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VOL. I.

A RIDE TO DEATH

Terrible Accident Near Boston.

ENGINE JUMPS THE TRACK

With Fatal Results for Many Passengers.

FIFTEEN PEOPLE KILLED OUTRIGHT

A Disaster That Exceeds Any Ever Preceding It in the New England States—Fire and Escaping Steam Add to the Horrors of the Scene and Many Are Taken Out of the Wreck Scalded to Death and Dying From Suffocation—Out of One Family of Seven, Three Are Killed, a Fourth is Dying and Two Others Seriously Injured.

Boston, August 19.—One of the most disastrous railroad accidents that ever occurred in the vicinity of Boston and one that rivals the famous Wollaston disaster of October 5, 1878, occurred this afternoon on the same road, the Old Colony, and very near the same locality. In the Wollaston disaster fifteen were killed and nearly 150 injured. Today fifteen persons were killed, twenty-three seriously injured, three fatally and several more sustaining slight injuries. The train wrecked today was Woods Hall Express, which is due at Boston at 1:50. It consisted of the locomotive, baggage car, smoker, Pullman car and four ordinary coaches heavily loaded. The train had passed Quincy station running ten miles an hour, and just beyond President's bridge the engine left the track from a cause at present undetermined and plunged into an embankment twelve feet high. The tender, baggage car, smoker and Pullman passed by the engine, and were stretched along for a distance of 100 feet beside the track.

IN A DEATH TRAP.

The foremost passenger coach left the rails and fell upon its left side upon the engine. The lower forward portion was torn to pieces and of the passengers in the car some, fifty in number, many were thrown into the rear corner, from which eleven dead bodies were afterward taken out. The escaping steam and smoke from the engine instantly filled the car. The forward cars were forced up over the outward bound track, completely blocking traffic all day and night.

Only three persons on the train ahead of the passenger coach were injured. These were the fireman who was instantly killed and buried under the engine. The engineer and Pullman car conductor Benson were both badly injured. In the three rear passenger coaches the occupants received no worse injury than a slight shaking up.

The first passenger coach was the principal scene of death and agony and the experience of the unlucky occupants were probably never exceeded in horror and suffering in any railroad wreck of recent years. The killed are:

Mrs. EUGENE ALLEN, Philadelphia.

Mrs. MARY E. FENNELLY, aged 70, Louisville.

E. J. JOHNSON, Montpelier, Ver.

JOHN RUSKIN, fireman of the train.

Four women, two men and two children unidentified.

Mrs. A. C. WELLS, Hartford, Conn., and daughter.

H. I. WELCH, Waterville, Conn.

ALICE and CATHERINE FENNELLY, Louisville.

The following were critically injured:

Mrs. OSCAR FENNELLY, Louisville, scalded over the whole body.

C. M. COPELAND, Ohio, scalded over the whole body; not expected to live.

E. C. BAILEY, of Dorchester, formerly proprietor of the Boston Herald, scalded on the face and hands.

Those seriously injured number thirty and the condition of two or three is critical. It is reported that the name of one unidentified dead is W. G. Grady, and two others are Mrs. E. P. Johnson and her 15-year old boy.

It is also reported that a niece of Mrs. A. C. Wells, of Hartford, is among the unidentified dead.

The coils of the engine set fire to the coach, but the fire was soon extinguished. A number of physicians were summoned to the spot and as soon as possible those living were taken from their positions of peril, and those most seriously hurt were taken to the hospital. The dead were laid on the grass beneath a tree until undertakers arrived.

All that human skill could accomplish was done to soothe the last hours of the

dying and quiet the pain of those suffering from burns and wounds.

WESTERN PEOPLE INJURED.

Among those seriously injured are: Mrs. Martha E. Chase, at the head of the Santa Rosa Female Seminary, Santa Rosa, Cal., face and left arm slightly burned.

Rev. T. M. Dimick, of Los Angeles, face, arms and hip scalded. His wife, a sister of Mrs. Chase, had her face and hands scalded and suffered a compound fracture of both bones of the left leg between the knee and ankle.

In the afternoon the crowd became so great about the wreck, tearing remnants of the cars to pieces and securing mementoes, that officers were compelled to drive them away and erect guard ropes. The general impression seems to be that the wreck was caused by a spreading of the rails.

A FAMILY ALMOST ANNIHILATED.

The most unfortunate of the party was the family of Oscar Fennelly. His wife, three children, mother and maid, were in the party. His mother and two children were killed and his wife so seriously injured she may die any moment. His other child and maid are both injured.

Three persons so far have not been found, and five more may die, making twenty persons in all as victims of the terrible wreck.

Electric lights and gasoline lamps were erected as soon as it began to grow dark, and the work of cleaning away the wreck continued all night.

Celestials Coming.

SAN FRANCISCO, August 19.—Out of 190 Chinese, who arrived on the City of Peking, fifty-two have been landed.

BEHRING SEA

THE REVENUE CUTTER CORWIN SAILS FOR ALASKA.

It is thought that she bears orders to capture all poaching British sealers.—Unpleasantness Over the Matter.

SEATTLE, Wash., August 19.—The United States revenue cutter Corwin left here this afternoon, presumably for Alaska, after taking coal.

WORLD DEMANDS HIS PASSPORTS.

NEW YORK, August 19.—Commenting on a dispatch from Tacoma, saying that the Corwin has sailed with orders to seize and dismantle British sealers, the Herald's Washington correspondent says:

"If this be true, Sir Julian Pauncefote, the British Minister, will demand his passports, which will be virtually a declaration of war."

DEMY ANTS SIGNIFICANCE.

WASHINGTON, August 19.—The Treasury Department officials acknowledge that the Corwin has been sent to Alaska, but deny that there is any significance in the movement, however. It is thought here that there is good cause to believe that the Corwin has been sent to capture the poaching sealers.

Want More Pay.

SAN FRANCISCO, August 19.—The brakemen and conductors have not had a settlement of their demands for increased wages with the Southern Pacific Company. A committee of three brakemen and three conductors waited upon General Manager A. N. Towne this morning and discussed the situation with him. They, however, explained that four other members of the committee would not be able to attend until tomorrow, when they would ask for a definite answer to their proposition for increased pay.

Seamen's Strike in Australia.

MELBOURNE, August 19.—Tasmanian and New Zealand Shipping Company's officers are holding aloof from the Seamen's Union, and have not yet decided whether or not to support the Marine Officers' Association. The objections of the ship-owners to connection with the Marine Officers' Association and with the Seamen's Union was the main cause of the strike. The Seamen's Union in supporting the marine officers has given notice to employers that the men will go out on a strike tomorrow.

Mysterious Fire.

SEATTLE, August 19.—A fire started in Charles Martin's shoe shop in the little town of Slaughter this morning, and but for the arrival of an engine from this place, the whole business portion of the town would have been burned. As it was, one business block, including the International Hotel, was destroyed. The loss was over \$10,000. Little or no insurance. It was reported later that Martin left town last night, leaving several creditors.

Lottery Officers Decamp.

KANSAS CITY, August 19.—The Journal tomorrow will say: The Denver Lottery Company, which recently opened headquarters in Kansas City, Kan., has vacated its office and its officers have fled town after having returns of \$30,000 by the sale of tickets, leaving all the prizes unpaid. The company was driven out of Denver, Colo., a month ago and went to Kansas City.

A Combination Rate.

NEW YORK, August 19.—At a meeting of the Trunk Line passenger agents today, it was decided to give a 2-cent per mile rate for ten or more persons traveling together on one ticket on any road of the association.

The Traveling Passenger Agents.

BUFFALO, August 19.—The eighteenth annual meeting of the Traveling Passenger Agents' Association of the United States began its session this morning in this city.

For Lack of Subsidy.

MELBOURNE, August 19.—It is likely the mail service between here and San Francisco will cease in November.

WITHOUT WARNING

A Cyclone Swoops Down on Wilkesbarre.

Many People Killed and Injured.

The Wires Down in Every Direction—Communication Almost Entirely Shut Off.

WILKESBARRE, Pa., August 19.—At 5 o'clock this afternoon, the most terrible cyclone that was ever experienced in this locality struck this city. It came up the river, and the suddenness of its coming was one of its awful features.

The heavens were as black as night and the wind blew with most frightful velocity. Whole rows of trees were blown to the ground. Following this hundreds of houses were unroofed and partially blown over and completely demolished and worse than all the visitation of death was sent upon a number of people.

Large districts in several sections of the city are in absolute ruin and women and children are in the streets crying and wringing their hands in absolute dismay.

FORCE OF THE STORM.

The damage will reach hundreds of thousands of dollars. Passenger trains and locomotives at the depot were blown over and every wire in the city, electric light, telephone and telegraph, is down. The devastation is to be compared with nothing in the memory of the oldest inhabitant.

Everybody is rejoicing that no fires have as yet taken place, for the streets are impassable with trees and fallen buildings and fire engines could not be drawn through them.

THE DEATH ROLL.

The total death list, so far as ascertained, is twelve. Four men are known to be killed in the Hazard Wire Rope Works.

A house on Scott street, occupied by miners, who had just returned from work, fell in and the inmates were killed.

The huge stack of the Kytte Planing Mill fell on a man and two horses, and all were killed.

A little colored girl was killed by a falling building on South Main street.

Two men suffered death from the falling portion of Stegman's brick brewery, and a third incurred the same fate through the almost complete demolition of S. L. Brown's brick business block on Market street. There are undoubtedly fifteen or sixteen others killed.

GREAT DAMAGE TO THE POOR.

Many poor people suffered heavy losses, and it will be months before all damage can be repaired. Fully two hundred buildings have been blown down or otherwise damaged. Many of the structures were of large size and great value.

The Murray Shaft fan house was blown down and the fan stopped. There are twenty-seven men in the mine but it is hoped they can be got out safely.

NEIGHBORING TOWNS SUFFER.

At 7:30 p. m. reports came from Sugar Notch, a mining town three miles from here, that the destruction of property is terrible and fifteen persons are killed. At Parsons and Mill Creek, four miles from here, the coal breakers in all directions have been more or less damaged.

LIST OF THE VICTIMS.

EVA MARTIN, baker.

JOHN F. FRITZ, laborer.

BURRILL BENDEMAVER, salesman.

SAMUEL ROUSE, machinist.

PETER RITTENMEYER.

JOSEPH KERR, milkman.

ADAM FRANTZ.

GEORGE HAMILTON.

MAMIE THOMPSON.

John Kleinhauff and two Hungarians entered a barn for shelter. A large double door was blown in, killing Hamilton instantly and fatally injuring the other two.

Berlin Vandermarsk had his head crushed and legs broken and cannot recover.

Max Cramer was fatally injured by a falling wall.

Jessie Hauser had her legs broken and was internally injured by a falling roof.

M. Brickman was injured internally.

Ambrose Constine, a liquor dealer, was injured internally.

Mayor Sutton tonight issued a proclamation calling the Ninth Regiment to assemble at the armory tomorrow to aid in the supervision of the city. The loss at midnight is estimated at \$500,000, although it may reach a higher figure.

The suffering is great. A terrible rainstorm set in shortly after the cyclone and drenched the exposed property which lies in its track. At midnight the rain is pouring down in torrents.

OTHER TOWNS SUFFER.

A special to the Record from New Milford, Susquehanna county, says the cyclone struck that region at precisely

the same moment it struck Wilkesbarre. Farmer Coles' house was demolished and Mrs. Cole killed. His family was imprisoned in the wreck and all badly hurt.

Another dispatch to the Record says the cyclone struck Harveysville, killing two persons. The Methodist Episcopal Church and Parsonage were blown down. Nearly all the houses in the village and buildings of farmers are unroofed and crops ruined.

SCENES OF DESTRUCTION.

Terrible was the scene in the Hazard Wire Rope Works. The dead and dying lay on the floor and their heart-rending cries and groans filled the air in the room. The cyclone struck the rear of the large brick building about 200 men being employed in the works. The roof and side walls were crushed in and lay in ruins all about. Bricks and ponderous machines were scattered all over. When the storm was imminent men rushed for the door but many of them were caught in the ruins. As soon as the calm came that succeeded the awful cyclone men rushed into the ruins and carried the injured into the portion of the building which was untouched and laid them upon the floor, and physicians were summoned.

St. Mary's Cathedral Church is a total wreck. The Hillman breaker was blown into shreds. It will take months to repair the damage before the mines will be able to resume work.

A TRAINSMAN'S EXPERIENCE.

SCRANTON, Pa., August 19.—Trainmen on in-coming trains report the Village of Summerville, thirty miles west of Scranton, struck by a cyclone this afternoon and totally wrecked. Engineer Fischer, in giving an account of his experience while passing through the cyclone said that his engine was lifted from the track the cab blown off and all the windows in the cars were crushed in by the terrible force of the wind. Two of the train hands were seriously injured. Any definite account of the storm or damage done by it is difficult to obtain as all the wires west of the city are down.

Sold to English Capitalists.

TUCSON, August 19.—Today the Santa Cruz Valley Bank paid Collins and others \$40,000 for the Collins group of mines, adjoining the Mammoth gold mine. The purchasers are English parties.

Renowned Reinstatement.

BUFFALO, August 19.—Information was received here that General Manager Toney, of the New York Central Railroad, has sent a dispatch to Superintendent Barrows to reinstate the striking switchmen.

Washington Republicans.

OLYMPIA, Wash., August 19.—The Republican State Central Committee today decided to hold the next State convention at Tacoma, September 25. There will be 377 delegates.

THE ARIZONA CENTRAL

PHOENIX WILL YET HAVE THE FLAGSTAFF RAILROAD.

D. M. Riordan, President of the Company, is Now in This City—He Says the Road is a Certainty.

D. M. Riordan, President of the Arizona Lumber and Timber Company, of Flagstaff, accompanied by Civil Engineer W. Howe and Major G. W. Vaughn, arrived in Phoenix yesterday. They made the trip from Flagstaff on horseback, coming by way of Payson, Tonto Basin and the Reno road.

Much attention is naturally attracted by Mr. Riordan's trip hither, owing to the fact that he and his company are largely interested in the Arizona Central railway, now looking toward Phoenix from a point about thirty-five miles south of Flagstaff.

Upon being questioned by a REPUBLICAN reporter, Mr. Riordan admitted that his visit is largely in the interest of the projected extension of his railroad to Phoenix, adding, "but there is nothing whatever definite in the enterprise, as yet."

"It is my hope," he said, "to extend the line at an early day to both Phoenix and Globe. That it will be accomplished is beyond doubt. When it will begin, I cannot explicitly say. We have had surveys made down the rim and over the Northern Mazatzals to the Verde river. This route is feasible, but would be costly. I have heard commendatory reports in regard to the route down the cañon of Salt River, from the mouth of Tonto creek, and it is possible that the line might be run that way. The grades would be of course much easier than by way of the Mazatzals. But this is a matter of detail only. The main point is whether the people of Phoenix wish our railroad. I believe they do and will do all in my power to forward its construction."

Mr. Riordan and party are stopping at the Commercial and will be in Phoenix for several days.

WEBB'S DETERMINED STAND.

Many Prominent Labor Leaders Now in New York.

NEW YORK, August 19.—Messrs. Powderly and Hayes, of the Knights of Labor, arrived this morning. Other leaders of the labor organizations are also here. Vice-President Webb, of the New York Central, this morning said: "For the past few days I have been making arrangements to get a new force of firemen in case those on the road go out, and I have succeeded so far that any delay from that cause will only be temporary. My road will expend \$2,000,000 to win and in my action I am backed up by the stockholders."

LIMITING DEBATE

Both Houses of Congress at Work.

The Senate Laboring on the Tariff Bill

Days Set Apart in the House for Consideration of the Agricultural Committees Bill.

WASHINGTON, August 19.—In the Senate the Tariff bill was taken up, and Mr. Plumb's amendment, reducing the duty on tin plate, was withdrawn with the privilege of restoration.

Mr. McPherson offered an amendment, the effect of which was to place tin plate on the free list. Rejected. The paragraph as to cutlery having been reached Mr. McPherson moved an amendment to strike out classification by value and specific rates and market duty on pen knives and pocket knives at 45 per cent ad valorem.

Mr. Cullom made a strong speech in favor of the protective tariff system. At the conclusion of Mr. Cullom's speech the cutlery amendment went over without action, and the bill was laid aside.

Mr. Hoar gave notice of two amendments which he would offer tomorrow to the Quay resolution. One was a resolution for a change of the rules which had been offered on August 9, providing that when a bill or resolution shall have been considered a reasonable time it shall be in order for any Senator to demand that debate thereon be closed. The other was to include in the legislative business to be taken up this session the Federal Election bill and to provide for its immediate action after the Tariff bill is disposed of. The Election bill shall be taken up for consideration and shall remain before the Senate every day for three days after the reading of the journal to the exclusion of all other business, and on September 5, at 2 o'clock, voting thereon and the pending amendments shall begin and shall continue from day to day to the exclusion of all other business until they are disposed of.

Adjourning.

In the House.

WASHINGTON, August 19.—In the House, Mr. Thomas, of Wisconsin, moved to table the motion to reconsider the motion by which the House passed the Nathaniel McKay bill. This was agreed to and the House finally passed the bill. The Speaker stated that the unfinished business in the morning hour was a bill to amend the alien land law. Mr. Carter, of Montana, explained that the bill had in view the repeal of the alien land law so far as that law applied to ownership of mines in the Territories. He said the alien land bill had been passed by the House in July, 1886, after very slight consideration. He insisted that the ownership of mines of gold, silver, lead, tin, copper and coal in the Territories was not intended to be affected by the bill. He had no quarrel to make with the existing law in so far as it related to agricultural and timber lands. He did insist that foreign capital should not be discouraged or prohibited from engaging in the precious metals enterprise of developing mines in the country. He contended no one could hesitate to do away with the distinction between agricultural and mining lands, while the ownership of agricultural lands should be regulated. Cheap capital should be invited from every source to develop mines and giving employment to men who otherwise would be crowded into other lines of labor and thus cheapen wages of toil. It was not the millionaire who discovered mines; it was the toiling workman. If the benefit of this discovery was limited to the market of the United States, men who had money to report after two hours debate. Then the bill defining land will be taken up and the previous question ordered at 4 o'clock Saturday. Tuesday of next week the bill defining options shall be taken up and the previous question is to be considered as ordered. At 3 o'clock Wednesday on the days specified, the House shall meet at 11 o'clock. The order further provides for the morning hour each day and gives place to the general appropriation bills or the conference reports thereon.

Mr. McMillan said it must be admitted that the proposed order put the River and Harbor bill in a perilous position.

Employment that would occupy the time of the House until September, leaving unconsidered the River and Harbor bill, with its \$24,000,000 appropriation.

Mr. Cannon said the order would not interfere in the slightest degree with the River and Harbor bill. That measure could be called up during the morning hour on Friday or Monday.

The resolution was then adopted and the House accordingly proceeded to a consideration of the Senate Agricultural College bill.

Mr. J. D. Taylor, of Ohio, spoke in favor of a proposed amendment providing that appropriations be applied only to local arts, the cultural and mechanical arts, the English language and various branches of mathematical, physical,

naul and economic science with special reference to their application in an industrial life and facilities for such instruction. After long debate the amendment was agreed to and the bill as amended passed without division.

Adjourning.

IN HONOR OF ERICSON.

Salutes to Be Fired at the Embarkation of his Body.

WASHINGTON, August 19.—The Acting Secretary of the Navy today sent the following instructions to the Commandant of the Navy Yard at New York:

"Upon the occasion of the embarkation of the remains of Captain Ericson, it is the desire of the President to give solemn expression to the cordial and fraternal feeling that the United States has with his kindred people, the parent source of a large body of our most valued citizens of whom the late inventor, a Scandinavian by birth and an American by adoption, was the most illustrious example. In recognition of this feeling and of the debt we owe Sweden for the gift of Ericson, whose genius rendered us the highest service in a moment of grave peril and anxiety, it is directed that at this other moment when we give back his body to his native country, the flag of Sweden shall be saluted by the squadron."

"The department therefore issues the following instructions: The colors of the squadron will be at half-mast during the embarkation. Minute-guns will be fired from the monitor Nantucket during the passage of the body from the shore to the Baltimore. As the Baltimore gets under way each vessel will must head her colors, display the Swedish ensign and fire a national salute of twenty-one guns."

"The Baltimore will immediately proceed to sea."

IDAHO REPUBLICANS

NOW HOLDING THEIR FIRST STATE CONVENTION.

Fred Dubois and Governor Shoup Seem to be Ahead in the Race for United States Senator From the New State.

BOISE CITY, Idaho, August 19.—The delegates to the first Republican State Convention, to be held here tomorrow, have nearly all arrived in this city and the indications are that every county in the State will be represented by its full strength.

Today has been occupied principally in a general discussion of the various candidates and caucuses of the larger delegations.

It seems to be beyond doubt that Governor Shoup will receive about the unanimous vote of the convention for Governor. The report is emphatic and is repeated that he will not accept the nomination for that office. There seems to be, however, a strong sentiment throughout the State which may compel him to allow his name to head the ticket.

Judge Willis Sweet, of Latah, will meet with little opposition for congressional honors.

The great struggle will be over the endorsement of the two candidates for United States Senator. It is practically conceded that Fred T. Dubois will be one of those and it is almost as certain that Governor Shoup will be the other.

Wm. H. Classett, of Shoshone county, and W. J. McConnell, of Latah, are also mentioned among the Senatorial aspirants.

TO AVENGE HER HUSBAND.

Mrs. Judge McCabe Shoots Judge Stein, of Hidalgo, Texas.

BROWNSVILLE, Texas, August 19.—Last night Judge Judge Max Stein, of Hidalgo county, a leading merchant and one of the wealthiest and most popular citizens of Edinburg, Texas, was shot and killed in Renosa, Mexico, by Mrs. McCabe, of Carns county, Texas.

The murderess is the wife of ex-County Judge McCabe, of Hidalgo. The affair grew out of the recent election trouble in Hidalgo county. It was said McCabe's record was to be looked up, and McCabe's wife hearing of this swore vengeance on her husband's successor, Judge Stein.

A SLOOP SEIZED.

British Columbia Customs Officials Capture a Small American Vessel.

VICTORIA, B. C., August 19.—A small sloop of about five tons, owned by John Hartman, of Irondale, Wash., has been seized by the customs authorities here. The vessel's name is unknown. She was found at anchor in a small bay about five miles from this city on Sunday afternoon. The owner appeared to claim her today, saying that he had been up the coast. This explanation is not deemed satisfactory, and the matter has been referred to the Customs Department at Ottawa.

WANT A COMPETING LINE.

A Convention Called to Meet at San Jose, September 16.

SAN JOSE, August 19.—At a meeting of the joint committee of the Board of Trade and Chamber of Commerce, this evening, it was decided to call a convention to meet in this city September 16, to consider the question of a competing transcontinental railroad. The counties of Kern, Tulare, Merced, Fresno, San Benito, Santa Clara, San Mateo and San Francisco will be asked to send nine delegates each.

AFTER LAND.

Squatters Near Tempepton, California, Determined to Resist Eviction.

TEMPEPTON, August 19.—The excitement at Tempepton is increasing. The streets are lined with teams and pack animals. General Murphy's Atascadero hills are being preempted by the hundreds of squatters who are claiming the land under the United States laws as government land. All through the night excited people were en route for this valuable country, six miles south of Tempepton. The people are determined and will resist eviction until their rights to this new piece of land has been decided by some legal tribunal.

IN CONVENTION

California Democrats at San Jose.

Preliminary Work Attended to Yesterday.

The Usual Committees Appointed and an Adjournment Taken Until This Morning.

SAN JOSE, August 19.—The California State Democratic Convention opened its session in this city this afternoon.

Delegates and others interested commenced early to assemble in Horticultural Hall and by 2 o'clock the hall was well filled.

John Daggart, of Siskiyou, Vice-Chairman of the State Central Committee, called the convention to order at 2:15. He congratulated the Democracy of California upon the earnestness and enthusiasm visible on every side.

Calling the roll of the convention by F. J. Flynn, Secretary of the Central Committee, followed.

At the conclusion of the roll call A. F. Jones, of Butte, nominated R. P. Hammond, of San Francisco, for Temporary Chairman.