

THE PRESIDENCY.

Present Status of the Great Middle.

If Ulysses S. Grant could be induced to seclude himself in some dark corner, while an excessively "enthused" condition, instead of causing his in-temperate "notions" to be telegraphed all over the country in the shape of a pretended interview, public excitement might be measurably subdued. About once a week he causes the associated press to send forth a column of his incoherent and seditious twaddle, and thus gives nourishment to the excitement and ill-feeling which still has an abiding place in many localities. The substance of Grant's latest blather from the White House is indicated with sufficient plainness, in another column, to relieve us of the necessity of epitomizing his mischievous utterances.

Conflicting reports come from Washington relative to the progress so far made by the Senate committee appointed to devise some plan for counting the electoral votes; some alleging that the committee is getting along very satisfactorily, and others that no agreement is likely to result from the committee's deliberations. Let us have patience, and await events. It will be time enough to discuss the committee's doings after a report is submitted.

On Saturday, January 3, 1877, another day gave an interesting explanation of the devious ways of the Returning Board of that commonwealth. The case, briefly stated, is this: Apparently fraudulent returns were put in from two counties, the genuine returns from which were never produced. The bogus returns were rejected by the unanimous action of the board. The Tilden ticket being largely ahead, the board then threw out the legal returns from four other counties, and gave the State to Hayes.

On the order of the Supreme Court the Board reassembled, but instead of conforming to the command of the Court as to counting the four illegally rejected counties, two of the Board counted the confessedly false returns from the other two counties. The report of this action was made to the court on Monday, and promptly disallowed, and an order was then issued explicitly directing the Board to count the votes according to law and justice. Obedience to this command would give the Tilden ticket.

The House congressional committee charged with the investigation of the South Carolina election has concluded its labors, and will soon be ready to submit the result thereof to Congress. It seems to be pretty generally understood that the committee will unite in reporting that the face of the returns indicate a majority of 1,100 for Wade Hampton for Governor, and of about 900 for the Hayes electors. It is not to be inferred, however, that the votes as actually deposited in the ballot-boxes gave Hayes a majority; nothing of the kind. But the returns were so manipulated as to show an apparent majority for the Buckeye Governor.

The Democrats will all probably make no further contest over the electoral vote of this unfortunate commonwealth, conceding it to the Republicans even if improperly accredited to them. It remains to be seen whether the Republicans will be equally magnanimous and demand the recognition of Wade Hampton's election for Governor, in view of the fact that those same returns give that gentleman a majority of several hundred in excess of that of Mr. Hayes; or whether they will permit the usurper Chamberlain to keep up his pseudo government with the aid of federal bayonets. Time will tell.

It is reported that the Senate committee has agreed unanimously that nothing short of 155 electoral votes shall suffice to elect. If this action should finally be approved by Congress, the rejection of the votes of Louisiana and Florida would result in throwing the election of the President into the House and the election of the Vice President into the Senate—thereby securing the election of Tilden and Wheeler.

Senator Logan, being kept busy in working the wires at Springfield to secure his re-election, has asked to be relieved from serving on the committee to devise a plan for counting the electoral votes, which request has been complied with. Senator Conkling has been selected to fill the vacancy thus created. This makes a decided improvement in the composition of that important committee. Mr. Conkling, though a strong partisan, is at the same time a man of great ability.

Another Disaster. The British iron ship Circassian, Capt. Williams, went ashore on the Long Island coast, two miles from Bridgehampton, on the 11th inst., while on a voyage from London to New York, having on board 11 of the crew of an abandoned vessel, the Health Park, of Dundee, Scotland, bound from Amboy for Liverpool. After some hours both shipwrecked crews were safely landed, and not a life was lost. They were brought to New York and sent to various hospitals. The crew in all comprised 23 souls, and were subsequently sent back by the British consul to England. On the day after the wreck the Coast Wrecking company took charge of the vessel and tried to get her off. The storm of Friday caught 34 men, employees of the company, on board, and there were no means of saving them from rescue. Finally, at half-past 4 o'clock in the morning, the ship went to pieces with an awful crash, according to the account of four survivors, who were washed ashore Saturday morning, more dead than alive, on fragments of the wreck. No one of the remaining 29 men has been heard from up to the present time, and there is but little doubt that all have perished.

Tuesday afternoon of last week, as William O'Brien and James Long of Pierceton, were driving in town in a sleigh, a team following behind them came frightened, ran away and ran into the sleigh, upsetting and throwing the occupants out, cutting Long's head severely, who is now in hospital at Live, Mr. O'Brien is also badly injured.

The ice business at LaPorte is quite extensive. There are four firms there which have 69 houses with a total capacity of 30,000 tons. It is thought 150,000 tons will be put up this year. When the harvest is in full blast, from 600 to 700 hands are employed.

ALBION RUMMAGES.

Heigh! ho, for the "hub!" Wade Hampton, wade. We'll wade with you.

Who has not heard that we are now having splendid sleighing?

That little visit paid us by our friends from Ligonier was just the thing. About sixty individuals, ladies and gentlemen, came over; the most prominent among whom was Captain Braden. By this we mean that he was acting in his old capacity of captain. After our friends had taken supper at Mrs. Bradley's, they fell in rank and marched to the cou-house, where they met with a warm reception by the people of Albion who had already gathered there. After pleasantly spending an hour or so in the court-room, eating apples and throwing them about, we began to think this room too small for the rapid expansion of our joys, and by orders from the "captain" we again fell in rank and adjourned to Clapp's Hall, where was found ample room for our highest flights and fancy. Come again, good people, come again. The sheriff has a new curry-comb. Court will set next Monday. Judge Toulsey's face is not only lit up with gouts, but is actually increasing in size.

On New Year's Day the ladies of Albion gave a free dinner in the court-room for the good of the little folks; more especially the poor. The dinner was a grand success. O, the pleasure one feels in seeing every little face wreathed in smiles, the very expression of which is saying "A Happy New Year." Can any one suggest a better way to begin the new year?

It is only occasionally that we see a drunken man trying to walk on both sides of the street at once, and they seldom succeed, generally managing to land about midway, just in time to be picked up by our marshal and marched to that house which is built upon a rock.

Justice of the Peace Singrey has resigned his office. Who shall be appointed?

The "hub" furnishes the county ten school teachers, each and every one of the best type.

Found—in the court-room, by the Sheriff, a beautiful kid glove, the late property of some handsome lady. This glove will be returned to any lady giving satisfactory evidence that the glove was designed to fit her hand.

Ladies, call on the Sheriff. On Friday night the post-office at this place was entered by some persons or persons. Several letters were opened and a small sum of money taken, also a few notions. Such as a mouth organ and meerschaum pipe. By whom the theft was committed is unknown.

On Monday forenoon the wife of James Charter, after living with her husband for nearly twenty years, quietly took French leave of him, and has gone to other parts, taking with her a small daughter.

Last Saturday the wife of James Hutchison left him to mourn her departure, but whether she has gone no one knows. In this case as well as the one above the name is Jane. Will you insist that "there's nothing in a name?"

Running horses on the streets is a luxury not much indulged in. It costs from three to five dollars.

On the 8th inst. M. C. Skinner, County Superintendent, will open a school in the "big brick" in Albion. It is good that the house will be dedicated to its purpose by so able a man as Mr. Skinner.

J. A. P.

BENTON CORRESPONDENCE.

We would once more wield the pen, to our best ability, for the columns of that most excellent journal, THE BANNER, at the commencement of this new year. The centennial year has passed and our country is not saved, yet we hope and trust the scale may turn, and is turning we think, for the better. But time alone will unfold to us the future, and we who survive the present crisis shall alone know the result. The past is gone and its history is known. Terrible, wonderful, disgraceful, it is the history of our government for the past twelve years. Other nations see our present difficulties and clamorings. There is no nation upon this globe that has not in the past recognized the United States as having the best government; that we were progressive in our arts and sciences. We were looked upon and respected by other countries as being able to discern right from wrong, and was confidently believed that we would choose the former instead of the latter. But, alas! the news has gone forth from nation to nation, until they all see our jangling over the late election. O, that our country was restored to peace and prosperity! We are sorry. We lament that the affairs of our government are in such a critical condition, but we hope men's passions and prejudices may give way and their better feelings rule their thoughts, that we may see the majority, and not the minority, rule. May the Supreme Ruler help us to be wise and look to the interest and future welfare of our nation, and not to party power; that our children after we shall have passed away may say, "Blessed be our ancestors for this noble and well-constructed government."

On the ill-fated train, having miraculously escaped from the terrible catastrophe without injury, except a slight scratch on the right hand, arrived in Chicago on Sunday afternoon, and, being interviewed by a Times reporter, gave an extended account of the horror as she witnessed it, and from which we glean the following details of the tragedy:

"The passengers were grouped about the cars in twos, fours, and even larger parties. Some were leaning, and some were sitting. A number were playing cards. The rope snapped in two, one piece flying against one of the lamp globes, smashing it and knocking the burning candle fire to the floor. Then the cars ahead of us went bump, bump, bump, as if the wheels were jumping over ties. Until the bumping sensation was felt everyone thought the glass globe had been broken by an explosion."

"Several jumped up and some seized the tops of the seats to steady themselves. A half minute or so later the train stopped. I remarked that I guessed it was the first. I afterward learned

A TERRIBLE CATASTROPHE.

I can't describe the noise. There were all sorts of sounds. I could hear above all a sharp, ringing sound, as if all the glass in the train was being broken. Some cried out, 'We are going down.' At that moment all the lights in the car went out. It was utter darkness. I stood in the centre of the aisle. I knew that a something awful was happening, and, having had some previous experience in railroad accidents, I braced myself for the worst. I felt the car floor sinking from under my feet. The sensation of falling was very apparent. I thought of a great many things, and I was glad to find that I was going to be killed. For the first few seconds we seemed to be dropping in silence. I could hear the other passengers crying out. Suddenly the car was filled with flying splinters and dust, and we seemed breathing some heavy substance. For a moment we were all floating. We went down, down—oh, it was awful. It seemed to me that I had been falling two minutes. The berths were slipping from some fastenings and falling upon the passengers. We heard an awful crash. As the sound died away we heard heavy groans all around us. It was as dark as the grave.

A PLUNGE OF OVER 75 FEET.

More Than Fifty Persons Supposed to Have Been Killed—Crushed, Burned and Drowned.

CLEVELAND, O., Dec. 20.—About 8 o'clock this evening an iron bridge on the Lake Shore & Michigan Southern Railroad, a short distance west of Ashtabula station, gave way under the Pacific express, a train which consisted of eleven cars, drawn by two engines. The engine train, with the exception of one engine, plunged into the river below, a distance of seventy-five feet. There were 140 passengers on the train.

Train No. 5, Conductor Henn, left Erie for Cleveland one hour late, and neared the bridge at Ashtabula about 8 o'clock.

The falling train and bridge broke the ice in the creek, and those not killed by the fall or burned by the scorching cars were drowned by the wreck and drowned before they could be extricated.

10:25—Many will be, or have been, frozen. Citizens of Ashtabula are at the wreck, and many are at work to rescue those who have not been killed. The work, however, goes on very slowly.

There were a great number of English people on the train. It is said the seven coaches were all well filled. The express messenger for the American Express Company is missing, and the local agent at Ashtabula fears that he is among the killed.

11:20. A. M.—The wreck has now burned down, but it will be daylight before much can be done towards getting out the dead. The special train with surgeons, stretchers, blankets, etc., which left Erie at 10:30, was drawn by two engines, but owing to the deep snow on the track two hours getting to Painesville, 30 miles from here and coming back between Cleveland and Ashtabula.

THE VALLEY OF DEATH. On either side of the ravine frowned the dark and bare arches from which the treacherous timbers had fallen, while at their base the great heaps of ruins caused by the wreck, and the hundreds of men, women and children who had so suddenly been called to their death. The charred bodies lay here and there, and the place was a scene of horror and confusion of the night. Piles of iron lay on the track or bedded in the shallow water of the stream. The fire smouldering in great heaps where many of the hopelessly victims had been all consumed, while men went about in wild excitement, seeking traces of a lost one among the wreckage of death.

HOW IT HAPPENED. "All the witnesses so far agree as to the main facts of the accident. It was about 8 o'clock, and the train was moving along at a moderate rate of speed, the Ashtabula station being just this side of the ruins. Suddenly and without any previous warning the train plunged into the abyss, the forward end going over the edge of the bridge. Almost instantly the lamps and stoves set fire to the cars, and many who were sleeping only started, and who might have been saved, fell victims to the fury of the flames."

The following has just been received from Ashtabula depot, Ohio, by J. A. P.: General Superintendent Paine is here and says there is no prospect at present of ascertaining the names of the killed and wounded. The railroad folks are waiting for the coroner to get names, but it will be late before anything is known.

SURGEONS AT WORK. On the arrival of the Cleveland train the surgeon of the road organized his corps of assistants and made arrangements for the treatment of the wounded were attended to, such help being given to each as was possible. The people of Ashtabula lent willing hands, and the great feeling of sympathy could do to save life or ease pain was done. The train which came from Cleveland for the purpose was immediately bucked into position and long before daylight the wounded were being prepared for transportation to Cleveland to be sent to the hospitals or home.

The night was intensely cold; the wind was a perfect gale, and the snow in many places drifted to a depth of several feet. Toward morning the beds in the sleeping cars of the special train were made up and such of the wounded as could be removed were transferred to them.

Mr. Charles Collins, chief civil engineer of the road, describes the bridge as a Howe truss, built entirely of iron and about 11 years old. It was 69 feet above the water, had an arch 150 feet long in the clear, the whole length of the bridge being about 157 feet. It has been tested with six locomotives, and at the time of the disaster was considered as being in perfect condition. It was built in the Cleveland shops. Mr. Collins gives the opinion as to the cause of the accident, expressing his belief as being utterly unable to do so. He estimates the loss of the bridge at \$75,000, but no estimate is made of what the loss by cars. As soon as the debris is cleared away and the bodies all taken out, which will occupy a couple of days, a temporary bridge, which was built for the Wilson avenue crossing, and is at Collinwood, will be put up. He expects to have a running connection made within 10 days.

A Passenger's Statement. Miss Marion Shepherd, a young lady residing in Ripon, Wisconsin, was on the ill-fated train, and having miraculously escaped from the terrible catastrophe without injury, except a slight scratch on the right hand, arrived in Chicago on Sunday afternoon, and, being interviewed by a Times reporter, gave an extended account of the horror as she witnessed it, and from which we glean the following details of the tragedy:

"The passengers were grouped about the cars in twos, fours, and even larger parties. Some were leaning, and some were sitting. A number were playing cards. The rope snapped in two, one piece flying against one of the lamp globes, smashing it and knocking the burning candle fire to the floor. Then the cars ahead of us went bump, bump, bump, as if the wheels were jumping over ties. Until the bumping sensation was felt everyone thought the glass globe had been broken by an explosion."

"Several jumped up and some seized the tops of the seats to steady themselves. A half minute or so later the train stopped. I remarked that I guessed it was the first. I afterward learned

AN AWFUL CRASH.

I can't describe the noise. There were all sorts of sounds. I could hear above all a sharp, ringing sound, as if all the glass in the train was being broken. Some cried out, 'We are going down.' At that moment all the lights in the car went out. It was utter darkness. I stood in the centre of the aisle. I knew that a something awful was happening, and, having had some previous experience in railroad accidents, I braced myself for the worst. I felt the car floor sinking from under my feet. The sensation of falling was very apparent. I thought of a great many things, and I was glad to find that I was going to be killed. For the first few seconds we seemed to be dropping in silence. I could hear the other passengers crying out. Suddenly the car was filled with flying splinters and dust, and we seemed breathing some heavy substance. For a moment we were all floating. We went down, down—oh, it was awful. It seemed to me that I had been falling two minutes. The berths were slipping from some fastenings and falling upon the passengers. We heard an awful crash. As the sound died away we heard heavy groans all around us. It was as dark as the grave.

"I WAS THROWN DOWN. Just how I fell is more than I can say. A gentleman had fallen across me, but we were both on our feet in the first few seconds. I was struggling to get out. I heard some one say, 'hurry up; the car will be on fire in a minute.' Another man shouted, 'the water's boiling and the cars are on fire.' The car seemed to be falling partly on one side. In the scramble a man caught hold of me and cried out, 'help me; don't leave me! I want to get out.' I was the only one of the car, 'help me, save my husband!' He was caught under a berth, and some seats. I was feeling around in the dark, trying to release him, when some one met at the other end of the car said that he was all right, and would help the man out. I groped my way to the other end of the car, and heating arrangement in getting to it. The fire had not yet broken out in our car. While I was getting out through the door the others were climbing out through the windows."

"On the left the cars were on a blaze. On the right a pile of rubbish, so badly crushed and twisted, that I could not get out. I got on to a couch which was resting on the edge of the roof. The roof was so slippery that I could not walk on it, and I was dark inside, and I heard the rending groans issued from it. I seemed filled with

PEOPLE WHO WERE DYING. Two men, a Mr. White, of Chicago, and a Mr. Tyler, of St. Louis, had been thrown from the end of the car. Then I was in the snow up to my knees. Tyler was badly gashed about the face, and was covered with blood. I held under our feet a man's head down in a hole, and his legs under the corner of the car. He asked us to help him, and Mr. Tyler and Mr. White went down and helped him. Some other men carried him away. It was storming terribly. The wind was blowing a perfect gale.

On the right side of the whole scene was lighted up by the burning cars. I could see that the bridge had broken off even with the abutments. The abutments were high up in the air. A way above us I could see a crowd of spectators. Down in the wreckage there was a perfect picnic. The people were beside themselves. Some were shouting, and some were crying. They had to be dragged out of the cars to prevent their being burned up. I don't want to repeat horrors, but I saw that the women, the few who were not killed outright, behaved more courageously than the men, as a rule."

"Before we got out of the chasm the whole train was in a blaze. The locomotive, the cars, and the bridge were all on fire. The smoke was so thick that we could not see our way. From burning heap came shrieks and the most

PITIFUL CRIES FOR HELP. I could hear, far above me, the clangor of bells in the village, alarming the citizens. The smoke was so thick that we could not see our way. From burning heap came shrieks and the most

WOODWARD, the Tweed ringster lately captured in Chicago and sent to New York, has effected a compromise with the authorities and secured his release. He surrenders property and bonds worth \$155,000, and, although the prosecution has not been formally discontinued, it is understood he will not be further molested if he makes his testimony against others of the ring as valuable as he has promised.

On Tuesday morning, Dec. 20th, a disgusting case of mayhem happened in Walker's saloon under the New Chicago Hotel. Two young fellows named John Hutton and Chris Rooney, had disputes which ended in the former seizing Rooney's left ear in his mouth and biting the flesh clear off. The young beast then picked up the piece of mutilated flesh and attempted to throw it in the stove, but was prevented.

A minority of the House Judiciary Committee will report on the Colorado question to the effect that Congress has no right to delegate to the President the power to pass upon the character of the constitution adopted by an incoming State, and complete the act of admission by proclamation. They will at the same time report that the constitution adopted by the people of Colorado is republican in form, and is in accordance with the admission to the Union by act of Congress.

A troupe of Jubilee singers, consisting of seven or eight members, were arrested at Otis, for an assault on the proprietor of the Otis house. They attempted to jump their hotel bill, when their baggage was levied upon, in which the troupe thought was a serious right, and a general fight ensued, in which the proprietor had his nose broken and was stabbed through the hand by one of the women. William Gies, the leader of the troupe, was charged with having provoked the fight.

A son of C. Lloyd, of Orient, Osceola county, Mich., was recently brought to death by the house taking fire. The lad, about 15 years of age, was asleep in the garret. Mr. Lloyd was aroused by his son's cries, and tried to reach the second story by the stairs, but was unable to do so. He then went outside and placed a ladder to the window, and soon reached the boy's bed, but found it empty. He continued the search on his hands and knees, until he fell through the floor down to the first floor, when he was compelled to abandon the poor boy to the devouring flames. When rescued, the boy's hands and face were terribly burned.

Near Mason City, Ill., two brothers named Wiley Horne and William Horne, prominent farmers, were arrested by the sheriff, and taken to the jail, and attempted to cut his brother with a large butcher knife. Wiley's wife, being present, attempted to separate them, whereupon William struck her with the knife, nearly cutting her hand off. Wiley immediately took possession of a shot-gun lying by, and discharged the contents at his opponent, shooting him in the right arm, inflicting a dangerous wound, making amputation of the arm necessary. The woman is in a dangerous condition, and is expected to die. Her wound is thought to be fatal.

THE FIRST ENGINE CLEARED THE BRIDGE, but her tender was off the track. The wreck occurred at about half-past 7 o'clock on the evening of Dec. 20th. Mr. Charles Tyler, a resident of St. Louis, was a passenger on the ill-fated train. He was in the sleeping car Palatine, in which there were nineteen passengers, and being asked by the coroner to give a description in his own words of the accident, proceeded to give the following

THRILLING NARRATIVE: "The first warning we had was the bumping of the train. I was sitting in my berth. I remarked that I guessed it was the first. I afterward learned

FOREIGN ITEMS.

The Convention of St. Elizabeth, near Joliet, Canada, was burned on the night of the 25th. Thirteen persons, mostly children, perished in the flames. The convent was occupied by Sisters of Charity, fifty lady boarders, and some fifty charity children and infirm persons.

Another revolution has taken place in San Domingo. President Gonzalez, who was called back to power when President Espaillet was deposed, again relinquished his office on the 6th of December, and embarked for Porto Rico. Ex-President Saez has been restored to power. Commerce was utterly paralyzed.

The new Turkish Constitution was solemnly proclaimed on the 23d ult. It provides for the indivisibility of the Turkish Empire, and declares the Mohammedan religion the religion of the State, but guarantees the free exercise of public worship by all creeds. Two legislative bodies are provided for, and in other respects it resembles the constitutions of the monarchies of Europe.

A dispatch from Fort Davis states that the Mexican revolutionists have captured Mr. Miller, an American banker at Chihuahua, and demanded \$5,000 in gold as a ransom of his release. Col. Andrews, with a force of infantry, cavalry and artillery, has gone to his rescue. The revolutionists are about 400 strong, and have threatened to shoot Miller if they cannot hold him. A fight is inevitable.

Narrow Escape from a Horrible Death. (New Era, December 28th.)

On Tuesday afternoon of last week, Mr. P. A. Sunday, of Albion, narrowly escaped a horrible death, which, in contemplation, even makes us shudder. It seems that he was walking on the railroad track a short distance west of town, in company with one of his companions, when he was crossing the first cattle guard west of town, he got both of his feet fast between the middle railing and was about as it is in a bad machine, and he was held there by his efforts and the signals and the next moment the train was seen approaching at full speed. The companions of Mr. Sunday made the most frantic efforts to attract the attention of the engineer and have the train stopped, by waving their hats and handkerchiefs, but seemingly to no purpose, although when the train came in sight and when the signals were first made, it was some distance away, and could have been easily stopped. The investigation of the signals and the next moment the train was seen approaching at full speed. The companions of Mr. Sunday made the most frantic efforts to attract the attention of the engineer and have the train stopped, by waving their hats and handkerchiefs, but seemingly to no purpose, although when the train came in sight and when the signals were first made, it was some distance away, and could have been easily stopped. The investigation of the signals and the next moment the train was seen approaching at full speed. The companions of Mr. Sunday made the most frantic efforts to attract the attention of the engineer and have the train stopped, by waving their hats and handkerchiefs, but seemingly to no purpose, although when the train came in sight and when the signals were first made, it was some distance away, and could have been easily stopped. The investigation of the signals and the next moment the train was seen approaching at full speed. The companions of Mr. Sunday made the most frantic efforts to attract the attention of the engineer and have the train stopped, by waving their hats and handkerchiefs, but seemingly to no purpose, although when the train came in sight and when the signals were first made, it was some distance away, and could have been easily stopped. The investigation of the signals and the next moment the train was seen approaching at full speed. The companions of Mr. Sunday made the most frantic efforts to attract the attention of the engineer and have the train stopped, by waving their hats and handkerchiefs, but seemingly to no purpose, although when the train came in sight and when the signals were first made, it was some distance away, and could have been easily stopped. The investigation of the signals and the next moment the train was seen approaching at full speed. The companions of Mr. Sunday made the most frantic efforts to attract the attention of the engineer and have the train stopped, by waving their hats and handkerchiefs, but seemingly to no purpose, although when the train came in sight and when the signals were first made, it was some distance away, and could have been easily stopped. The investigation of the signals and the next moment the train was seen approaching at full speed. The companions of Mr. Sunday made the most frantic efforts to attract the attention of the engineer and have the train stopped, by waving their hats and handkerchiefs, but seemingly to no purpose, although when the train came in sight and when the signals were first made, it was some distance away, and could have been easily stopped. The investigation of the signals and the next moment the train was seen approaching at full speed. The companions of Mr. Sunday made the most frantic efforts to attract the attention of the engineer and have the train stopped, by waving their hats and handkerchiefs, but seemingly to no purpose, although when the train came in sight and when the signals were first made, it was some distance away, and could have been easily stopped. The investigation of the signals and the next moment the train was seen approaching at full speed. The companions of Mr. Sunday made the most frantic efforts to attract the attention of the engineer and have the train stopped, by waving their hats and handkerchiefs, but seemingly to no purpose, although when the train came in sight and when the signals were first made, it was some distance away, and could have been easily stopped. The investigation of the signals and the next moment the train was seen approaching at full speed. The companions of Mr. Sunday made the most frantic efforts to attract the attention of the engineer and have the train stopped, by waving their hats and handkerchiefs, but seemingly to no purpose, although when the train came in sight and when the signals were first made, it was some distance away, and could have been easily stopped. The investigation of the signals and the next moment the train was seen approaching at full speed. The companions of Mr. Sunday made the most frantic efforts to attract the attention of the engineer and have the train stopped, by waving their hats and handkerchiefs, but seemingly to no purpose, although when the train came in sight and when the signals were first made, it was some distance away, and could have been easily stopped. The investigation of the signals and the next moment the train was seen approaching at full speed. The companions of Mr. Sunday made the most frantic efforts to attract the attention of the engineer and have the train stopped, by waving their hats and handkerchiefs, but seemingly to no purpose, although when the train came in sight and when the signals were first made, it was some distance away, and could have been easily stopped. The investigation of the signals and the next moment the train was seen approaching at full speed. The companions of Mr. Sunday made the most frantic efforts to attract the attention of the engineer and have the train stopped, by waving their hats and handkerchiefs, but seemingly to no purpose, although when the train came in sight and when the signals were first made, it was some distance away, and could have been easily stopped. The investigation of the signals and the next moment the train was seen approaching at full speed. The companions of Mr. Sunday made the most frantic efforts to attract the attention of the engineer and have the train stopped, by waving their hats and handkerchiefs, but seemingly to no purpose, although when the train came in sight and when the signals were first made, it was some distance away, and could have been easily stopped. The investigation of the signals and the next moment the train was seen approaching at full speed. The companions of Mr. Sunday made the most frantic efforts to attract the attention of the engineer and have the train stopped, by waving their hats and handkerchiefs, but seemingly to no purpose, although when the train came in sight and when the signals were first made, it was some distance away, and could have been easily stopped. The investigation of the signals and the next moment the train was seen approaching at full speed. The companions of Mr. Sunday made the most frantic efforts to attract the attention of the engineer and have the train stopped, by waving