

# The Democratic Sentinel

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RENSSELAER, INDIANA

## MAIL TRAIN DITCHED

### THE WRECKERS REMOVE FISH-PLATES FROM THE RAILS.

Engineer and Two Tramps Instantly Killed—Fireman and Postal Clerk Are Seriously Injured—Japanese Commander Commands the Indians.

#### Fast Mail Wrecked.

A deliberate attempt was successfully made a few miles west of Rome, N. Y., to wreck train No. 6 on the New York Central Railroad, the engine and all of the cars on the train being ditched and completely wrecked. The engineer of the train, Nate Hagen, and all of the other trainmen were killed. The fireman, Chris Wagner, of Albany, and Mail Clerks Porter and M. J. McCarthy were injured. This is the second attempt within three weeks to wreck the same train near the same spot, which is an ideal one for the commission of such a crime. It is on a heavy down grade, and trains usually run down it at the rate of sixty-five miles an hour. This train, not stopping at Rome, generally goes down the grade at a great rate of speed, and it is believed that it must have been running close to seventy-five miles an hour, in order to make up a few minutes lost time. There is not a house within half a mile of the place. The wreckers broke into the section tool house and stole some tools, with which they removed the fish plates which fasten the rails to the ties, and then cut the spikes. Engineer Hagen went down with his engine, and must have been instantly killed. The fireman, Chris Wagner, was badly injured about the head, and it is feared that he is internally hurt. The two tramps who were found dead are supposed to have been stealing a ride on the forward end of the first mail car, directly in the rear of the engine.

#### COMMANDS THE INDIANS.

#### Japanese Naval Expert Considers Her the Best Cruiser of Her Class.

Commander Miyako, naval attaché of the Japanese legation in Washington, has made a strong speech to the naval department of Japan on the merits of the United States battle-ship Indiana. This report, coming at a time when Japan is looking abroad for new battle-ships and cruisers, will, it is believed, be favorable to securing some of the contracts for American shipbuilders. Commander Miyako spent an entire week on the Indiana while she was at sea and in dock, and sums up his conclusions in the statement that the Indiana is a splendid ship, equal, if not superior, to any battle-ship of her class afloat. There is keen competition among the ship-builders of the world for securing the contracts for the construction of the new ships which Japan is about to build. George Williams, of Washington, representing Eastern shipyards, visited Japan recently and found that the cabinet favored the American builders, but that they were opposed by the naval experts who had been sent to Japan by England and believed the English were the best shipbuilders. Mr. Williams left for England some days ago, and his visit may lead to some understanding between the English and American builders.

#### TRAIN ROBBERS FOOLED.

Heel Up a Great Northern Express and Steal Express Car Away. Masked robbers, who had been following the Great Northern express train near St. Cloud, Minn., the train was stopped by a dangerous signal and almost immediately the engineer and fireman were confronted by two men with revolvers. The robbers, evidently looking for the express-car, and supposing it to be the second from the engine, cut it off from connection with the mailcar. This is where they made a grand mistake, for the express car was next to the engine. The engineer was ordered to "pull out," which he did, and took the express car with the money safely to St. Cloud. As soon as the robbers discovered their mistake they plunged into the woods and escaped.

Duluth Mystery Cleared Up. The investigation held into the mysterious case of the man known as Charles Benson, who has been at St. Luke's Hospital, at Duluth, for a week with his throat cut, set at rest the sensational stories which have been going the rounds. Dr. McAliffe stated that the young man is really Charles Benson, from Pine City, Minn., and that he cut his own throat for reasons best known to himself.

Rage of Flames. A disastrous fire broke out in the Parker block at Lowell, Mass., Tuesday morning. Over \$500,000 worth of property was consumed. The efforts of the firemen were directed solely toward saving the surrounding enormous warehouses, which are filled with millions of dollars' worth of manufactured cotton goods.

Sensation in the Holmes Case. The Holmes case took another sensational turn Monday. In open court the semi-counsel for the defense, William A. Shaeffer, was charged with manufacturing evidence in behalf of the alleged murderer by bribing a woman who knew nothing of the case to swear in his favor.

Suicide of C. R. Meeker. C. R. Meeker, assistant resident engineer of the Southern Pacific Company, committed suicide at Oakland, Cal., by morphine poisoning. He was formerly an officer in the United States navy. C. R. Meeker was born in La Crosse, Wis., where his parents live.

Panic in a Factory. Fire in the six-story factory building at 98 Clinton street, New York, caused a panic among the working girls, who numbered about 200. One person is known to have perished, and there may have been others who met a similar fate.

Collegians as Burglars. The mystery of the burglaries that have been baffling the Schenectady, N. Y., police for three weeks was solved by the arrest of C. G. Humphrey, of Undilla, and C. C. Miller, of Batavia, two Union College students, the former a sophomore and the latter a freshman.

St. Louis Papers Reduce. Both the *Globe-Democrat* and the *Republican*, the only English morning papers in St. Louis, have reduced their price from 5 cents to 1 cent a copy.

Oyster Boat Sunk. The steam oyster boat James W. Boyle is believed to have been sunk off Coney Island between the Bell buoy at Norton's Point and the entrance to Rockaway inlet. She carried a crew of five, and Walter B. Woods, of Inwood, L. I., and all are reported drowned.

But One Ultimatum to Venezuela. The story from Washington to the effect that a second ultimatum had been sent to Venezuela by Great Britain is officially declared to be a complete fabrication. The original so-called ultimatum has not yet been delivered to the Venezuelan Government.

### INVOLVES 500,000 ACRES.

**Hohe Smith Says Northern Pacific Does Not Run to Ashland.** Secretary Smith has decided that the eastern terminus of the Northern Pacific Railroad is at either Thomson, Minn., or Superior, Wis., instead of Ashland, Wis., as has always been claimed by the company. About eight hundred thousand acres of land is involved, which is lost to the company. The secretary does not undertake to say whether the grant begins at Thomson or Superior, but directs selections for the company between these points to be held for further consideration. He does declare that the grant of the Northern Pacific does not extend east of Superior City. He also says that he is aware that the lands east of Superior were the basis for the selection of a large quantity of lands from the indemnity belt of the company's grant in North Dakota. These selections having been made some time ago, many, if not all, have perhaps been sold by the company. The secretary has directed that the company be allowed sixty days within which to specify a new basis for any of its indemnity selections voided by this decision.

### AMERICAN TRADE WITH ORIENT.

**Great Britain Only Has Trade Balance in Her Favor.**

In a report upon labor and wages in China, United States Consul General Jernigan strongly urges the merchants of America to be ready to seize upon the splendid opportunities for trade that are sure to follow the approaching awakening of China. He shows that at present the trade is heavily against us in the case of both Japan and China. In the former the balance last year was \$19,000,000 and in the latter \$16,000,000, while Great Britain, several thousand miles farther away, had balances in her favor about equal to our losses. The consul general holds that the European merchant is much more favored than his American competitor by the government aid afforded to the great steamship lines. Mr. Jernigan argues that the Nicaraguan Canal will greatly benefit American commerce with the East, and with an American bank in China, and an American journal published there, the commercial prosperity of the United States would be great.

#### DID NOT HEAR THE SIGNAL.

#### Conductor and Brakeman of a Freight Train Killed.

A wreck on the Cleveland, Lorain and Wheeling Railroad at Warwick, fifteen miles south of Akron, Ohio, resulted in the death of two men. The engineer of a freight train stopped and whistled for a flagman to be sent out. The conductor, Charles Ernst, and brakeman, John Adams, were asleep in the caboose and did not hear the signal. A second section ran into the first at the rate of twenty miles an hour. Both Ernst and Adams were killed. The money loss will be \$10,000. Near Summit, N. J., four cars, which were being drawn up a steep grade on the Delaware, Lackawanna and Western Railway, broke away from the locomotive and ran back at great speed, crashing into the locomotive of a passenger train which was moving forward at a good rate. Robert Tindall, engineer of the newspaper train, was killed and his fireman, Hiram Rush, badly injured.

#### SHIPPED HIMSELF IN A BOX.

#### Worn-Out Scheme of a Young Man to Save Face.

A peculiar box left at a Columbus, Ohio, transfer company's office for shipment to San Antonio, Texas, aroused the suspicion of the police, and the attention of the police was called to it. Investigation revealed that it contained John Schneider, a young German who had arranged to have himself shipped in it to San Antonio. He had it well stocked with provisions, and would have saved about \$25 in railway fare. Schneider had \$70 when arrested. He was released, as no charge could be made against him.

#### TO ESTABLISH SCHOOLS IN COREA.

#### First Result of the Wave of Civilization in the Hermit Kingdom.

#### ROUTE FOR THE BIG DITCH.

Tractorous information has been received as to the contents of the report of the commission which examined into the feasibility and cost and recommended a route for the Nicaraguan Canal. The report is in the hands of the President, who is using it in connection with his work on his annual message to Congress. The report indicates that a canal across the Isthmus via the Nicaraguan route is entirely feasible from an engineering point of view. The cost of the project as estimated is \$110,000,000, but it is stated this sum is too small by some millions. The commission was nearly three months engaged in its survey work. The route as proposed by the commission is 173 miles long, or three or four miles longer than that which the canal company proposed. The commission made surveys to the right and left of the company's route and has suggested some changes which it believes will be advantageous. The commission's waterway will be supplied with locks. The San Juan River and Lake Nicaragua will be employed, but the former will require considerable dredging. The lake is 562 miles across, from the San Juan to the mouth of the Lajas. Some dredging will be required on the west coast of the lake which is shoal for a distance of something like 1,350 feet. Britz will be the western terminus of the canal and the distance from this port is a little more than seventeen miles. The estimate has been made that, in order to complete the canal which the commission proposes, six years will be required, and in order to finish it within that time, a force of 20,000 men will have to be constantly employed. The commission also went to Panama and made a survey of the route there, and also refers to this project in its report.

#### MORTON ON THE MEAT QUESTION.

Secretary Morton has his annual report completed. The Secretary will take up the system of government inspection of meats and will point out some of the defects in it as it now exists. The fact that the system fails to protect American consumers while it guards the health of foreign purchasers of our beef has often been pointed out. The law permits the Federal authorities to condemn and destroy, and thus stands in the way of an effectual interference on the part of the government to prevent the consumption of diseased meat in this country. Mr. Morton acknowledges this imperfection in the law and says it is due to our system of government, which leaves such matters largely to the States. He says, however, that there is a remedy for the defect, which is to be found in appealing to the owners of diseased stock or in co-operation with the State governments and he urges that steps be taken looking to the extension of the national government's prerogative in this direction.

#### RETURNS TO HER OLD HOME.

Mrs. Robert Louis Stevenson, accompanied by her son, Lloyd Osborne, and Mrs. Isabel Strong, departed from San Francisco on the steamer Mariposa. Mrs. Stevenson will reside permanently at her home in Valina, California.

#### WAS CHASED BY SWORDFISH.

A man giving his name as Herman Hiller and his home as in Missouri was taken in charge by the police at the White House in Washington. He said he was being chased by a swordfish and desired the President's protection.

#### FOURTY-EIGHT LIVES LOST.

A steam launch belonging to the British cruiser Edgar is reported to have been lost in Japanese waters and forty-eight men who were on board of her are said to have been drowned.

#### BLACK DAMP KILLS THREE MEN.

News comes of the death of three men by suffocation by foul gas in a well at Bristol, Ind. They are Judd Linden, Thomas Ellis and Frank Orr. They were found by Mrs. Orr.

#### EBEN B. JORDAN DEAD.

Eben B. Jordan, senior member of the Boston firm of Jordan, Marsh & Co., died at his residence Friday morning. Mr. Jordan, the merchant prince of Boston, was born in Danville, Me., Oct. 13, 1822.

#### But One Ultimatum to Venezuela.

The story from Washington to the effect that a second ultimatum had been sent to Venezuela by Great Britain is officially declared to be a complete fabrication. The original so-called ultimatum has not yet been delivered to the Venezuelan Government.

### INVOLVES 500,000 ACRES.

#### He Was Left Fatherless and Penniless at the Age of 4 Years, and His Mother Being Unable to Maintain the Large Family Left Dependent Upon Her, Young Eben Was Placed with a Farmer's Family in the Neighborhood. He Remained in This Home Until He Was 14 Years Old. At the Age of 14, With Just \$2.75 in His Possession, He Started for Boston, His Fare to the City Being \$1.50. The Present Firm of Jordan, Marsh & Co. Was Formed in 1851.

#### FIFTEEN BODIES FOUND.

#### Nineteen Believed to Have Perished in a Street Car Horror.

The people of Cleveland, Ohio, stood appalled Sunday when they realized the full horror of a terrible accident which occurred Saturday evening on the big central viaduct. It was the worst accident that had ever happened in that city, and the story of how the motor car, loaded with men, women and children, had plunged through the open draw, straight down 100 feet into the river, was told over and over again and identified. Thousands of people remained by the river bank all night, and thousands more were there early in the morning. August Rogers, the motorman, who has been held as a witness, was charged with manslaughter. This action was taken by Chief of Police Hoehn after he had investigated the accident. After the charge had been placed against him nobody was permitted to see Rogers. The diver succeeded in fastening a chain to the trucks of the motor and they were raised from the river. The bed of the stream was then dragged, but no more bodies were found. Four persons are still missing, however, and it is probable that their bodies have floated down the river.

#### TRADE NOT AFFECTED.

#### MOTOR CAR DASHES THROUGH A DRAW AT CLEVELAND.

Many Persons Drowned—Precipitated 100 Feet Into the Water—Motorman Blames the Conductor for the Accident—The latter Among the Dead.

Fifteen Bodies Recovered. In Cleveland, Ohio, a south-bound Jenkins Avenue trolley car, packed with men, women and children, plunged through the open draw of the Central viaduct at 8 o'clock this morning. It got into space with the rapidity of a bullet from a gun. For one brief moment it remained poised in the air. Then it turned over on its forward end and plunged headlong 100 feet down into the dark waters of the Cuyahoga River. One wild shriek came from the interior of the car, which was cut off as the car struck the upright piling below. There came a crash of splintering wood and shivering glass and then all was still as the shattered car, with its load of human freight, disappeared beneath the waters of the river. Fifteen bodies have been recovered and identified.

The motorman, "Cap" Rogers, and two passengers, aware of their impending fate, leaped from the car just as it reached the open draw. The rest of the passengers and their conductors had remained until the car launched itself into space and took its awful plunge. With one exception they were either dashed to death by contact with the piling or were drowned as the car slid off into the water. The exception was Patrick Looley, who in some manner extricated himself from the wreck and was picked up by a passing tug. He was in a frightful condition when rescued. His skull was fractured and he was injured internally. His awful experience had rendered him almost childlike and he jabbered like an idiot as he was conveyed to the hospital.

Got the Signal to Go Ahead.

Rogers, the motorman of the car, was arrested at his home, 1497 Cedar Avenue, and was held in \$5,000 bail to await the result of the coroner's inquest. But there was no local disturbance of the motor.

The conductor went ahead and turned the switch, giving me the signal to come ahead. I supposed that everything was all right and did not notice that the draw was open. I suppose I was deceived by the fact that the electric lights in the rear car did not go out when we passed the cut-off in the current. When I discovered that the gates to the draw were closed, I jumped from my car, falling on the edge of the bridge and barely escaped rolling over.

The bridge was open to allow the passage of the Ben Campbell and her tow, the lumber barge Grand Sun, through the draw. Danger signals were rung when the gates were down. The bridge had swung partly open when the car approached. There was no slackening of the speed until foot passengers on the bridge shouted a warning to the motorman. Then he seemed to make some slight effort to shut off the current, but there was no diminution of speed.

#### AUTHOR OF "AMERICA" DEAD.

#### Venerable Dr. Smith of Boston Expires in a Depot.

R. S. F. Smith, of Newton, the venerable author of "America," died in Boston this afternoon from heart failure. He was in the corridor of the New England Hospital and was awaiting the departure of a train when he sank to the floor in a semi-conscious condition and only spoke a few inarticulate words afterward. Dr. Smith was dead when the ambulance arrived at the hospital. He

#### WILLIAM STEINWAY'S TRUCK FARM HAS DONE MUCH FOR NEW YORK'S POOR.

No charity has done more for the poor of New York City than the truck garden established by William Steinway, the well-known millionaire and philanthropist, on Long Island, says a correspondent.

Mr. Steinway's plan has excited widespread interest among philanthropic people, who have some doubts as to the practicability of the scheme, but it has proved a success, even beyond the most sanguine hopes of its benefactor.

There are, in all, now 270 acres belonging to Mr. Steinway under cultivation, and so great have been the benefits of the plan that it is Mr. Steinway's intent next spring to donate the use of 200 additional acres of his own, to say nothing of the acreage to be placed at the disposal of the associated charities by gentlemen who, though Mr. Steinway's influence has been induced to follow his example.

The agent passed back into the room, where he was told to open the safe. When the robbers first entered the place they found a \$15,000 package lying on the table. This agent told them was all he had, but he finally admitted that there was \$5,000 more in the safe. They forced him to open the strong box and give the \$5,000, but when he closed the door he shut in \$35,000 that the robbers knew nothing about. The agent was then made to undress himself and go to bed and cover himself up, and while lying there the thief made his escape.

The place where the robbery occurred is on the outskirts of the town east of the city and is brilliantly lighted by great electric lights on all sides. The place where the money was kept was in a small house two hundred yards from the depot and divided into two compartments.

#### A PRACTICAL CHARITY.

#### DR. S. F. SMITH.

had been very feeble for some time, but was able to appear out as usual.

The Rev. Samuel F. Smith, D. D., author of "Hymns," was born Oct. 21, 1800, at Boston, Mass. He was educated at Harvard College, 1820 and immediately began studying for the ministry at Andover Theological Seminary, from which institution he was graduated in 1832. During his course at college he acquired four different languages. In 1834 he was ordained a minister in the Baptist Church. His published volumes have been many and his articles for standard reviews without count. The national anthem, which made him famous, is by far the most popular of his productions.

#### KILL EIGHT HUNDRED.

#### TERRIBLE SLAUGHTER OF CHRISTIANS BY MUSLIMANS AT KARPOOT.

About 800 persons were massacred by the Mussulmans at Karpoort and eight out of twelve buildings belonging to the American missions were sacked and burned. The missionaries, however, escaped. The news from the different provinces of Asia Minor continues to be grave, confirming beyond doubt the impression which has prevailed for a long time past that the movement has now assumed proportions which have placed it beyond the control of the Turkish authorities, even if the latter were really desirous of punishing the Mussulmans for massacring Armenians. In fact, it is considered very doubtful whether the Turkish troops would fire on Mussulmans if they should be ordered to do so.