

The Democratic Sentinel

RENSSELAER, INDIANA.

J. W. McEWEN, PUBLISHER.

NEWS CONDENSED.

Concise Record of the Week.

EASTERN.

Samuel F. Besse was hanged at Plymouth, Mass., for murdering Richard N. Lawton, of Westport, Dec. 23, 1885. Only the witnesses specified by law were admitted to the jail-yard, and the hour of the execution was kept secret, and the crowd which usually assembled at hangings did not gather at the jail.

Wesley Greer, of Cannonsburg, Pa., has been awarded damages of \$6,902 for the destruction of his house by the escape of natural gas from the company's pipes 122 feet distant.

The funeral of Henry Ward Beecher, at Greenwood Cemetery, New York, was attended by an immense concourse of the deceased's friends and parishioners. Mrs. Beecher and the other relatives took an affecting farewell of the remains at Plymouth Church. The prayer of Pastor Halliday at the grave was of an unusually touching description. The will of Mr. Beecher bequeaths his life-insurance policy to his widow, the sum to be invested and paid to her in quarterly payments. The remainder of his estate is left to his children. Fears are entertained that Mrs. Beecher will not long survive her husband. Mr. J. Q. A. Ward, the sculptor, made a very satisfactory cast of the great preacher's face.

The State of New Hampshire last year paid \$133 for grasshopper bounties and \$820 on bears.

Burnett Tiffany, whose secret marriage to Bertha Pearson created so much gossip in New York, has sailed for Havre, and the understanding is that he has left his two weeks' bride never to return to her. He was prompted by his parents, it is said, in taking the step, and the young bride languishes in the back room of a third-story tenement without any visible means of support.

The funeral of Mrs. Neebe, wife of one of the condemned anarchists, was made the occasion at Chicago of a formidable demonstration by the followers of the red flag. Addresses were made by George Schilling and Paul Grottkau, the latter denouncing the authorities for indirectly causing Mrs. Neebe's death. The Paris commune was eulogized at length and its leaders treated as the pioneers of a great and good cause.

WESTERN.

If that savage which Lord Macaulay prophesied would one day wander among the ruins of London ever comes to America we are willing to wager that he will be regaled by a "Black Crook" show, says the Chicago Daily News. The performance of that perennial spectacle will always be associated by the present generation with the name of Kralffy, for those enterprising managers are the only entrepreneurs who devote their whole attention to this style of entertainment, and they have found no play so successful as the old stand-by "The Black Crook." For the next two weeks at McVicker's Theater, a new company under their management will give the play another hearing, doubtless with the same result.

Over two hundred persons engaged in a fox-hunt near Jacksonville, Ill., and killed three foxes as their reward.

Nearly nine hundred fruit-cars, awaiting loads of oranges, are lying at the chief shipping points in Southern California.

C. E. Bresler, of Detroit, forwarded a Michigan raccoon mat of unique design for presentation to the Emperor of Germany on his ninetieth birthday.

Colonel Worden, an agent of the General Land Office, has forced several lumber companies in Michigan to pay for cutting Government timber.

The grand jury at Morris, Ill., returned a joint indictment against both Schwartz and Watt for the murder of Kellogg Nichols, the Rock Island express messenger.

Henry F. Gillig, manager of the American exchange in Europe, followed Lawrence Barrett to Grand Rapids, Mich., and attached his properties and \$1,500 in the box office on a claim for \$12,532 advanced in England. Mr. Barrett gave bonds to produce the property when wanted.

SOUTHERN.

An assignment was made by the tobacco firm of Wall, Smith & Co., of Louisville, on account of advances made upon crops. Their assets are estimated at \$110,000, and they owe \$75,000 to city banks.

In Lawrence County, Ky., Samuel Smith, aged 16, who had some difficulty with a neighbor named Stephen Hammond, armed himself with a revolver, and entering Hammond's house, shot him dead. Hammond's wife and children, a boy and girl, attacked the murderer, but he soon fatally wounded Mrs. Hammond, and as the children tried to escape felled them both with balls. Thinking he had killed the entire family he fled to the mountains and has not yet been caught. Mrs. Hammond will die and the children may recover.

Money sent by John Brown, Jr., for the earthquake sufferers at Charleston was turned over to the Confederate home, with the approval of the donor.

William Jackson was tried for murder at Falmouth, Ky., and sentenced to twenty years in the penitentiary. A mob raided the jail, took Jackson out, and hanged him to a tree. Henry Artis, who brutally murdered his stepdaughter at Goldsboro, N. C., by braining her with an ax, has paid the penalty of his crime on the gallows. He made a full confession of his guilt, and said he was sorry he had committed the crime. The execution was intended to have been a private one, but it was witnessed by a very large

crowd who gathered on the outside of the jail walls, which are very low, and from which a fine view of the hanging could be had.

Fire destroyed the Commercial Press at New Orleans, with a large amount of cotton, the total loss being \$150,000.

WASHINGTON.

The footings of the appropriation bills passed at the last session of Congress are as follows: Agricultural, \$1,028,730; army, \$23,724,718; diplomatic and consular, \$1,429,942; District of Columbia, \$4,255,890; Indian, \$3,226,897; legislative, \$20,701,221; military academy, \$419,936; navy, \$25,753,165; pensions, \$76,252,500; postoffice, \$55,694,650; sundry civil, \$22,382,490; Mexican pensions, deficiency, \$6,900,000; public printing, deficiency, \$107,000; miscellaneous (estimated), \$3,500,000—total, \$247,387,144. The river and harbor bill, which was not signed, appropriated \$9,913,800, and the deficiency, which did not pass, carried an appropriation of \$4,275,023.

D. L. Pringle, of South Carolina, now Consul General at Guatemala, will be transferred to a similar position at Constantinople.

C. H. J. Taylor, a colored Democratic lawyer of Wyandotte, Kansas, is likely to be appointed Minister to Liberia. He has had an interview with President Cleveland.

In the opinion of Senator Allison of Iowa an extra session of Congress will be necessary not later than October to grapple with the surplus problem.

Work on the naval vessels Chicago, Atlanta and Boston was suspended pending a decision as to whether or not they can be completed since Congress failed to make a specific appropriation.

Minister Manning will be permitted to resign at an early date. It is probable that the vacancy will be filled by the promotion of the Secretary of the Legation, Thomas B. Connery.

POLITICAL.

A Washington correspondent telegraphs to the West the following Presidential talk:

"The gossip in political quarters turns upon the possibility of the 'Ohio man' going on a trip to the South is conceded to be for the purpose of giving the boom a chance to develop quickly under the influence of the warm Southern sun. Messrs. Mahone and John D. Wise express the opinion that John Sherman can carry the State of Virginia, both at the nominating convention and afterward at its electoral vote. The Ohio chieftain himself publicly expresses the opinion that the Solid South may be divided in the next Presidential contest. His friends say that during this trip he will throw himself among the Southern people and disperse the erroneous impression that he has no warpath in his composition. They expect him to thaw out in the South and gain much in popularity. They confidently expect that he will get the support of the delegates of several of the Southern States in the convention. 'The Ohio man' says that they are not afraid of Mr. Sherman, Representative Brady, who was Mahone's first lieutenant for so long, and who has been a Republican leader in Virginia longer than Mahone, does not disagree with him. He can do no harm, he says, by carrying the 'Ohio man.' Blaine, he says, can carry Virginia against anyone the Democrats can put up. There is an enthusiasm aroused at the mention of his name. Not so, he says, with Sherman. He could not carry the State. Anyone who says he can does not know the Southern people. Mr. Blaine's friends say that he is not pushing himself to the front, but that he is there and is going to stay. Whatever work others may do meanwhile, they say, it will be found at the convention that the Planned Knight will be head and shoulders above everybody else."

The Indiana Supreme Court has denied Senator Green Smith's petition for a rehearing in the Lieutenant Governorship case, holding that the Legislature only can settle that question.

The Nebraska House defeated the bill for submitting a prohibitory amendment to the people—yeas, 49; nays, 42—lacking the necessary two-thirds majority.

The Wisconsin House passed an act providing that persons involved in boycotting schemes shall be imprisoned for not more than one year or fined not exceeding \$50.

Speaker Carlisle was the chief guest and the orator of the occasion at a dinner given in Boston by the Bay State Club, the most important Democratic organization in New England.

THE INDUSTRIAL OUTLOOK.

The strike of the freight men on the Pittsburg Division of the Baltimore and Ohio Road is a failure.

Milwaukee dispatch: "The strike of the printers in this city is at an end, the Typographical Union having allowed its members to procure work wherever they can get it. The blow is a heavy one to the union, and it is doubtful if it can hold together under the strain."

One hundred and sixty men were discharged from the Wagner Palace Car shops at East Buffalo, on an order from New York City.

Rumors prevail that the large nail mill at Bay View, Wis., will be changed into a steel mill for the manufacture of merchant steel.

Six hundred men who struck for a 10 per cent advance in pay at the American Wire Works in Cleveland were paid off and discharged.

The French steamer Cheribon landed at Castle Garden, New York, 1,191 Italian laborers. They were sent by agents in Naples, who have been negotiating with several railroad and steamship companies to furnish them with laborers to replace the strikers on the docks.

One hundred colored persons were taken to Peoria, Ill., to take the place of striking miners, and considerable excitement was the result. The new men claim that they are able to defend themselves and will go to work despite the threats of violence.

The workmen in Rochester, N. Y., have determined to demand nine hours as a day's work, and if it is not granted to strike.

RAILROAD INTELLIGENCE.

Articles of reincorporation of the Wabash Western Railway have been filed at Jefferson City, Mo. The capital stock is \$30,000,000.

The Directors of the St. Paul Road have declared dividends of 2½ and 3½ per cent on the common and preferred stocks.

The gross earnings for the past year were \$24,718,403, and the net surplus \$1,000,000.

Stock in a new organization called the Indianapolis and St. Louis Railway, worth \$1,000,000, is offered at Mattoon, Ill., at 10 cents on the dollar.

A New York dispatch states that the negotiations between President Garrett and the Richmond Terminal Company have fallen through and the deal is off; that a new proposition is now being considered by Mr. Garrett, and negotiations are now on foot for the transfer of the control of the Baltimore and Ohio to a syndicate of private bankers.

The Reading Road has decided to abandon the Schuylkill Canal route to Philadelphia, on which it used 340 boats.

It is rumored in San Francisco that Senator Fair has sold to the Southern Pacific Company, for \$6,000,000, the Santa Cruz steam road and the Oakland cable system.

About \$500,000 was paid by a New York house, possibly in behalf of the St. Paul Road, for twenty-five miles of track and the franchises of the Joliet, Aurora and Northern Railway.

MISCELLANEOUS.

The Directors of the Western Union Telegraph Company, while reporting a balance of \$6,778,840, decided to declare no dividend, but to issue stock to the amount of \$1,300,000 to redeem scrip.

The following sensational story about the future King of England is telegraphed from Ottawa, Canada:

On the arrival of the Prince of Wales in Canada early in the '80s, while visiting Montreal, he met and became enamored of a young lady whose home was upon the classic side of Mount Royal. At every place the Prince was invited the young lady would also be found, and toward the close of his highness' stay in this country rumor carried their names together in a way which boded no good to the young lady. A week rolled by, and then his highness was about to sail, when he was informed that he must make some provision for her. This he did for the time being, and left for home. A few months passed and a little boy came upon the scene, and the mother determined to go to England and seek reparation. A settlement was made whereby the sum of \$10,000 was to be yearly paid to the lady for her support, and upon the minority of the child the further sum of \$25,000 was to be set aside for his sole benefit and use. Two years ago the boy came of age, but the payment of the \$25,000 was not made. Suit to recover it has just been entered in the English court against the Royal Highness. The writ is returnable in May.

James B. Eads, the constructor of the St. Louis bridge and the Mississippi jetties, died at Nassau, in the Bahama Islands, in his sixty-seventh year. From a biographical sketch before us we learn that—

Mr. Eads was born in Lawrenceburg, Ind., May 23, 1823, and his early education was acquired in the schools of Louisville and Cincinnati. Before he had succeeded in mastering the rudiments, however, his father experienced reverses which necessitated the boy's withdrawal from school. He was, however, never returned. At a very early age he developed a taste for mechanics and a fondness for experimenting with machinery, which afterwards became the ruling passion of his life. In September, 1843, when only 14 years old, he arrived in St. Louis, where the steamer on which his father was bound had burned, and the family was destitute. Young Eads sold apples on the streets to contribute something to the support of himself. In 1845 he entered into partnership with Case & Nelson, boat-builders, for the purpose of recovering scows and barges which had been wrecked, and the firm prospered amazingly. In 1846 he submitted to Congress a proposition to keep the Western rivers open for a term of years by removing all obstructions and keeping the channels free. The bill embodying his proposal passed the House, but was defeated in the Senate. He retired from active business in 1857 on account of ill-health. During the war he began the construction of a building the first vessels of the Mississippi gunboat flotilla. From the close of the war to the time of construction of the great St. Louis bridge Mr. Eads was engaged in no great work. Upon that bridge his fame as an engineer was firmly established. The bridge project was first conceived in 1830. Various sites were selected for the bridge, and the project met with varying fortunes until Mr. Eads began to take an active interest in it in 1857. In that year he was elected Engineer-in-chief of the company then formed. He at once secured the services of Colonel Henry Flind and proceeded to develop plans which were subsequently followed when bridge was constructed. It was completed and opened in 1874. In 1875 Mr. Eads began the construction of a system of jetties for increasing the depth of the water at the mouth of the Mississippi under contract with the Government. His plans were proposed were scouted at first by prominent business men, but proved eminently successful. His last great project was the Tehuantepec Ship Canal.

General McClellan's papers show that on the eve of the failure of Grant & Ward he and General Grant had arranged to take control of the Nicaragua canal project.

FOREIGN.

M. De Lesseps has arrived in Berlin, it is stated, for the purpose of securing Germany's assistance in neutralizing the Suez Canal.

A cablegram from Paris announces the marriage of Christine Nilsson to Count Miranda.

In the arsenal at Belfast, France, two persons were killed and ten injured by an explosion of melinite.

The Egyptian Minister of the Interior has resigned on account of scandalous real-estate transactions.

On account of the difficulty of forming a new cabinet, the King of Italy refuses to accept the resignations of the present Ministers, who are promised a formal vote of approval by the Chamber.

Mr. Wilkinson, correspondent of the Manchester Guardian, was arrested at Cracow as a Russian spy, and imprisoned for twelve hours.

The French Chamber of Deputies has approved of the bill to impose a duty of 5 francs per kilo on wheat imported.

It is reported that the Russian Government has invited the Powers to join in a protest to the Bulgarian Regent against the cruelties practiced on the insurgent prisoners.

It is asserted by the London Telegraph that the Russian Government has certain British naval designs that were sold by Terry, the draughtsman recently discharged from the Chatham yard.

The septenate bill passed the German Reichstag without debate by a vote of 227 to 31. Eighty-four members abstained from voting. The announcement of the passage of the bill was received with applause. All the Conservatives and National Liberals and a few Centerists voted with the majority. The minority was composed of new German Liberals, Socialists, and A'stians.

LATER NEWS ITEMS.

Eben F. Pillsbury, a well known New England Democratic politician, died last week in Boston.

Martin V. B. Smith, a New York leather merchant, has failed, with preferences amounting to \$122,193.

Commissioners appointed by the Masonic Grand Lodge of New York have expelled nine objectionable characters from Prudence Lodge, among them being Jere Dunn and Tom Gould.

A rich vein of gold-bearing quartz is said to have been discovered near Atlanta, Ga.

In the suit brought against the Customs Collector at Chicago by the importers of two hundred bags of potato starch, Judge Blodgett decided that the article could not be classified as farina, but must pay duty.

Nathan Falk, a traveling salesman, charged with stealing 3,000 cigars, threw himself over a balustrade in the Chamber of Commerce, at Denver, Colo., and falling seventy feet, was fatally injured.

The failure of George S. Crawford, a Cincinnati lumberman, for \$110,000, caused the collapse of the Boyd Manufacturing Company, which owes \$253,000, and of S. W. & G. Boyd, with large liabilities. Creditors not preferred are likely to fare badly.

The effort to procure the withdrawal of the Prohibition ticket in Michigan is a failure.

The law extending the free-delivery system will not go into effect practically until July 1, as no appropriation is available until that time.

The Missouri Pacific Road reports for 1886 gross earnings of \$15,082,711, and a net income of \$8,374,124. George J. Gould was chosen acting President.

The Reading Road has granted an increase of 8 to 15 per cent in the wages of its employees at Philadelphia.

Cable dispatches announce the failure of an attempt to kill both the Czar and the Czarina with dynamite bombs. It is said that a well-organized plot has been discovered in Russia to overthrow the Czar's government and to establish a limited constitutional government. The plot has no connection with nihilism, its promoters being large land-owners and traders.

News has been received from Emin Bey to the effect that in November last he was making desperate but ineffectual efforts to break away from his savage surroundings.

The Russian Minister to the Vatican suggests that the Pope convene a European congress to settle the Eastern and Egyptian questions.

She Saw Snakes.

One cold day John Simons, of Holiday, Pa., threw on to his fire-place for a back log a large unsplit oak stick. The piece had laid for a long time on the wood pile, but with the exception of a small hole in a decayed knot on one side of the stick, it was to all appearances perfectly sound. Simons and his wife sat in front of the fire-place, and soon after the stick had been thrown on, Mrs. Simons startled her husband with a loud scream and jumped quickly on a chair, pointing excitedly at the back log. Simons looked, and to his astonishment saw a snake coming out of a hole in the knot, which was on the upper side of the stick. The log had not begun to blaze up, and the snake made its escape uninjured into the room and squirmed across it to a corner, where it coiled itself up. It was quickly followed by two other snakes, which also got away from their imperiled wintering place in safety. They were all rattlesnakes of good size, and the heat had warmed them into all their normal liveliness and activity. Simons killed the three snakes with a pair of tongs. They had twenty-one rattles among them.

THE MARKETS.

NEW YORK.	
BEEVES.....	\$4.50 @ 5.75
HOGS.....	5.75 @ 6.25
WHEAT—No. 1 White.....	92½ @ 93½
CORN—No. 2.....	49 @ 50
OATS—White.....	37 @ 42
PORK—New Mess.....	15.25 @ 16.00
CHICAGO.	
BEEVES—Choice to Prime Steers.....	5.00 @ 5.50
Good Shipping.....	4.25 @ 4.75
Common.....	3.50 @ 4.00
HOGS—Shipping Grades.....	5.50 @ 6.25
Flour—Extra Spring.....	4.25 @ 4.75
WHEAT—No. 2 Spring.....	77½ @ 78½
CORN—No. 2.....	37½ @ 38½
OATS—No. 2.....	28 @ 29
BUTTER—Choice Creamery.....	23 @ 31
Fine Dairy.....	23 @ 25
CHEESE—Full Cream Cheddar.....	12½ @ 13½
EGGS—Fresh.....	13½ @ 14½
POTATOES—Choice, per bu.....	14 @ 15
PORK—Mess.....	20.00 @ 22.25
MILWAUKEE.	
WHEAT—Cash.....	.76 @ .77½
CORN—No. 2.....	.39 @ .40
OATS—No. 2 White.....	.32½ @ .33½
RYE—No. 1.....	.56 @ .58
PORK—Mess.....	19.75 @ 20.25
TOLEDO.	
WHEAT—Cash.....	.82 @ .83
CORN—Cash.....	.39 @ .40
OATS—No. 2.....	.30 @ .30½
DETROIT.	
BEEF CATTLE.....	4.50 @ 5.00
HOGS.....	3.75 @ 5.25
WHEAT—No. 2.....	5.00 @ 5.50
CORN—No. 2.....	32½ @ 33½
OATS—White.....	28 @ 33
ST. LOUIS.	
WHEAT—No. 2.....	.79 @ .80
CORN—Mixed.....	.38 @ .37
OATS—Mixed.....	.28 @ .29
PORK—Mess.....	18.25 @ 18.75
CINCINNATI.	
WHEAT—No. 2 Red.....	.84½ @ .85
CORN—No. 2.....	.39½ @ .40½
OATS—No. 2.....	.32½ @ .33½
PORK—Mess.....	18.00 @ 18.50
LIVE HOGS.....	5.50 @ 6.25
BUFFALO.	
WHEAT—No. 1 Hard.....	.91½ @ .92½
CORN—No. 2 Yellow.....	.45½ @ .46½
CATTLE.....	4.50 @ 5.00
INDIANAPOLIS.	
BEEF CATTLE.....	3.50 @ 5.25
HOGS.....	5.25 @ 6.25
WHEAT—No. 2.....	5.00 @ 5.75
CORN—No. 2 Red.....	.88 @ .89½
OATS—No. 2.....	.28 @ .29
EAST LIBERTY.	
CATTLE—Best.....	4.75 @ 5.25
Fair.....	4.50 @ 5.00
Common.....	3.75 @ 4.25
HOGS.....	6.00 @ 6.50
SHEEP.....	4.75 @ 5.75

SCORES OF VICTIMS.

Six Cars Crowded with People Plunge Through a Viaduct in Boston.

Flaws in the Iron-Work the Cause of the Appalling Catastrophe.

Thirty Killed, Eight Mortally Wounded, and Upward of a Hundred Injured.

[Boston special.] An accident which equals, if it does not surpass in number of dead and wounded, the recent horrible railroad disaster near Hartford, Vt., occurred Monday morning in the suburbs of Boston, on the Boston & Providence Railroad. As the Dedham branch train, which leaves Dedham at 7:05 a. m. and is due at Boston at 7:40 a. m., was passing over the Bussey Park bridge, which crosses South street between Forest Hill and Roslindale, about a mile from Jamaica Plain, the structure gave way and six cars, heavily laden with human beings, plunged thirty feet to the roadway beneath. Three of the nine cars which composed the train remained on the embankment, having crossed the bridge in safety, but they were wrenched from the rails and nearly demolished.

The train was one of the largest and heaviest on the morning list, and, as usual, it was heavily loaded with people going to their work in the city. It is a wonder that any escaped alive, and, as it is, the names of the dead will number at least twenty-five, and perhaps more. It is impossible to obtain an absolutely correct account of the number injured, but it will reach 114 or more. Of these, nine were fatally and twenty-five quite badly hurt, and the remainder received only slight bruises.

Some of the injured were at once conveyed to their homes, others were taken to hospitals, while others still found temporary shelter in the residences in the immediate neighborhood. Some of the dead—a majority of them, in fact—were brought to the city hospital morgue, but there were others taken to the depots of Roslindale, Forest Hill, and Canterbury.

Conductor Fildes was in the third car, which remained on top of the embankment, and on the ground directly underneath where he was standing when killed is a pool of blood, while half of the debris of that coach is splattered with blood. That the horror of fire was not added to the terrible disaster was due to the promptness with which relief was sent. The chemical engine from Roslindale was at the scene within twenty minutes after the wreck occurred, brought by a letter-carrier who gave an alarm of fire upon observing flames issuing from the debris. The flames were set on fire by the firemen then did excellent work in rescuing the injured. The stoves in all the cars were securely fastened to the floors by iron bolts and the doors of the stoves were locked. In only one car did the stove upset, although in one instance a stove was smashed clear through the roof of the car.

Rescue of the Wounded.

The engine remained on the track and the engineer, not stopping to learn the extent of the disaster, proceeded to Forest Hill station, whence he sent an alarm by telephone to the city. In short time a corps of rescuers and surgeons from the city were at the scene. The only person known to have been an eyewitness of the disaster who was not on the train was J. H. Lennon, a fish dealer, whose stable was on the hill just above the bridge. Lennon was horrified when he saw the train take its awful plunge through the bridge. For a moment, Lennon says, there was perfect quiet, and then the cries of the injured were heard issuing from the debris. Seizing an ax from the barn Lennon started for the wreck, which he reached in a moment. He climbed into the window of one of the coaches and set to work to release those persons who had been pinned down by the broken timbers. Lennon with his ax released four men who were badly hurt and handed them out of the window to other men who had come to the rescue. He also handed out the dead bodies of two women, one of whom was nearly decapitated and had both arms severed from her body. During all this time, Lennon says, the shrieks of the wounded and the groans of the dying made a piteous sound around him that was nothing short of horrible.

In the meantime passengers from the coaches who had remained on top of the embankment, a few who had escaped serious injury, had joined the work of rescue. As the dead were removed they were laid in rows on the stone wall, while the wounded were laid on cushions, which were hastily gathered together. Arrangements were instantly made for the disposal of both the killed and injured. Ambulances and hacks had been sent from the city within half an hour after the disaster had occurred, and as these conveyances reached the scene they were at once started back to the city, laden with dead. A large number of the injured were taken to residences in the vicinity to be cared for, while others were sent to the depots at Forest Hill and Roslindale.

Scene of the Wreck.

The wreck as it lies makes a more appalling ruin than that of any recent disaster. At Dedham, White River Junction, and other scenes of horror fire wiped out all the ruins that were not indestructible, but not so this time. There lies the great trough nearly filled with torn, twisted, crushed, and splintered railroad timbers. An adequate description of the shapeless mass is simply impossible. Of the nine cars which formed the train six are in the cut. The first—No. 30—lies minus its trucks near the track, about four hundred feet from the nearest bridge abutment. It was the rear truck of this car that was wrecked, and the occupants were not hurt, being only shaken up. Just back of this car is No. 18, the second car of the train. The car was swept from its trucks and its rear was crushed in by the car following. Car No. 26, the third one of the train, is on the embankment, badly demolished, but retains its general shape. The passengers in this car were badly shaken up, but there were no serious casualties among them. This car lies perched on its side about 100 feet from the chasm. Next came Car No. 87. It is doubtful if any one escaped from this car. The train was entirely gashed before it reached the inward side, but the momentum of the train and the strength of the couplings carried it nearly over the chasm. It dropped just before it reached the abutment and the body of the car was against the solid stone wall. The force of the shock shot the roof forward so that it cleared the chasm and slid along the rails itself full length. The body of the car was literally ground to pieces, and the bits of wood, iron, and human bodies were strewn on the road beneath, forming the foundation of the wreck. Those who examined the wreck could find no distinct trace in the ruins of this car which could be identified. The only proof that it had existed was the fact that there were plainly nine car roofs at different points, and it followed of course, that nine cars had been wrecked, though it was possible to trace but eight.

The cars which lie in the chasm form a pile of wreckage 400 feet long by 100 feet wide. The roof beneath crosses at such a sharp angle that all the cars were dived on striking the opposite abutment into a general position parallel with the street and the abutments. Most of the casualties were in cars 87, 90, and 54, respectively, the fourth, fifth, and sixth on the train, and the first, second, and third of those which went into the chasm. Car No. 54 lies in a heap of splinters, with side and roof broken in. The stove did not break its fastenings, but was broken above the grate. The fire, however, was extinguished. Car No. 80 lies parallel with the street, and with every seat gone. Several of the killed and wounded persons were taken from this car. The stove of this car remained firmly fixed and no fire escaped. Car 81 is partially demolished, while No. 82 lies almost intact. Of the nine cars, many persons were injured in the cars and but few were killed. Back of them is the upturned wreck of the smoker, only a corner of which remains. The car whirled upside down as it half fell beneath the embankment. Scarcely any of its occupants escaped injury. Policeman Lallor and one or two others were killed.