From Sunday's Edition.

[The following matter on this page appeared in Sunday's edition. The reason for this republication is because our regular mail rate of subscription does not include the Sunday issue, and comparatively few in the country care to pay extra for the Sunday edition, which lies in the St. Paul post office and goes out in the same mail with the Monday paper. The more important news, to the extent of two or three columns, is therefore republished on Monday for the benefit of country subscribers who do not see the SUNDAY GLOBE.]

AN ELOQUENT PLEA.

IN BEHALF OF THE WRETCH GUITEAU.

Argument for the Defense by Advocate Reed—A Close and Analytical Plea Upon the Theory of Insanity—Concluding with a Brilliant and Well Devised Peroration—The Effort Followed Closely by the Audience and Jurors—And its Effect Hightened by the Demonstrative Grief of Mrs. Scoville—Decision of Judge Cox Refusing the Prisoner the Privilege of Pleading His Own Cause—For the Reason it Was Morally Certain He Would Abuse the Privilege if Granted.

WASHINGTON, Jan. 14.—Guiteau opened the day's proceedings with the following: "I received about thirty checks yesterday, representing about $15,000. Some of them are, I suppose, worthless, and many are doubtless good. I don't want anyone to send me worthless checks. I do my own banking business. Anyone who desires to send me money can do so, but I don't want worthless checks.

CAN'T ADDRESS THE JURY.

Scoville addressed the court, stating that he didn't know whether the prisoner would be allowed to speak in his own defense. If the court proposed to accord him that privilege he, Scoville, would prefer that he should speak first.

Guiteau—"I want to be heard on this question, your honor. I want to close the argument for the defense. I wouldn't trust my case in the hands of the best lawyer in America."

Judge Cox—"I should be loth, in a capital case, to deny any man presented an opportunity to be heard, even if he is represented by counsel. In this case it is safe to assume the prisoner will abuse the privilege as he has done all through the trial, and that what he would say would be highly improper to go before the jury. I shall therefore deny him the privilege. As I said yesterday, however, if his counsel desires to read from his manuscript anything which seems proper to be laid before the jury they can do so."

Guiteau protested he appeared as his own counsel and claimed the right as an American citizen to be heard in his own defense. Finding that Judge Cox could not be moved he shouted: "Let the record show that I appear here as my own counsel and that I take exceptions to your ruling, Judge Cox. I shall appeal to the American people and they will overrule you and you will go down to future ages with a black stain upon your name."

Judge Cox made no reply to this tirade, but simply nodded to Reed to begin his argument.

ADVOCATE REED'S ARGUMENT.

Reed then rose to address the jury in behalf of the prisoner. He commenced by paying a compliment to the jury for the seriousness, solemnity and care which had characterized it during this long trial—a trial unparalleled in the history of criminal jurisprudence. He should not endeavor to make any statement with the intent to draw a gilded picture of any scene, but he would simply talk with them as between neigbors. Davidge, counsel for the prosecution, had occupied two days in addressing the jury, and that effort and the consumption of time on his part, showed the grave apprehensions felt by the prosecution lest something might have appeared in the case which would make the jury say this poor man was a lunatic and irresponsible.

Before Reed had been speaking half an hour the prisoner began to comment and contradict, contrasting the mercy of the Savior towards those afflicted, with the devil's, commenting on the demands of the prosecution in this case. Reed said they say hang him.

Guiteau shouted, "And the American people say let him go. The American people are on my side, Reed. Now go on with your speech.

The speaker had occasion to allude to the evidence of J. W. Guiteau, when the prisoner again interrupted and called despairingly, "Well, he ain't my reference. I've got better men than he for my reference.

Reed commented on the incident related by several witnesses, when Guiteau struck his father at the supper table, and Guiteau called out, "That wasn't true. I never struck him, never intended to strike him. I don't fight any one. I am a peaceable man. If I don't like any one I tell them so, and tell them to get out of the way, and that settles them."

"This act," continued the speaker, "was the first indication of his insanity. He denies it; probably he dont remember it."

Guiteau—"Certainly. That's owing to my poor weak mind and disordered intellect."

Reed continued—"Davidge condescended to read, yesterday, a portion of the evidence in relation to this incident to show, as he claimed, the depravity of the prisoner, and kindly suggested that Guiteau struck his father in the back. The record says on the neck or shoulder."

Davidge, laughingly—"Dont go back on th witness."

Reed—"I am reading off from the record here. It says—"

Guiteau, with an air of satisfaction at this superior discernment—"Why that was intended for a pun."

Reed—"But you dont seem to see it. I dont know as that should be wondered at for it would require a microscope for any ordinary mortal to see it."

Reed continued it does not require an expert to pronounce the prisoner insane. You have seen him day after day shuffling in before you. You have seen that strange, unnatural look of the eyes, needing the opinion of no expert to convince you this is not the appearance of a sane man.

A DRIVELLING IDIOT.

Continuing in this strain, the speaker said: "In my opinion if this poor creature is sent to an asylum he will be a drivelling idiot within six months."

Guiteau had been quietly listening, with his ellows upon his hands, his back being turned to the audience, and his attention apparently fixed on something in the street. This startling prediction amused him intensely and turning around he looked over in the direction of the speaker and enjoyed a quiet laugh for some seconds.

"These experts," said the speaker, "do not swear facts, for none but the Deity can know what there is in the brain of a man. They swear only to opinion, and you have a notable instance how far from the facts the opinions of the most learned doctors may lead in the sad case of the late president. We had bulletins every day giving his condition. We had the announcement that the probe had been inserted twelve inches into the wound, and yet the wound really led in exactly the opposite direction. I say it would be a shame to

SEND A MAN TO THE GALLOWS

upon the opinion of doctors.

Alluding to the strictures of counsel yesterday upon the course of certain members of Guiteau's family in sticking to the prisoner, whom they should cast off as a wretch, Reed said: "It is in evidence that six years ago Mrs. Scoville believed her brother a mental wreck, an insane man, and should she desert him now that he is on trial for his life, she would be unworthy the name of sister."

Referring to the difficulty experienced by the defense in securing witnesses, Col. Reed said: "You can never know, gentlemen, how hard it has been to get people to come here and tell what they know. They would rather listen, and cry crucify him, than come here and tell what they know to save this poor man from the gallows and the government from the disgrace of executing an insane man."

Guiteau interrupted in loud tone: "The government don't want me to be convicted. Gen. Arthur don't want me convicted, and I ain't going to be, probably." The evidence of Brooks, the chief of the treasury detectives, who visited the prisoner in the night, and whose evidence the prosecution tried so hard to suppress, as they they did the notes of Bailey, the evidence of Detective McElfresh, and in fact all the evidence that might in any way aid the prisoner, Reed claimed came like a godsend.

GUITEAU'S INSANITY.

Reed went on at some length in an argument to demonstrate the insanity of the prisoner. His father, he maintained, was insane religious subjects and forced him into that vestibule of hell, the Oneida community. "Before that he had led a pure life and his father had convinced him he would go to hell unless he became a member of the Oneida community, and he went there to save his soul."

Guiteau abruptly said: "When I got there, I got into hell, and I did not get out for six years."

PERORATION.

In conclusion Reed said: Gentlemen of the jury, You all said when you were sworn, that you would be governed by the evidence and stand up to it without regard to the effect it might have on you and your business. I adjure you to keep that oath. Falter not in the performance of the duty which shall save you and this fair land from eternal disgrace. I assert that conviction of this man to the gallows and his execution would be an infamy beyond description, an indelible stain on American jurisprudence and American juries. Think of the scene if you condemn him to the gallows. Though not present in body to see the sight you cannot but be there in mind if such a day shall ever come. I do not be lieve it ever can come under this evidence. Think of this man brought out from his cell, with the same pale face and same wandering eyes, the officers of the law gathering round him pinioning him, binding him with cords, so his muscles stand out, covering him with a black hood, shutting out the light of day from him, and leading him to the scaffold."

The prisoner—I would rather go that way than be smashed up in railroad cars as some poor fellows were last night.

Reed, continuing—"Think of him, a lunatic, condemned to the gallows—a lunatic whom the Savior, if he were on earth, would heal. The picture is not overdrawn. I am very much obliged to you for your attention. I only ask, you, pray do that much, shall not in after years bring a blush of shame to your cheeks."

The prisoner—"Reed is a good fellow, but I would not give a cent a bushel for his rubbish. If I could only have a talk with that jury I would give them the right theory."

The court then adjourned. Reed's argument was listened to with close attention and evident interest from the beginning to its close. Mrs. Scoville sat all day in a mournful attitude with her hand covering her face most of the time to conceal her tears, while her little daughter stood by her side and by her caresses sought to curb her grief.

ERDENHEIM BOUGHT BACK.

Aristides Welch Pays Commodore Kittson $3,000 and Retains His Famous Farm.

[Philadelphia Times, Jan. 12.]

Aristides Welch has resolved to retain the ownership of Erdenheim, his famous Chestnut Hill stock farm, where Harold, Parole, Iroquois, and so many other great racers were bred. It appears that after the farm and stock were sold to Commodore Kittson, of Minnesota, Mr. Welch's children and other relatives prevailed upon him to reconsider the sale, arguing that he would not be contented away from his old home, and that as he was an aged man, and the business of stock raising was congenial, it would be better for him to remain at Erdenheim than visit Europe, as he intended. These arguments prevailed, and Mr. Welch asked Commodore Kittson to allow him to pay a forfeit and retain the farm. The Commodore objected at first, but finally agreed to give up his bargain and accept the small forfeit of $2,500 in cash and two brood mares, valued at $500. The forfeit was paid in New York yesterday, when Commodore Kittson presented his agent, Mr. Hubbell, with $500 of the forfeit money. Erdenheim was at once conveyed back to Mr. Welch, who will manage it as heretofore.

ALL AROUND THE GLOBE.

Jay Gould and party were at Cairo, yesterday.

Ex-Congressman Tanner, of Whitehall, N. Y., is dead.

The mother of the late Gen. Custer died at Monroe, Mich., yesterday.

The annual banquet of the Chicago press club was held last evening.

The death is announced of Nathan Davis, the English traveler and writer.

M. J. Govish, private secretary to the governor of Colorado, died yesterday.

A receiver has been appointed for the World's Mutual Relief association of Lebanon, Pa.

Monday the Vanderbilt roads will raise the grain rate between Chicago and the East to 15c per 100.

Three boys were instantly killed in Brooklyn yesterday, by the fall of an unoccupied house in which they were playing.

The safe in Farwell's banking office, Wyoming, Ont., was blown open Friday night and a large amount of money taken.

Jacob Schabe, of Mayview, Champaign county, Ill., fell dead in the Baltimore clothing house, Lafayette, Ind., yesterday.

C. P. Bones, noted crook and head of the band of burglars recently operating at Akron, O., escaped from jail there last night.

Gowen, president-elect of the Reading railroad, took possession of the general offices of the company in Philadelphia yesterday.

Mrs. Sarah Bella McLean, widow of Hon. John McLean, deceased justice in the supreme court of Ohio, died at Cincinnati yesterday, aged 80 years.

Hank Pruell, a Lake Erie & Western switchman, was killed at Second street crossing, Lafayette, Ind., yesterday, while stepping in to pull the pin. He leaves a newly married wife.

A resolution has been introduced in the South Carolina legislature, for an investigation into the causes of the negro exodus from that state, 5,000 having left one county in the last six weeks.

The executive committee of the National Association of amateur oarsmen favor Detroit as the place for the next regatta, provided satisfactory arrangements can be made. It has been decided to send the Hillsdale crew to England.

Two of Howe's wooden trusses have been put in position to fill the gap made by the falling of a span of the St. Charles bridge, on the Wabash road, a few weeks since. Trains passed over the bridge this evening. These trusses are to be used only until a permanent span can be constructed.

Gen. Sheridan being questioned regarding the truth of the story that Gen. Pope's headquarters would be removed from Leavensworth to the Pacific coast and that his (Gen. Sheridian's) headquarters would be transferred to Leavensworth, said, to-day that there was not a word of truth in the statement.

The earnings of the Western Union company the first week in January were, as shown by the test offices as $25,000 greater than the aggregate earnings of the Western Union, American & Atlantic and Pacific lines the corresponding week last year. There is an improved feeling abroad regarding American securities.

INDIANAPOLIS, Ind., Jan. 14.—The safe of the Arcade mills, this city, was blown open yesterday and $225 were taken, with a large number of checks. A small inside safe containing insurance policies for $20,000 and a note in favor of L. H. Blaton for $2,700, was carried off and has not been found.

Defaulting Railroad Official.

DETROIT, Jan. 14.—L. Hood, cashier in the local freight office of the Wabash road, this city, has disappeared, and it turns out he has been given to liquor and gambling the past six months. His shortage at present is unknown. It is estimated from five to twenty thousand dollars. The local freight agent strangely enough neglected to have Hood's bond perfected, and the loss will fall on him. Hood is about 30 and has a wife.

INTO THE MISSISSIPPI.

A CALAMITY ON THE RAILROAD BRIDGE AT LA CROSSE.

Two Freight Trains in Collision on the Span Next the Draw—The Span Gives Way, Precipitating Five Cars Into the River—The Accident Fortunately Unattended by Loss of Life or Injury to Trainmen—Explanation of the Accident and Theory of its Cause—Damage from $25,000 to $40,000—Work of Construction Commenced and to be Vigorously Prosecuted.

[Special to the Globe.]

LA CROSSE, Jan. 15.—The morning *Chronicle* will publish the following from facts obtained on the ground: When the report was spread abroad yesterday morning that one span of the great iron railway bridge, of the Chicago, Milwaukee & St. Paul company, which crosses the Mississippi river at this point, had fallen under the weight of a train, people wre astounded and could hardly credit the rumor. Although some railroad men have shaken their heads ominously at the long span, the citizens generally have had implicit confidence in the structure which looks so airy and gossamer like from a distance, but so firm and enduring on close view, and more than one exclaimed, "I never expected to live long enough to see anything happen to that bridge." The report was quite true, however, as all might see by going to the foot of Main street, from whence the top could be easily discerned.

CAUSE OF THE ACCIDENT.

The facts concerning the accident and the cause leading up to it are as follows: On the west side of the bridge the track branches, the Southern Minnesota bearing a little south of west, while the River division makes a short curve to the north and on the curve there is a falling grade from the bridge. All railroad men knew by long experience that around the curve and up the grade is a hard pull for a heavy train, especially if the rails are slippery no conductor is permitted to run his train upon the bridge without orders, or his card as it is called, but occasionally, perhaps it would be safe to say frequently, River division conductors east bound, do this in order to avoid stopping on the above named curve and grade, with the consequent difficulty in again getting started. Another reason is that if they stop at the proper place they must walk the whole length of their trains to reach the bridge switch station, whereas, if the train runs on the bridge, the caboose comes up opposite the station house. A few moments after five o'clock yesterday morning Conductor Ed Harrington, with a train of twelve cars, approached the bridge from the north, and ran upon the bridge as above explained. Harrington knew that a train was due going west, but expected to get his card and get over the bridge first. The Southern Minnesota train, No. 19, in charge of Conductor Walter Kingsley, had orders to cross the bridge at 5:10. The morning was cold and the open water under the draw threw off

CLOUDS OF STEAM

partially obscuring everything in the vicinity. Thus the train standing on the bridge headed east, and the one approaching headed west, were not visible to each other. The latter had a speed of from four to six miles an hour, and as soon as the engineers of each became aware of the presence of the other, the River division train commenced backing, and the Southern Minnesota train reversed and made every effort to check its speed. They were not successful, however. The two engines came together with force enough to shatter their pilots somewhat, but not enough to break the headlights. The engines, at the instant of collison, were nearly on the pier between the span, next the draw, nearest its west end. The shock could not possibly have been severe, but it was sufficient to break down the second span from the east end, 164 feet in length, with five loaded cars standing thereon, and allow the whole to

FALL INTO THE RIVER

below. The train broke at the third car front the engine, leaving one car hanging over the gap, while the ninth car, overhanging the opposite side of the gap in a similar way. Not a wheel of either train left the track, and not a nickel of damage was done to any car, except such as went down with the span. These cars were loaded as follows: Two with lumber belonging to the company, one with John Paul's lumber, one with coal, and one with bolts going to the Wells railroad shops. Thus it will be seen that the cars lost were of relatively trifling value. One car of merchandise would have cost more than the whole of them, and one car of humanity, would have overspread the northwest with

A GREAT CLOUD OF GRIEF.

The cars and bridge went into the water much as a cannon ball might. They just made a hole in the ice big enough to let them through and no more, so that when the workmen commenced clearing away they could approach them from all sides. The coal car stands on end against the west pier. The iron car is deepest in the water and the three lumber cars were enough above the ice to allow of tearing off the roofs to empty them. All the cars are inside the span and all lie partly on their sides with their roofs to the north, in which direction the top of the bridge also lies.

THE DAMAGE.

The question of damage to the bridge structure is one on which estimates range from $12,000 to $100,000. The former figures are given by the company's agent, Capt. Moulton. We are inclined to believe $25,000 a moderate estimate, and $100,000 a wild one. The road set about repairing the injury with its usual energy. Division Superintendent Atkins and other officers of the road telegraphed that they would arrive in the city by the 11:10 train, and orders for clearing up, rebuilding, etc., were prompt and decisive. As many men as could work to advantage commenced unloading the cars. At four o'clock in the afternoon a load of fifty foot piles arrived, and it was the understanding that driving was to commence at once and continue through the night. The timbers for the breasts are all formed, and it is quite likely that a temporary track will allow the passage of cars by to-morrow morning.

THE BRIDGE

was constructed by the American bridge company of Chicago. The first train crossed it the latter part of November, 1866, but during the entire winter following workmen were engaged in putting in rods and strengthening it in various ways. There are three spans and the draw. The first and second spans from the east are each 164 feet in length, while the third is 25.

GUESSES AT THE CAUSE.

Some critics say the draw is the best in the world, but feel shaky about the spans. Each span is separate from the other, and each bolted to the pier at one end while the other rests on a sort of roller, to permit free expansion or contraction with the variations of temperature. Upon this fact chiefly is builded the theory that one end of the wrecked span slipped off the pier sideways. It is impossible to see how any one can entertain the idea, for a moment, after examining the structure and considering the facts the force of collision can be estimated from the damage to the engines, which is a mere nothing. There could have been no concussion from that cause worthy a thought. Neither ought the sudden reversal of the engines and application of brakes to have torn from its foundations a reliable bridge of any sort. Furthermore it is difficult to believe that the dead weight of the span bearing on the pier, which it overhung fully four feet, could have been overcome if both trains running twenty-five miles an hour had struck the span at right angles. In addition to this we have the evidence of the pier itself. If the span had slid off with its own vast weight and that of five loaded cars, that side of the pier from which it slipped would have told the story in the splintering and tearing away of the stone. The fact is that the only splintering of the capstone is where the span rested showing that it gave away in the middle and the ends of the span were drawn from the pier in a line with the track, neither slipping to the right or left a hair's breadth. The fact that the span and cars lie partly on their side with the top up stream, proves that the total break was on the upper side.

A PROPHET OF EVIL.

There has been found an engineer who has been mentally giving that span a bad name for a week past. His engine stopped on it, and the way it shook under the process of getting started with a heavy train and slippery track made him nervous. The same party predicts that the Cannon river bridge, west of Red Wing, will make a heap of trouble for somebody within a year. Not long since Engineer Sheldon, of the Milwaukee road, made an official examination of the bridges and trestles hereabouts. He found nothing wrong with the bridges, but condemned some of the trestles, since which hundreds of car loads of dirt have been filled in along the objectionable section. It seems that the weakness in the bridge, for it must be admitted that only a faulty bridge would have given way under such a trifling shock, was one not discoverable except by the dear test of experience and no violence would be done to logic if the conclusion is reached that the worthy, respected, but unfortunate conductor by his undeniable disobedience to orders has done the company inestimable service by preventing a possible, great and dreadful calamity through the medium of an accident almost trifling in its results.

NEWS FROM WASHINGTON.

A Raid Upon the Timber Thieves in Preparation--The Proposition for Giving Senators Private Secretaries--Star Route Prosecution--Miscellaneous.

Star Route Prosecution.

WASHINGTON, Jan. 14.—In the star route cases to-day Col. Bliss opened the proceedings by offering in evidence all bids and contracts identified by Notary Webster Day yesterday as having been witnessed by him for defendant Cobell. The defense having demanded the identification of all bids and contracts (over 3,200 in number,) in which Cobell is concerned. It now appears that the trial of this case will be indefinitely prolonged. An attempt will be made by counsel for the defense to have Col. Boone, who has been subpœnaed as a witness in this case, excused from attendance, but the prosecution refused to assent to this arrangement unless some one competent to do so was ready to swear to Boone's handwriting. B. C. Coon, clerk in the contract office of the postoffice department, identified a number of bids made by Cobell on which contracts had been refused as belonging to the files of the department. Adjourned till Wednesday next.

Private Secretaries.

[Special Western Associated Press.]

WASHINGTON, Jan. 14,—Senators who favor Brown's resolution for the appointment of a private secretary for each senator who is not chairman of a committee, at a salary of $1,200 a year, to be paid out of the contingent fund, are laboring earnestly to get it adopted. The Democrats generally are willing to vote for it, because they do not feel responsible now for the senate legislation. They consider the Republicans responsible, because they control the committees, and this responsibility makes the Republicans hesitate. Some of them, however, are supporting the resolution, and its chances of success in the senate have visibly improved in the last several days, but the house may defeat the project. It is true that the house will not have an opportunity to vote against this resolution directly, because it provides for the payment of senators' clerks out of the senate contingent fund, but to do this the contingent fund will have to be increased considerably, and the house will have to vote upon this increase. The theory of senators that they have greater need of a secretary than the representatives, is not endorsed by the latter. The members of the house insist that their labors are just as onerous as those of senators, and should the senate adopt Brown's resolution the house will probably either defeat it ultimately by voting down any increase of the contingent fund, or imitate the senate by voting money to pay private secretaries for representatives.

General Capital News.

ASSISTANT SECRETARY OF THE TREASURY.

WASHINGTON, Jan. 14.—It is stated Daniel F. Shepard, of Illinois, will be appointed assistant secretary of the treasury. Shepard was secretary of the Republican central committee of Illinois.

THE JEANNETTE.

Secretary Hunt sent the following cablegram this afternoon to Lieutenant Danenhower and Chief Melville, of the Jeannette, at Irkoutsk, through Hoffman, at St. Petersburg: "Remain on the ground till the remainder of the expedition is found. Help the search by every means in your power."

TIMBER DEPREDATIONS.

WASHINGTON, Jan. 14.—Depredations upon government timber lands in the west have increased to such an extent the secretary of the interior has addressed a communication to the attorney general urging him to use all means in his power to arrest and punish the offenders.

SESSINGHANS-FROST CONTEST.

The sub committee of the house committee on elections, in charge of the Sessinghaus-Frost contested case of Missouri, met to-day and agreed to report the following resolution to the full committee: "This sub committee report to the general committee and recommend the motion of contestee be overruled and the testimony be printed." The motion of contestee referred to was that certain testimony submitted by the contester be thrown out on the ground it had been tampered with.

GARFIELD'S ILLNESS.

The special house committee on expenses attending the illness and burial of President Garfield and allowance to his widow, met this morning and after discussion adopted a resolution offered by Page, California, instructing Chairman Taylor, Ohio, to give public notice that all persons having claims for services rendered or material furnished during the illness and burial of the late President Garfield, should present the same to the committee for auditing, on or before the 10th of February next.

Judge John M. Shaw.

The oath of office of Hon. John M. Shaw, appointed Judge of the Fourth judicial district by Gov. Hubbard Friday, was filed with the secretary of state yesterday. Gov. Hubbard was also in receipt yesterday of the following resolution of thanks for his appointment of Mr. Young, adopted by the bar association of Minneapolis:

"At a meeting of the Hennepin County Bar association, held at the office of Messrs. McNair & Silverton, Friday afternoon, January 13, 1882. it was unanimously and heartily

Resolved, By said association that the thanks of the bar be tendered to His Excellency, Gov. Hubbard, for the appointment of Hon. J. M. Shaw to the office of judge of the district court of the Fourth judicial district.

CHAS. H. WOODS,
Sec'y Hennepin Co. Bar Association.

Triple Execution in North Carolina.

REIDSVILLE, N. C., Jan 14.—At the court house, in the town of Wentwork, Rockingham county, three colored persons, namely: Joe Hay, Eldridge Scales and Matilda Carter, were hanged yesterday, for the murder of Nash Carter. The scene of the hanging was in the bottom of a deep raviine, which afforded 4,000 spectators a good opportunity to witness it from the adjacent steep hill slopes. The prisoners, shronded, were hauled at noon from the jail to the gallows seated on their coffins in an open wagon. The woman was in the center and all three were hanged at once. The execution was badly done.

Shot Himself.

[Special Telegram to the Globe.]

PORTAGE CITY, Wis., Jan. 14.—We hear that a party by the name of F. Shrieb, a resident of Fort Winnebago, while in Portage City on business, came to a frightful death in the following manner: It appears that while warming himself by the stove in the Pierpont house, of this place, he carried a loaded gun carelessly in his hand and by some means hit the trigger against the stove, caused it to explode, the ball entering his right cheek, tearing up through the top of his head, causing instant death, and before he could be reached, he was lying on the floor in a pool of blood,

THE TELESCOPED TRAIN.

FURTHER DETAILS OF THE SPUYTEN DUYVEL RAIL DISASTER.

Terrible Tortures of the Victims Caught in the Wreck of the Rear Car—The Air Rent With Their Cries of Anguish and Despair—Recovery of the Body of State Senator Wagner, Burned so as to be Unrecognizable—The Charred Remains of the Victims in New York, Surrounded by the Sickening Mementos of Their Fearful Fate—Revised List of the Dead—Pretended Ignorance and Heartless Indifference of the Railway Officials—Brakeman Melius Arrested for Criminal Carelessness.

NEW YORK, Jan. 14.—The body of Senator Wagner was recovered this forenoon from the wrecked cars at Spuyten Duyvil and were brought to this city accompanied by numerous friends and relatives and conveyed to his residence. The body was burned so as to be unrecognizable and was only identified by personal effects. Both hands were burned off and his limbs drawn up in a position that showed the horrible agony the victim had endured.

HORRORS OF THE COLLISION.

Henry L. Roekenbaugh, a passenger describes the horrors of the collision as something indescribably dreadful. The train stopped for some minutes, and he walked back to look out of a rear window in the last car in which he was. He saw the engine of the approaching train thundering around the curve and turned to run back to the forward end of the car, shouting as he ran, to warn his fellow passengers of their danger. All started up from their seats. Before he had reached half through the car the shock came and he felt himself lifted up in the air, pitch darkness followed. On all sides cries of

HORROR, ANGUISH AND DESPAIR

went up. Then a lurid glow was cast through the car from fire breaking out, and he saw men and women struggling to get free from the wreck. He heard a lady wedged in under a seat calling most piteously for help. He tried to aid her, but he was held fast, and the fire compelled him to leave her to her terrible fate. He recollected seeing a stout lady, who was identified as Miss Brown, get on the cars at Greenbush.

SENATOR WAGNER'S

remains were sent down to the city first in one of the dead senator's own palace cars. Two hours later the remaining seven bodies were brought down in an ordinary baggage car, accompanied by Capt. Yule and Coroner Knox. Six of the bodies were packed in boxes, and the charred remains of the seventh was borne on a stretcher covered by the fur lined cloak of Mrs. Valentine, the young bride whose wedding tour ended in such a horrible death. The car was switched off upon a side track when it arrived and run east of the depot to the old freight station, at 43rd street. Here coffins were arranged on the floor and upon hastily improvised tables were spread, the burned garments and satchels recovered from the wreck to serve as a means of identifying the yet unrecognized dead. Here a black fur muff and cloak, there a broad-cloth coat and a hat battered out of shape.

CHARRED AND HALF CONSUMED

satchels and bundles lay scattered about and were examined and registered in turn by the police officers who took charge of all the property. In one of these were found clues that led to the identification of one of the bodies as that of Rev. F Marechal. The clerical cut of a few tattered rags that were yet left of the vest had originally attracted attention to the man's probable calling. The name was written on the binding and flyleaf of a volume of sermons, and a Theological work, but without address. His body, like all others with the single exception, that of Miss Brown, was burned so as to be unrecognizable. As the identity of each body was established, a sheet of paper, marked with the name and number was tacked to the coffin lid and the name checked off with as business like air as if the matter concerned the ordering bales of freight handled daily. A coarse grin and joke passed once in a while between the rough idlers and undertakers men, or whoever they were, who had contrived to gain access to the place with the coroner and reporters and in those brutal minds not even the horrors of that dreadful scene was able to instill a sense of respect or decency. Side by side on the rough pine floor stood two clumsy painted boxes. The brief blue pencil mark on the tag affixed to each told the saddest story of all. The boxes held all that was left of the charred bodies of Park Valentine and his young wife,

BRIDE AND GROOM,

only the night before.

Detective Dakin, who was superintending the examination of the personal effects, told of the death of Oliver B. Keeley, of Spring City, Pa., in Kelcullen's hotel, ofter terrible sufferings. Keeley's right arm was burned off at the elbow and his body fairly roasted. He was conscious, nevertheless, through the long struggle with death. Detective Dakin, who came to his bedside, recognized a fellow Mason. He made himself known as a brother in distress and told the officer he was a member of Spring City lodge No. 553, at his home. "Write my wife," he said, grasping the officer's hand and pressing it, "and give her my love." With these words on his lips he expired. In a pail between the coffins, covered over with a newspaper, lay a man's hand torn from the arm at the wrist by a force that had ground the bones and tendons to a jelly—mute pleading, upturned as if beckoning, imploring for aid that came not. It was a most

HORRIBLE, SICKENING MEMENTO

of the dreadful catastrophe. Whose hand it was is not known. It had belonged to no one of the bodies recovered so far by the police, as could be observed, unless it might be the missing stump of Oliver B. Keeley's, but fire had not scorched nor even touched it.

OFFICIAL IGNORANCE AND INDIFFERENCE.

The officials at the Grand Central depot when questioned by the reporter, exhibited the usual exasperating official ignorance and indifference, constantly referring the questioner to some one of higher authority who had nothing to say. As late as an hour before noon some of the officials in the depot had barely heard of the affair, rumor like, and Assistant Superintendent W. Bieselt, had at that hour received no other report but a mere verbal hearsay none from any of the officials of the wrecked train, or the one that ran into it, and referred the reporters to Spuyten Duyvil for information. When pressed for official news, he replied impatiently that he was very busy and could not bother with these men, meaning the reporters, all day.

THE DEAD.

The list of the dead is as follows:

Senator Wagner.
Park Valentine, aged 21, Bennington, Vt.
Mrs. Valentine, age 19, North Adams, Vt.
Oliver P. Kelly, Spring City, Pa.
D. D. Ransom, guest of the Hoffman house.
Rev. H. Marchal, residence not given.
Miss Maud Brown, 443 West Fifty-third street, New York; and
A man unknown.

All the injured with the exception of Miss Mary Daniels, guest of the Sherwood house, were able to go home and no list was kept by the police. Miss Daniels is seriously burned but will probably recover.

D. L. Ransom was a prominent resident of Massena, N. Y., and Rev. H. Marchal was a Catholic priest connected with St. Francis college, 49 East Fifteenth street.

STATEMENT OF POLICE COMMISSIONER NICHOLS

Police Commissioner Nichols, who was on the train, says, Senator Wagner passed through the car in which I was seated greeting his friends pleasantly as he passed along. He passed out on to the platform of the following car, and a second later, following immediately upon the bang of the door Senator Wagner closed behind him, came the terrible shock and deafening cries, of crushing timbers and snapping iron. How I escaped I scarcely know, but when I got out of the wreck I turned to look for Senator Wagner. The car at the spot where I had seen him last was burning and out of the fire came the desparing cry "For God's sake, help me." With axes and bars Commissioner Nichols and his companions attacked the car to free the imprisoned man, but were driven back by the fire and the voice was stilled.

STATEMENT OF BRAKEMAN MELIUS.

POUHKEEPSIE, N. Y., Jan. 14.—Geo. Melius the rear brakeman of the New York special which was run into last night, and who is charged with being the cause of the disaster, arrived here last night and went South this morning with his brother, Conductor Melius, of the Poughkeepsie train. In conversation with the latter, he said he went back with his red light far enough to see Spuyten Duyvel Bridge and that when the Tarrytown train passed him it was running at the rate of forty miles an hour and the engine using steam. Conductor Melius told him the train could not have been running that fast as it had just left Spuyten Duyvel station. Brakeman Melius replied, anyhow it was going very fast. Train Dispatcher Cossum said if Melius went back far enough to see the Spuyten Duyvel bridge, his red light would have been seen by the watchman in the signal tower. Brakeman Melius went as far as Fishkill this morning and returned on the next train, then left for New York, where a warrant has been issued for his arrest.

MELIUS ARRESTED—HIS STATEMENT.

NEW YORK, Jan. 14.—George Melius, brakeman on the Chicago express train, charged with the responsibility for the Friday evening's disaster, was arrested in the Grand Central depot this evening, and locked up on the charge of criminal carelessness. He made the following statement: When the train stopped I got my lamps, white and red, and walked to the back part of the train. In about three minutes I started back around the curve. About six or seven lengths from where I stood I moved my red lantern across the track and I think there was time enough to stop the train. It took me about five minutes, perhaps less, to walk the distance above mentioned, and I stood then about one or two minutes, perhaps three minutes, when the Tarrytown train came in sight. I stopped then because I considered the distance long enough to stay any train. There was time enough to walk back to Spuyten Duyvel station, which was about a quarter or half a mile away, but I did not consider it necessary. I knew there was a train behind us, but I did not know whether it was the Tarrytown or Poughkeepsie train that followed us. Melius will be arraigned at the coroner's office to-morrow.

OLIVER B. KELLY.

PHILADELPHIA, Jan. 14—Oliver B. Kelly, killed in the Spuyten Duyville collision, was a member of the Philadelphia firm of Oliver B. Kelly & Co., 3sl North Second street, proprietors of the Spring City stone and hollowware works, Chester county. He left for Albany last Tuesday, and nothing was heard from him until word reached his wife this morning he had been killed.

NEW YORK, Jan. 14.—Geo. Curtis is safe and unharmed.

WEBER BOTHERED.

Short Session of the Impeachment Court—B. F. Weber, the Numerous Witness From New Ulm, Submitted to a Searching Cross-Examination by Counsellor Arctander.

Upon the opening of court yesterday morning the cross-examination of B. F. Weber was resumed upon article 18, charging habitual drunkenness.

The examination commenced as to Mr. Webber's brief in the case in which he was counsel, when witness said the charge of Judge Cox was of such a character as to satisfy him, witness, he, Cox, was drunk, the purport being to show from the brief that the point upon which he made his claim, that the judge was drunk, was not raised by him, witness, at all.

To Mr. Arctander—The points made on the motion for a new trial were contained in the brief. (The brief was read by the clerk.) Judge Cox ruled against both counsel in the trial of the case. I thought he showed partiality in one case, and I thought it came from drink.

At every term of court, except the terms mentioned, Judge Cox was perfectly sober. Have seen him drunk often, but cannot fix the times. Cannot fix the number of times. Not far from this time he decided the Picket case; I thought him drunk from his appearance. Did not see him drink. The Judge has his peculiarities, a little eccentric, peculiar in his language. Have not noticed any inebriety in him during the last year, except at the May term. I think it was in January, 1880, that I saw him drunk in Redwood; county court was in session. He got drunk in his room. A jury was out in the Hawk's case. The jury came in for instructions. Court had taken a recess until next day. Had seen him drunk in his room. There were six or seven others in the room. No attorneys except myself. He drank from a bottle, suppose it was whisky. Might have been wine or water for aught I know. The bottle went round. The judge was playing cards. Should say it was a quart bottle. The judge drank often. Can't say how many times. Think he drank more than four times, but can't swear he did though. When called the judge went to see what the jury wanted. He walked straight. He gave his instructions to the jury in good shape as far as I recollect. There was a melodeon in the courtroom, and while the judge sat waiting for the jury, the judge sat down and began to play, and the way he acted I thought he was drunk. Oh, I don't know how to decribe it, but he was drunk.

CALL OF THE SENATE.

At this point a count of noses showed only sixteen senators in their seats, and a call of the senate was had, resulting in securing just twenty-one senators in a short time. The call dispensed with, the cross examination was resumed upon the charge of drunkenness at New Ulm, where it is alleged he was drunk and heard a motion in his coat sleeves on the court house steps. It was a very hot day. It was no term of court. There was no clerk in attendance. The judge was perfectly sober as he is now; judge said to Mr. Castle you ought to treat; Castle said he had no money, and the judge took fifty cents out of his pocket and sent for some beer. This was before any business had been attempted. He did not drink enough to make him drunk, but was drunk when he got there; know so from his appearance; can't describe how he looked, only that he looked drunk; think him sober now, painfully so; judge listened to my reading the affidavit, but frequently interrupted me; don't know what the records show; don't know whether the judge was asked to make an order; think he was rather more intoxicated than in the trial of the Wilde; he was more under the influence of liquor at the jury case in the Howard case than I ever saw before.

Article 5.

Charging Judge Cox with being drunk at St. Peter Oct. 13, 1879, was then taken up.

S. W. LONG, SHERIFF, SWORN.

Reside at Waseca; was deputy sheriff Oct. 1879; went to St. Peter to secure the signature of Judge Cox to a paper; found him on the stoop of a hotel, drunk; told him what my business was, and showed him the paper; he refused to sign it; said he would be d——d if he'd sign anything that day; parleyed with him half an hour; finally got him to sign. Through influence of Mr. Lamberton, Judge Cox signed it, Mr. Lamberton writing the rest of the paper. Judge asked Lamberton if it was all right. Took it as if to sign, and then threw it down, saying he would be d—d if he would sign. Lamberton said he'd be d--d if he shouldn't sign, and he then put his name down.

At this point Senator Crooks called the attention of the chair to the fact there was no quorum present

Manager Hicks announced that on Monday he should move to strike out all the answers of the defense, except that of not guilty, for reasons which he would then state. He gave notice now, so that counsel for defense might be prepared to meet the proposition.

The court then adjourned to 2:30 p. m. on Monday.

Collision at Elkhart, Ind.

ELKHART, Ind., Jan. 14.—Last night at Mills station there was a terrible wreck, caused by a collision of the Baltimore & Ohio train being run into by the Lake Shore train. The cars, engines, telegraph office and track were nearly demolished. Trains all delayed. No lives reported lost.

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