THE INDIANAPOLIS JOURNAL.

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THE SUNDAY JOURNAL

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A TRAIN'S FRIGHTFUL PLUNGE

Engine and Car Drop Through a Bridge Into Deep Water at Oakland, Cal.

Thirty Passengers Suddenly Engulfed in a Muddy Estuary of San Francisco Bay by Failure of the Draw to Properly Close.

Thirteen Dead Bodies Recovered, Nearly All Having Been Drowned in the Car.

Heartrending Scenes at the Morgue—Panic Among Decoration-Day Observers—Disappearance of Engineer and Fireman.

SAN FRANCISCO, May 30.—One of the most horrible railway accidents ever known in California occurred at 1:40 o'clock this afternoon, when the local train connecting at Oakland with the ferry-boats from San Francisco ran through an open draw-bridge over San Antonio creek at Weber street, Oakland. The yacht Juanita had just passed through the draw when the train appeared, going in the direction of Alameda. The draw-keeper endeavored at once to close the bridge, but it was too late, and the engine, with its tender and first car, which was filled with passengers, plunged into the river, which is here quite deep. The engineer, Sam Dunn, and fireman O'Brien went down with the engine. The former, when he saw that the bridge did not close, reversed the lever, but the momentum of the engine was too great to be stopped in time. The weight of the engine and the first car broke the couplings and left the other two cars of the train standing on the track. The second car ran about a third of the way across the bridge and stopped, but the jar was sufficient to break open the front of the car, and many of the passengers were thrown into the water.

The first car, which had followed the engine to the bottom of the muddy river, soon rose, and such of the passengers as had escaped were picked up by the yachts and small boats which had gathered at the scene. The trainmen and the rest of the passengers lent their aid to the work of rescue, and when the wrecking train arrived from Oakland the car was drawn into shallow water, and the boats began dragging the creek for the bodies. The train was in charge of conductor Rerathand and an extra crew, it being a holiday. The conductor stated that probably twenty-five persons had met their death.

The top of the passenger coach was cut open as soon as it was raised above the water, and the work of removing the bodies commenced, ten being taken out in quick succession. Engineer Dunn was not to be found. The fireman, it is thought, escaped by jumping. Three women and three girls were taken from the water alive, and removed to the receiving hospital. Another young lady died soon after being taken from the water.

The news of the accident created intense excitement in Oakland and thousands of people flocked to the morgue to see the scene of the wreck. At the morgue the bodies were laid out as soon as received, to await identification. The body of E. P. Robinson, who was among those taken from the hole cut in the roof of the car, was one of the first removed and was taken in charge by Coroner Evers. The bodies of six men and two women were brought in soon after, some of the bodies being at first left at the receiving hospital, where the injured were also taken. In a short time thirteen bodies lay on the floor and on the marble slabs of the morgue awaiting identification. Many heart-rending scenes were witnessed as the friends came forward to claim their dead. The list of the identified is as follows:

MARTIN KELLY, Oakland, Assistant Chief Wharfinger for the State.
A. H. AUSTIN, of Austin & Phelps, of San Francisco.
MISS FLORENCE AUSTIN.
MRS. BRYAN O'CONNOR, widow of the deceased member of O'Connor, Moffatt & Co., San Francisco.
J. B. COWEN, sewing-machine agent at Oakland.
E. R. ROBINSON, San Francisco.
LUIGI MALESTA, San Francisco.
CAPT. JOHN DWYER, Sacramento.
MR. WILLIAMS, San Francisco.
H. W. AULD, colored, Honolulu.
THE TWO MISSES KEENAN, of San Francisco.

The thirteenth body was that of a Japanese boy, supposed to be H. Malerta, of San Francisco.

A late dispatch says the engineer and fireman were both saved. Thousands of people flocked to the scene of the disaster, and the street leading to the bridge was crowded with vehicles and hurrying men and women. So great was the crowd on the draw-bridge that the police had to drive the people off for fear the great weight would upset the bridge and cause another catastrophe. The wildest rumors of the extent of the loss of life were circulated, and many people from San Francisco went across the bay to look for friends who were supposed to be on the train. The news of the disaster reached Mountainview Cemetery where hundreds of Oakland people were decorating graves. A panic was created, and men, women and children rushed into the town, leaving their dead and dropping bouquets as they ran.

The cars of the narrow-gauge road seat about fifty persons, and the seats are very close together. Conservative estimates place the number of people in the car at about thirty, thirteen of whom lost their lives. The water over which the bridge is built is an esturary of San Francisco bay, and is commonly called the Oakland creek. A strong current runs in the stream, which at the point of the accident is about three hundred feet wide and twenty feet deep. Both sides of the creek are lined with shipping, and boatmen from the vessels were of great assistance in rescuing those who escaped from the car. The draw-bridge is about one hundred feet long, and just before the trains from San Francisco get on the bridge they have to come around a sharp curve, and usually travel at a high rate of speed. A passenger train crosses the bridge every half hour during the day, and when the bridge is open the keeper is supposed to signal by hoisting a red flag. J. N. Dunlap, the bridge-tender, says the danger flag was properly set in the center of the track when the bridge was swung open for the yacht Juniata to pass. The boat had just gone through and the bridge was being swung back when the train run off. He supposes the engineer did not see the signal on account of the curve. The stories of the engineer and fireman have not been obtained, as they disappeared as soon as rescued.

The scene at the morgue, on Washington street, was a terrible one. Hundreds of anxious people gathered in front of the building and struggled to gain admittance. The building was in charge of Sheriff Hale, who, with a large force of deputies and police, kept the crowd back. One white-haired old man frantically tried to gain admittance, saying he was looking for his boy. "There are no boys in here," said the sheriff. "He was thirty-five years old," said the old man, "but he was my only son." The people who lost their lives were nearly all of the better class, and belonged to well-known San Francisco and Oakland families.

The experience of the passengers in the first coach, as related by those who fortunately escaped, was horrifying in the extreme. F. F. Finley, of San Francisco, one of the passengers, told a graphic story of the disaster. "We left the city," he said, "on the 1:25 train for Alameda, on the narrow-gauge. I was seated on the front seat of the first car facing the engine. All went well until just as we approached the draw-bridge crossing San Antonio creek. As we drew near to the bridge it seemed to me the draw was open, and that a fearful accident was inevitable. Just then a man jumped from the engine into the water, and then came the crash. A horrible crushing of timber and a snapping of heavy iron work followed, and at once consternation prevailed in the car. The next thing I knew the car was in the water and I found myself blindly groping for the door, which I fortunately reached and opened. When I found myself on the platform I gradually worked my way, by climbing and holding on to the front of the car, to the roof, which I had just reached when that end of the car rose out of the water, and quite a number of the people escaped in this manner, principally women and children. The car was about two-thirds full when we left the wharf, and I should judge there were at least twenty-five or thirty people in it. There was a fearful outcry when the car began to fill, but this was almost immediately hushed in one long final wail of despair. I was very fortunate in escaping with slight injury to my shoulder and several cuts in my head."

George T. Hawley, of Oakland Heights, was in the car that went over but escaped. He said there were about forty people, including children, in the car. When he found the car filling with water he climbed to the upper end, but did not get out until after he was completely under water. He came to the top and made for a window and got wedged. After a struggle, however, he managed to get through.

Conductor Rerath said: "The first car was a combination car and I had gone through it before we reached the bridge. It would hold about forty-eight people. After it went down it was as much as I could do to attend to the passengers of the remaining two coaches, some of whom were frenzied with fear. I made my way to the end as soon as I could force my way through and looked down on the scene of death. I noticed at least half a dozen men swim away from the wreck, but did not see any women or children escape. I do not know any of the people who were in the coach."

James Dunlap, who was tending the bridge at time of the accident, said: "I was in charge at the time, and had just opened the draw to allow the yacht Juanita to pass through. I was in the act of moving the draw back into place, when the up train from San Francisco came along. That is all I know about it." He declined to answer the question if it was not rather unusual to open the draw just at the hour when a train was due.

Brakeman Hutchinson, who was on the front car, escaped, as did Councilman John Hackett, of Oakland. Among those who were rescued was Captain Roberts, owner of several coal-barges. Mrs. P. H. Lock had her arm cut, but escaped, and a number of others were also injured, but escaped drowning. Ernest Ferguson is reported to be missing.

TRUSTS AND MONOPOLIES.

Nearly All the Cracker Manufacturers Enter Into a Combine, with $10,000,000 Capital.

MINNEAPOLIS, May 30. — The Journal prints to-night the particulars of the formation of a big Cracker Trust, with a capital of $10,000,000, and including nearly every prominent cracker-maker in the country. The negotiations have been conducted very quietly. There has been a pool in operation for some time, profits being divided on an agreed percentage, but this has proved unsatisfactory, and the trust is the result. It is to conduct the entire business of the various concerns, trust stock to the amount of $10,000,000 being issued in turn for the transferring of the individual properties. A goodly share of this ten millions is water. The Journal says that its information is authentic, and that the final papers have but just been signed and delivered. The Lillibridge-Bremner Company here is a member of the trust. D. P. Works, the local manager, when interviewed, admitted that in the main the story was true, but refused to give any details.

Completing the Electric-Light Monopoly.

BOSTON, May 30.—The Thompson-Houston and the Edison-Villard electric companies will soon be consolidated. All that remains to be done is the signing of the papers in legal form. Two months ago a majority of the Thompson-Houston stockholders agreed to pool their holdings with five trustees—H. H. Pevear, Oliver Ames, Albert Stone, Chas. H. Newhall and E. L. Sanborn—the object being to sell out the company to the Edison-Villard people at a satisfactory price. The trustees have issued a final call to such stockholders as have not yet transferred their stock to do so before June 5, when all the stock will be pooled and delivered to the purchasing company. What the consideration is to be the trustees will not now state. The combination of these companies will give them a practical monopoly of the electric-lighting and the electric-motor business of the United States.

ANOTHER OCEAN RACER.

Fast Time of the New Steamship Normannia, Despite Collision with an Iceberg.

NEW YORK, May 30.—The Normannia, the latest addition to the fleet of the Hamburg-American Packet Company, came into port this morning. She covered herself with glory by smashing all records for maiden voyages and fulfilled the expectations of her owners and admirers. Her trip was from Hamburg and Southampton, and she made the voyage from Queenstown to New York in six days, five hours, and one minute. The best previous record was made by the Columbia, of the same line, in July, 1889, when she made the trip in six days, five hours, and forty-six minutes. The Normannia's time, for the sake of uniformity, is taken from Queenstown.

The Normannia collided with an iceberg on the passage. The accident occurred at 5:15, on the afternoon of May 27, during a dense fog. The iceberg was then sighted straight ahead. The engines were at once reversed, but there was not sufficient time to stop the vessel, though her course was changed, and she struck the iceberg on the port side. About forty or fifty plates were smashed in, but no one was hurt.

Movements of Steamers.

NEW YORK, May 30.—Arrived: Holland, from London; Bothnia and England, from Liverpool; Normannia, from Hamburg; Chester, from Rotterdam.

LONDON, May 30.—Sighted: Missouri, from Baltimore; Island, from New York.

Telephone Girls Shocked.

MILWAUKEE, May 30.—About 10:20 o'clock this morning a telephone wire running into the Light-horse Squadron Armory, broke and fell upon the trolley wire of the Hinsey electric railway on Oneida street. The high voltage current was immediately transmitted to the Central Telephone Exchange where it destroyed a switch board and prostrated several girls. Telephone service throughout the city is more or less impaired by the accident. None of the girls was seriously injured. The pecuniary damage is small.

PETTICOAT GOVERNMENT.

The Dover (N. H.) Street-Railway Company "Fires" Its Lady President.

BOSTON, Mass., May 29.—Mrs. Mary E. H. G. Dow walked into a meeting of the directors of the street-railroad at Dover, N. H., one day and, showing a pocketful of the company's stock, elected herself to the presidency and other offices. Then she left the room with her head in the air. She became famous throughout New England, but after two years of rule the New Hampshire railroad queen decided to forswear railroading and sold most of her stock. The stockholders on Monday held a meeting at which Mrs. Dow was asked to explain an over-issue of fifty-three shares of stock, and also how it happened that in the statement of assets and liabilities she gave to Edward P. Shaw, to whom she sold 260 shares at $50 each, $800 of the indebtedness of the company did not appear. Mrs. Dow did not explain as desired, but declared that the company now owes her some $502 on uncollected dividends, not to mention a bill for the storage of an omnibus, the ownership of which the company now repudiates. She said the present management is ruining the road. The officers told her that she had made $25 on each share she sold, and intimated that she had gouged the company in doing so. Mrs. Dow objected to the issue of new stock and to electric cars, saying that the latter were dangerous in a thunder-storm. The meeting ended in a wrangle, but after Mrs. Dow had gone home the directors met in a private office, elected officers and fixed things generally to their satisfaction.

DISASTER AT FORT WORTH

Texas Spring Palace Burned and Many Persons Thought to Have Perished.

Heroic Conduct of Russell Harrison, Who Was in the Building at the Time—One Life Known to Be Lost and Five Persons Hurt.

FORT WORTH, Tex., May 30.—The Texas Spring Palace was burned to the ground at 10:30 to-night. One life was lost and five persons were injured. The loss is estimated at $100,000. President Burbage, with Editor Sleicher, of Leslie's, and Russell Harrison, were talking in the big building of its inflammable character when a scream was heard, then women's cries, and the cry of "fire" went up. Burbage sprang up stairs for his wife, Harrison lent aid to the hurrying women on the stair case and Sleicher dropped out of a window to the ground. As the exhibition was to have closed Sunday, and a grand ball was the closing event of to-night, several thousand persons were present. Ladies and gentlemen in full dress, and of the best society of the city and vicinity, were on hand.

One man is known to have been fatally burned. Several persons were seriously injured by being trampled or scorched. It is impossible to find out whether the loss of life is large or not, but many think none were burned. Again, many fear that at least twenty-five have perished, and some even place the number larger. All estimates are merely conjectured at this writing.

Another dispatch says: "At midnight the death of A. L. Haynes, a contractor, is the only fatality positively known to have resulted from the Spring Palace fire. The most intense excitement still prevails. Men are running about the streets, crying like children, hunting their loved ones. Mothers are bemoaning the loss of their babes, and general pandemonium reigns. All sorts of stories are abroad. Some claim that as many as two hundred people are burned or trampled to death, and the indications are that several children have lost their lives in the jam. So far as known the injured are: Judge L. N. Cooper, legs broken, probably fatally injured; Mrs. Volney Hall, internally injured; Gip Hollingsworth, badly bruised; a little girl, name unknown, seriously crushed; George Little, cigar man, seriously injured. James Davis jumped from the upper story and is badly crippled, and Mrs. M. R. Cruce, of New Orleans, is seriously injured. Bissell Wilson, a railroad man of St. Louis, is burned about the feet and internally injured.

The Palace building cost $23,000, without decorations. The decorations cost $25,000, and the exhibits were valued at $50,000. Many of the exhibits were of historical value and are not included in this estimate. No estimate can be made of their value. The Elgin watch-factory Military Band lost all their instruments and music, valued at $10,000. It is estimated that there were 3,000 people on the two floors of the Palace when the fire broke out. Before the alarm was sounded the roof of the building was falling in. Russell Harrison was on the lower floor of the Palace. He rushed into the crowd and called on the people to be quiet. Much credit is due him for his coolness.

Other Fires.

PITTSBURG, May 30.—The Eagle paint and varnish-works, Grant avenue, Allegheny City, caught fire from spontaneous combustion, at 2 o'clock this afternoon, and was destroyed. The Fraelich grease-works and Hill's steam-pump-works, adjoining, were badly damaged by fire and water. Loss, $25,000.

LOWELL, Mass., May 30.—Fire to-day, in the large house-furnishing establishment of Sherman & Manning, caused a loss of about $50,000; insurance, $25,000.

READING, O., May 30.—The brewery of Kleiber & Bothe was destroyed by fire to-day. Loss, $75,000.

Stole $50,000 in Nine Years.

SIOUX FALLS, S. D., May 29.—H. T. Mannix, of Sioux Falls, and Harvey Blood, of Aberdeen, were to-day indicted for systematically robbing the Western Union Telegraph Company. Their operations have extended over nine years, and the amount stolen is reported to reach $50,000. Mannix and Blood are charged with being the leaders of a gang, the others being located at Pierro, Mitchell, Redfield, Millbank, and many smaller towns. The Western Union company has discharged its managers in ten cities.

Parachute Jumper Killed.

SEATTLE, Wash., May 30.—C. Redmond, the well-known aeronaut and parachute jumper, was killed at Snowhomish. His balloon was caught in the top of a pine tree and he was thrown to the ground.

Obituary.

BERLIN, May 30.—Dr. Dinder, Catholic Archbishop of Posen, and Herr Seffer, managing director of the Credit Anstalt, are dead.

EVERY tissue of the body, every bone, muscle and organ is made stronger and more healthful by the use of Hood's Sarsaparilla.

TO THE MEMORY OF GARFIELD

Monument Dedicated at Cleveland Yesterday with Impressive Exercises.

Imposing Military and Civic Demonstration Participated in by Over 100,000 Patriotic Residents of the Western Reserve.

Tributes to the Martyr President from Those Who Knew Him Best in Life.

Addresses at Lakeview Cemetery by Ex-President Hayes, Ex-Governor Cox, Generals Harrison and Sherman and Major McKinley.

GARFIELD MEMORIAL DEDICATION.

The Procession to the Cemetery Witnessed by 150,000 People of the Western Reserve.

CLEVELAND, O., May 30.—A kind Providence smiled on Cleveland to-day, and if the weather had been made to order the day could not have been a more perfect one. When the committee having in charge the exercises attending the dedication of the Garfield memorial retired last night they felt that all that human hands could do to make the affair a success had been done. Every detail had been attended to, and only one thing more was needed to make everybody happy. That was pleasant weather. Up to last night only five rainless days had been credited to Cleveland in May, and the signal service observer was sure that there would be showers to-day. When, however, the sun rose this morning from a fleecy mass of clouds and sailed up past the meridian, through a blue sky, all fears were dispelled and everybody was happy. Not a drop of rain fell all day. The city was full of strangers last night, but more came to-day. Every regular train from the east, west and south was loaded to the platforms, and special trains brought thousands of patriotic people from all over northern Ohio. The city had put on holiday attire as early as Wednesday evening, and the decoration of the down-town business houses, public buildings, hotels and private residences were the finest ever attempted by the people of the capital of the Western Reserve. The air was literally filled with red, white and blue bunting, arranged in tasteful designs of every conceivable shape.

The people admired this show, but they had come to see something else. The Mecca to which all had journeyed was beautiful Lake View, in which lie the remains of the martyr Garfield, and toward that spot all steps were turned. At an early hour in the morning the thoroughfares leading out Superior street, via Monumental Park and Euclid avenue, with its broad roadway and great lawns, were packed with a slowly-moving mass of humanity. Four street-car lines with half a thousand cars were unable to accommodate the crowds. Every carriage that could be hired was brought into requisition, and still thousands walked. The procession was not to move until shortly after noon, but only a small part of it was to start from down town, new divisions forming and joining the line at every intersecting street in the first three miles of the long five-mile march to the cemetery. Therefore, all had a desire to be as near the head of the procession as possible. Still there were thousands of men, women and children massed in the down-town streets. Hundreds of temporary stands had been erected by enterprising speculators, and seats on these sold at fancy prices to those who had stood for hours in the sun.

When the procession finally moved there were at least one hundred and fifty thousand cheering people massed in Euclid avenue, between Monumental Park and Lake View, and thousands more awaited at the cemetery. Business had been universally suspended, and everybody who could do so had come to see the grand pageant. With the exception of the Garfield funeral in 1881 there was never such a crowd gathered here before. The utmost good nature prevailed, and when the veterans of Garfield's old regiment (the Forty-second Ohio Volunteer Infantry) swung into line to head the parade there was vociferous cheering. The Grand Army, Union Veterans and Sons of Veterans, who followed, were also applauded, as were the military companies composing the third division. Governor Campbell and staff followed the military on horseback, and they were cheered as they rode along. But the greatest applause was reserved for the honored guests of the day—President Harrison, Vice-president Morton, members of the Cabinet, and other celebrated visitors.

The presidential party was escorted by the First Cleveland Troop of cavalry, and a detachment of marines from the United States steamer Michigan. The President rode with ex-President Hayes, Hon. Amos Townsend and Hon. D. P. Eels. Vice-president Morton occupied a carriage with Lieutenant-governor Marquis, Mayor George W. Gardner, and Hon. M. A. Hanna. In another carriage were Chief-justice Fuller, Gen. Jacob D. Cox, Maj. William McKinley, jr., and Bishop W. A. Leonard, of the Episcopal Church. Secretary Windom and Postmaster-general Wanamaker rode with ex-Governor Charles Foster and Postmaster Armstrong. Ex-Attorney-general Wayne McVeagh rode with Secretary Rusk, Senator Manderson and Hon. D. A. Dangley. General Sherman and General Schofield were in a carriage with Messrs. E. B. Jones and William Chisholm. Attorney-general Miller rode with Judges Spear, Dickman and Williams, of the Ohio Supreme Court. Alexander Doyle, the sculptor; George Kellar, the designer of the memorial, and W. H. Burke, the architect of the interior, rode in the division with the President, as did the trustees of Hiram College and the members of the Cleveland City Council.

The President was cheered almost continuously as he rode, bareheaded, along the beautiful avenue, bowing his acknowledgments of the applause to the right and left. There were thirty bands in the line, and the air was filled with music. There were cheers for the Knights Templars, with their waving white plumes, the uniformed Knights of Pythias, with their red-plumed helmets, and the gaily uniformed Odd-fellows. Cheer after cheer greeted the stately Knights of St. John and Father Mathew, and the various national societies representing the Germans, Bohemians, Poles, Hungarians and Scotch were vociferously applauded. The procession was two hours passing a given point. It was five miles in length, and there were at least 25,000 in line. Gen. James Barnett was the chief marshal. Gen. Ed S. Myer was adjutant-general, with the following assistant adjutant-generals: Col. A. McAllister, Col. E. M. Hays, U. S. A., Maj. W. F. Goodspeed, Maj. M. B. Gary, Maj. W. J. Gleason. There were twelve divisions, General Garfield's old regiment being in the lead. There was but one se-