general fight. This is only a sample of the condition of affairs in that section of the State.

"The decision in the Hatfield case probably means more trouble," said one of the detectives. "They are confined in jail at Pikeville, and since the affirmance of the case, threats have been made to rescue them from the jail."

The persons referred to as having been sentenced for life are Valentine Hatfield, Dick Mayhorn, and Plyant Mayhorn, convicted in the Pike County Circuit Court for the murder of Tolbert McCoy. Judge Pryor, who delivered the opinion in the case in the Court of Appeals, for the first time told the inside history of the feud.

THE ORIGINAL DIFFICULTY.

A personal difficulty originated between three of the McCoy boys and one Ellison Hatfield, brother of Valentine Hatfield, in which Hatfield was cut with a knife, and died from the effects of the wounds. After the fight the McCoys were all arrested by a special constable named Floyd Hatfield, and placed in the custody of Tolbert and Joseph Hatfield, two justices of the peace in Pike county, all related to the man killed, who thought it proper to carry the McCoys to the county seat to be tried, and had with them a guard to protect their prisoners.

They had not proceeded many miles in the direction of Pikeville before they were overtaken by Valentine Hatfield, one of the accused, Elias Hatfield and others, who, according to their own statements, wanted the law enforced, but as a matter of public convenience thought they should be tried in the district where the killing took place. Valentine Hatfield was also a justice of the peace in Virginia, in a district near the Kentucky border.

WANTED A CHANGE OF COURT.

The officers in charge surrendered the McCoys to the Virginia justice of the peace, who, in conjunction with a posse of armed men, returned with their young prisoners that they might have them tried in the civil district bordering on the Virginia line.

They had not gone far on their return before they were joined by a man named Anse Hatfield and the two Mayhorns, sons-in-law of Valentine Hatfield. The men were armed with guns when they met the Kentucky justices, who had been divested of their jurisdiction by the Virginia justice, and after proceeding to the residence of old Jerry Hatfield, the party obtained a rope and tied the three, and in this condition carried them to the residence of Rev. Anderson Hatfield, where they took dinner.

While at the house Anse Hatfield stepped aside and told all of Hatfield's friends to form in a line, and the prisoners were taken across the boundary line of Kentucky and confined in a schoolhouse in Virginia. There they were guarded by the defendants until they heard of the death of Ellison Hatfield. They then took their boys to the Kentucky side of the river, and cocking their guns, blew the top of the smaller boy's head off; shot Talbot 15 times and Pharmer 11 times.

The Hatfield crowd are threatening now that the prisoners will never see the inside of the penitentiary, and there is a probability that the sheriff will have to call upon the government for soldiers to land them there. The consultation of the government officers was for the purpose of securing aid in transferring the prisoners to the penitentiary.

A PECULIAR LANDSLIDE

Sweeps an Engine House Against a Moving Railroad Train.

BLOOMSBURY, N. J., November 28.—A landslide this morning swept an engine house with William Bigley, an engineer, against a moving train on the Lehigh Valley Railroad at the west end of Plattenburg tunnel. Bigley was taken from under the engine, crushed to a pulp.

A quantity of earth and debris was wedged in the mouth of the tunnel, and traffic was suspended for 12 hours.

Fatal Wreck Caused by a Washout.

IRONTON, O., November 28.—A disastrous wreck occurred at Ceredo this morning, on the Chesapeake and Ohio. The train was thrown from the track by a washout when running at a high rate of speed. The engineer and two brakemen were killed.

JOHNSTOWN'S THANKS.

A Peculiar Place for Thanksgiving Services—Bold Talk of a New Rector—The Outdoor Life of a Frontier Town — Amusements Gone and Coming.

[SPECIAL TELEGRAM TO THE DISPATCH.]

JOHNSTOWN, November 28.—In a swirling snowstorm the sun of Thanksgiving sets on the Conemaugh. Two lights illume the valley, the steady flare up the river at bridge No. 6, of both torch and carbon, where the night railroad gang takes up anew the work of repairing the last ravages of the flood, and here in Johnstown the fitful and sky-leaping glare of the furnaces of the Cambria Iron Company.

Six months ago to-morrow night different lights illuminated the valley, a blazing church at the upper end of Johnstown, a blazing mass of a thousand homes at the lower end. From Decoration Day to Thanksgiving the cycle of Johnstown's tribulation runs. There is grief in a thousand homes with the thought of this day a year ago, but Johnstown, in verity, gives thanks. In the Episcopal Church of St. Mark's there were about 40 attendants upon the service, four of whom were men and the rest women and children, half of whom were in mourning. Yet this is the way the plucky new rector talked:

The attendance is so small because this is not a holiday in Johnstown, as elsewhere. Every one is hard at work. On Sunday the number of people here reaches 120. The number of communicants of the parish is 200. I am here for three years, and I shall regard my work a failure if the number is not doubled by that time.

Mr. Bold's enthusiasm is largely born of the good impression of the practical methods of the Episcopal church, implanted by Bishop Whitehead of Pittsburg. "He got 50 sewing machines at $18 apiece," said Mr. Bold, proudly, "and gave them to 50 sewing women, who have since earned their living on them. With $150 he set a dyer up in business, and the wish to have the soiled and muddy clothes renovated has enabled that man to buy a $300 house since."

The outdoor life of Johnstown at this Thanksgivingtide is that of a new frontier town. You see signs that the "Kindergarten" has been here to packed houses and that the "Fakir" is coming. The local papers are running over with advertisements. The saloons are thronged. Consolidation is accomplished, and an electric road through all the borough is looked forward to.

ASSAULT ON AN ARCHBISHOP.

A Crowd of Toronto Toughs Create a Most Disgraceful Disturbance.

[SPECIAL TELEGRAM TO THE DISPATCH.]

TORONTO, November 28.—There was a disgraceful disturbance here last evening, on the occasion of the reception of Archbishop Walsh when he came to take office in this city. A crowd gathered with a band, and sang "We'll Hang Old Walsh on a Sour Apple Tree." Stones were thrown at the carriage of Senator Smith and his coachman was hit, but not seriously injured. Soon after the crowd left the railway station missiles were hurled at Archbishop Walsh's carriage. To add insult to injury, the Archbishop's ears were greeted by the song, "We'll hang the Pope on a sour apple tree." The line of carriages turned in to King street, where the hooting was recommenced with increased vigor. When the Archbishop's carriage was opposite Bond street it was assailed by a regular fusillade of missiles projected from a knot of disapproving toughs who stood on the corner. The windows of the vehicle were shattered, but the occupants escaped without injury.

The long line turned up Church street, and proceeded without interruption to Shuter street, where another cowardly attack was made upon His Grace. A chorus of hoots and groans was followed by a shower of stones, one of which entered the carriage and struck His Grace upon the wrist. He was not injured. His carriage finally drew up opposite the main entrance of the Cathedral, and he passed in unmolested.

TWO PETRIFIED BODIES.

The Peculiar Discovery Made in a Rural Buckeye Cemetery.

[SPECIAL TELEGRAM TO THE DISPATCH.]

FINDLAY, O., November 28.—The extension of the Toledo, Columbus and Cincinnati Railroad, which is being built South from this city, passes through the old cemetery of the village of Arlington, in the southern part of this county. A short time ago the right of way through the cemetery was granted by the Probate Court, thus necessitating the removal of the bodies that had been at rest there for many years. This work has been going on uninterruptedly until yesterday, when the workmen opened a double grave, that of a man and his wife named Swerline. Upon their attempting to remove the bodies they were found to be much heavier than those already taken up. In fact they were so heavy as to make it necessary to open the boxes before they could be taken from the graves.

This done, it was found that both bodies were turned to solid stone. It is said by those who knew them in life that they looked quite natural. The bodies have been buried about 32 years. They were reinterred in the new cemetery nearby. The friends of the deceased tried to keep the matter from the public, as they feared the bodies would be stolen by the enterprising museum man, but the facts soon became known. The find excited considerable comment in the neighborhood.

RAN INTO A WAREHOUSE.

A Peculiar and Disastrous Wreck on the Atlantic Coast Line.

[SPECIAL TELEGRAM TO THE DISPATCH.]

PETERSBURG, VA., November 28.—This morning, shortly after 11 o'clock,