

ENGLAND IS ON TOP AGAIN.

Her Nerves Quivering Down After All
The Foreign Disturbances.

REAL DANGER IS IN WEST AFRICA.

Strengthening of Lines Goes on Without
Blister—Norway and Sweden Trouble
Growing More Serious—Views of a
Carlist Organ—Spanish Navy.

LONDON, Jan. 29.—After an unusually
prolonged period of extreme tension, all
indications point to an early improvement
in, if not a complete solution of the
various international political problems
affecting the nerves of Great Britain.

The foreign and colonial offices are be-
ginning to see daylight through the dark-
ness, which has long been enveloping
the far east, west Africa, the Upper Nile
and India, and unless signs fail and in-
formation from the best informed circles
is faulty, the Marquis of Salisbury and
Mr. Joseph Chamberlain, Secretary of
State for the Colonies, will divide the
honors and glad Britain will secure
about a week's rest.

So far as China is concerned this view,
in connection with the speech of Mr.
Curzon, the parliamentary secretary for
the Foreign Office at Balton on Tuesday
and the reported acceptance of the British
loan is generally regarded as correct.

THE LOAN.
Mr. Curzon foresaw the probable
success of the loan negotiations, the
achievement of Great Britain's purpose
in keeping the ports free to the whole
world and the maintenance of the treaty
rights whereby "spheres of influence are
rendered impossible." The Russian pro-
posal of a loan to China on the same
terms as Great Britain was not taken
seriously. It is understood that she
has not the money herself without draw-
ing upon her war reserve funds. Paris
is daily showing less inclination to burn
its fingers in a game, which, even if
successful Russia would be the only
gainer while Germany appears to have
completely come around to the British
side.

Throughout, the situation has never
been so alarming as sensationalists at-
tempted to paint it. Hence the Carr's
peaceful assurances and Lord George
Hamilton's statement in his speech on
Tuesday that relations with Russia were
entirely satisfactory, will surprise
America.

WHERE THE DANGER LIES.
Turning to West Africa, an official of
the Colonial office informs the Associated
Press that the impossibility of securing
witnesses from the west coast earlier is
the reason for the delay in the nego-
tiations. Thus far all the British de-
mands have been conceded nominally and
"provisionally, pending the result of the
convention." But Mr. Chamberlain is per-
fectly satisfied that the British claims are
upheld and that the French will be con-
tained westward of a line prolonged from
the present Lagos-Dahomey frontier to
the Niger, and along the right bank of the
Niger to Say.

In the meantime he does not propose to
risk being caught napping by a possible
adverse decision of the convention, so he
is pushing through supplies to the front as
rapidly as possible.

In regard to the upper Nile the inter-
esting news which Mr. Curzon dropped on
Tuesday to the effect that the ratifica-
tions of the treaty between Great Britain
and King Menelik, Abyssinia, have
been exchanged and that the government
hopes to shortly accredit a direct repre-
sentative to the Abyssinia court, has given
the greatest satisfaction as helping to
solve the question of the Upper Nile.

AN EXPEDITION.
In the meanwhile young Henry Cavendish,
a distant relative of the Duke of
Devonshire, in preparing to start again
for Equatorial Africa accompanied by
Lieutenant Andrews, eight British officers
and Mr. Dodson, who was the companion
of Dr. Donaldson Smith, the American
explorer.

Mr. Cavendish will take with him four
hundred armed men and a number of
rapid-fire guns. As his objective point is
the junction of the White Nile and the
Sobat river, at Sobat, the purpose of his
expedition, it will readily be seen, is to
cut off the French from reaching Fa-
shoda, which is only a short distance
north of Sobat.

While Mr. Cavendish is personally de-
fraying the cost of the expedition, it is
known that he has been in frequent con-
sultation with the Marquis of Salisbury
through the Duke of Devonshire; so it is
safe to say the expedition is under gov-
ernment auspices.

NORWAY AND SWEDEN.
The news from Christiania on Friday
last, that the commission appointed to
draw up proposals for the better under-
standing of the relations between Norway
and Sweden has been unable to reach
an agreement, indicates that the ten-
sion between Norway and Sweden is
approaching the snapping point, and it is
stated that on the frontier the arming
of both parties is rapidly progressing,
both sides preparing for war.

The health of King Humbert of Italy
is again causing uneasiness; the fainting
fit he has recovered from.

A Carlist organ, discussing the visit of
a United States battleship to Havana, ex-
presses the opinion that the Spanish gov-
ernment is justly alarmed, adding:
"Though every effort is made to disguise
it."

In spite of the official statement of Ad-
miral Cerveras, the admiral of the fleet
on Tuesday last, at a conference with
the Minister of Marine, when he asserted
that the recent evolutions had demon-
strated the perfect condition of the Span-
ish fleet, Admiral Cerveras, in reality,
reported that there was not a ship ready
for service; that the vessels not actually
in dry-dock ought to be there; that many
of the boilers were defective; that some
ships were not yet armed, and that most
of the vessels required cleaning.

In view of the permissiveness of the United
States it is not surprising that such help-
lessness creates alarm.

BOWDEN'S REWARD.
To be Made Collector of Customs of Norfolk—
Swanton's Seat.

WASHINGTON, D. C., Jan. 29.—Spec-
ial.—It is said that the name of Na-
tional Committeeman George E. Bowden,
ex-member of Congress and ex-col-
lector of customs will be sent to the
Senate next week for the office of Col-
lector of Customs at Norfolk. Several
other important appointments for Vir-
ginia are expected at the same time.

Representative Young visited the sub-
siding architect of the Treasury to-
day to discuss the plans for the new pub-
lic building at Norfolk.

He is urging that the entire structure be
of granite. The difference in the cost be-
tween the all-granite and the part-granite
structure would be less than \$10,000.

Hon. Claude A. Swanson said today
that if the Elections Committee reported
to meet him as rumored it would, he

CUTTING-DOWN OF EXPENSES.

This is Now the Great Topic in Leg-
islative Circles.

THE INSTAURATIONS WILL SUFFER.

Appropriations to Asylums and Schools
May Be Reduced One-Fifth—Views
of Senator Lowry—Populists
Hold a "Caucus."

What will the week bring forth?
This query has reference solely to the
work of the Legislature. The week will
be a critical one in the history of the
present General Assembly. If anything
is done in the direction of retrenchment
and reform, the first step will be taken
in the next few days. Right here it may
be stated that there are members who have
given up all hope of the adoption of any
plan whereby expenses will be reduced.

These people say a constitutional con-
vention must be held to save the State
from bankruptcy.

Never before in the history of the State,
perhaps, has leadership been more needed
than at this time. It seems impossible,
almost, that those who now criticize the
retrenchment plan. What is wanted is a
man who can rally around him a suffi-
cient force to carry through the Legis-
lature bills which will save money to the
State, in order that the increased ob-
ligations, which will soon have to be met,
may be paid.

NO WRITTEN REPORT.
The special Committee on Retrench-
ment and Reform has reported many
bills which have not been reported upon.

There is another Committee on Retrenchment
and Reform, and it will make a
written report. This is the committee
that is investigating the expenditures
by public institutions. The report will be
submitted this week. While it cannot be
said that the appropriations to the
public institutions be cut down to the
extent of about one-fifth. That would
mean a saving of about \$100,000, as half
a million dollars is now appropriated to
public institutions.

While the discussion over this bill was
going on in the House, however, he let
the cat out of the bag by telling that he
had been suffering from a severe cold
and that he would not be present to-
day.

JOHN CHAPLIN.
Mr. John Chaplin, the representative of
Greensville county, is a well-to-do farmer,
of mature age. Although a native of
Yorkshire, England, he is now an out-
and-out Virginian, having settled in Greens-
ville county in 1872. He received his edu-
cation at the Royal School of St. Peter's,
at York, and he is now thoroughly
identified with the interests of his
county, where he expects to remain to his
life's end.

Mr. Chaplin's name was brought out
last fall at a mass-meeting against his
wishes, and he by no means desired
to become the representative of his
county in the House. Since he has taken
his seat, however, he has tackled the leg-
islative duties with great earnestness.
Whenever he introduces a bill he makes
sure that it reaches the proper channels.

In casting his vote he is very con-
scientious, and he considers well the various
provisions of a measure under discussion.
When Mr. Parker of Southampton, was
advocating the passage of the retrenchment
bill, which intends to saddle the
expense in misdemeanor cases on the
counties and cities, Mr. Chaplin asked the
speaker whether he advocated the cutting
down of the salaries of all State officials.

(Continued on Third Page.)

VARIETY IN THESE OFFERS.

What Many Towns Were Willing to
Give for an Armor Plate Factory.

ONLY TWO BIDS ON COMPLETE PLANT

And Huntington, W. Va., Was the Only
One Naming the Amount for Which It
Was Willing to Undertake the
Work—Hampson's Offer.

WASHINGTON, Jan. 29.—In accordance
with the advertisement issued by the
Navy Department recently, proposals
were opened in the office of Secretary
Long to-day for the construction of a
government armor plant for the sale to
the government of sites suitable for such
a plant and for the machinery and build-
ings necessary if the government decides
to make its own armor. There were
twenty-nine bids and they covered every
phase of the advertisement.

Many of the proposals were merely of-
fers to donate sites to the government
conditional upon the location of the plant,
a number of others were for the supply of
machinery.

There were only two bids to furnish a
complete plant and only one of these
named a figure. The two companies now
engaged in the manufacture of armor for
the navy, did not submit proposals.

ONLY COMPLETE BID.
The Huntington, West Virginia, Cham-
ber of Commerce, offered to follow the
specifications of the board and to build
a complete plant for the sum of \$2,250,000
including site, buildings and plant.

Another offer to supply a complete
plant came from the John P. Holland
Torpedo Boat Company, of New York.
But no figure was named; the company
simply offering to do this for a sum of
money and within a period less than
estimated by the Armor Factory Board
in its report.

This bid was accompanied by the ex-
pression of an opinion that "armor should
be produced in this country, and the con-
struction of contracts of all vessels, by which policy
Columbus and the country would undertake
the full cost of ships and their protection,
and the price of armor would be reduced
and its delivery expedited."

Another proposal that commanded some
attention was that of the Rieck Engi-
neering Company, of Columbus, O. This
was a very complicated proposal to sup-
ply each of the numerous buildings, fur-
niture, boilers, etc., required, as well as
sixty acres of land, at a sum specified in
each particular case. A special point of
interest about the bid was an accompany-
ing offer from the Chamber of Commerce
of Columbus to donate the sum of \$50,000
to the Government if the plant were lo-
cated in the city.

Offers of sites for a plant, gratis, or for
a nominal sum of money, came from
Muskegon, Mich.; Youngstown, Ohio;
Escanaba, Mich.; Duluth, Minn.; Enfield,
Ark.; Morraine, Ohio; Whiteport, Har-
bor Springs, Mich.; Chicago, Sheffield,
Tenn.; Waukegan, Ill.; Detroit, Mich.;
Peoria, Ill.; Marquette, Mich.; and An-
niston, Ala.

A Marquette, Wis., man offered to do
a site free if the government would
build a \$100,000 dock into the lake.

Mr. T. C. Picher, of Fauquier, must
feel that the infant class whose mem-
bers are doing very well and are
progressing rapidly in the school of legis-

lation. It would not be at all surpris-
ing if their number was a veteran of the
famous Black Horse did not feel some-
what jealous, having been outranked by
two of the members of his class, who are
now real live Colonels, thanks to the
kindness of the Governor, who gathered
them and their families in a grand ball
at the University of Virginia.

One of them is Colonel Louis C. Barley,
of Alexandria, who was one of the seven
colonels on Governor O'Ferrall's staff and
who is the only one who has been re-
appointed besides Colonel C. O. B. Coward,
who resigned his position as chief
of staff over a year ago. Colonel Barley
may feel justly proud of his appointment,
for he worked hard among his colleagues
in the House for the passage of the bill
which provided for an increase of the
number of staff officers from seven to
eighteen.

While the discussion over this bill was
going on in the House, however, he let
the cat out of the bag by telling that he
had been suffering from a severe cold
and that he would not be present to-
day.

JOHN CHAPLIN.
Mr. John Chaplin, the representative of
Greensville county, is a well-to-do farmer,
of mature age. Although a native of
Yorkshire, England, he is now an out-
and-out Virginian, having settled in Greens-
ville county in 1872. He received his edu-
cation at the Royal School of St. Peter's,
at York, and he is now thoroughly
identified with the interests of his
county, where he expects to remain to his
life's end.

Mr. Chaplin's name was brought out
last fall at a mass-meeting against his
wishes, and he by no means desired
to become the representative of his
county in the House. Since he has taken
his seat, however, he has tackled the leg-
islative duties with great earnestness.
Whenever he introduces a bill he makes
sure that it reaches the proper channels.

In casting his vote he is very con-
scientious, and he considers well the various
provisions of a measure under discussion.
When Mr. Parker of Southampton, was
advocating the passage of the retrenchment
bill, which intends to saddle the
expense in misdemeanor cases on the
counties and cities, Mr. Chaplin asked the
speaker whether he advocated the cutting
down of the salaries of all State officials.

(Continued on Third Page.)

SPREADING RAILS CAUSE A SERIOUS WRECKON
A NEW ENGLAND ROAD.

OLD TOWN, ME., Jan. 29.—The St. John
train No. 22, known also as the Provincial
express, was wrecked on the cut at Orono
Basin Mills at 2:45 o'clock this afternoon
and six cars, including the smoker, were
turned topsy-turvy in the ditch. The
wrecked passenger cars, in which was
a large number of people, was almost
entirely demolished.

Two were killed and more than
thirty injured. The bodies of the
dead are: Jennie S. Murray, St. Ste-
phen, N. H.; Daniel Cunningham, Troy, Me.
The injured: Daniel Cunningham, Troy,
Me., badly crushed about head and legs;
John H. H. Jones, Springfield, Mass.,
student at University of Maine, frac-
ture of skull, may die. Stanley Bean,
Huntington, N. H., compound fracture of
skull; will probably die. C. E. Whittier,
Skowhegan, internally injured and cut
about head. John Treat, Enfield, Me.,
fracture of ribs, scalp wounds and
other injuries; Julian H. Merrill, Port-
land, spine injured; E. S. Kruger, Kan-
nondago, N. H., compound fracture of
leg; Robert Carson, St. Martins, N. B.,
leg injured; R. H. severely injured; R.
McLean, St. John, N. B., fracture of
leg; John H. Jones, Springfield, Me.,
internal injuries; scalp wounds; J.
T. Hinch, Danforth, Me., cuts on head;
Mrs. Moses P. Wadley, Old Town, Me.,
bruised and suffering from shock; Rufus
S. Pierce, Old Town, severe contusions
and cuts; W. Hinchey, Old Town, leg
injured; H. H. H. compound fracture of
leg; J. B. Leavitt, Old Town, fractured jaw;
Isaac Varney, Halliwell, fracture of col-
lar bone; Robert Carson, St. Martins, N. B.,
shoulder dislocated; Oscar E. Winck-
ler, Old Town, leg injured; Miss Davis,
Old Town, cuts and bruises; J. J.
Thompson, Huntington, contusions, back
and chest injured; Frank Jenkins, Vance-
boro, Bremen, cut about head and other
injuries; Ed. P. H. Jones, Springfield, Me.,
contusions and injuries to chest;
Mrs. John Sweet, Enfield, ribs fractured,
scalp wounds, arms injured and fingers
crushed; Rev. Mr. Jones, Old Town, cut
on head; Mrs. P. H. Jones, Springfield, Mass.,
scalp wounds, injuries to back and hip;
Miss Eames, Old Town, cut about face.

The train was running over the Maine
Central tracks and left Bangor a little
before 12 o'clock. The Old Town
wreck was due to spreading rails. The
train was running about thirty-five miles
an hour. It was made up of a combina-
tion baggage and mail car, the parlor
car Corabel, a smoking car, two passen-
ger coaches, and the private car of Pres-
ident P. A. Wilson of the Maine Central,
which was occupied by President and
Mrs. Wilson and two ladies on their way
to St. John.

A B-tenant Retires.
PETERSBURG, VA., Jan. 29.—Special.—
Mr. John W. Bradbury will retire from
business on the first of next month.
Mr. Bradbury came to Petersburg from
the North when a lad. Before the war
he was largely engaged in the dry goods
business here. Since the war he has been
one of Petersburg's most prominent hard-
ware merchants, in which business he is
now engaged. He will be succeeded by
Mr. Thomas L. Jefferson, who has been

two killed, many injured.

Spreading Rails Cause a Serious Wreckon
A New England Road.

OLD TOWN, ME., Jan. 29.—The St. John
train No. 22, known also as the Provincial
express, was wrecked on the cut at Orono
Basin Mills at 2:45 o'clock this afternoon
and six cars, including the smoker, were
turned topsy-turvy in the ditch. The
wrecked passenger cars, in which was
a large number of people, was almost
entirely demolished.

Two were killed and more than
thirty injured. The bodies of the
dead are: Jennie S. Murray, St. Ste-
phen, N. H.; Daniel Cunningham, Troy, Me.
The injured: Daniel Cunningham, Troy,
Me., badly crushed about head and legs;
John H. H. Jones, Springfield, Mass.,
student at University of Maine, frac-
ture of skull, may die. Stanley Bean,
Huntington, N. H., compound fracture of
skull; will probably die. C. E. Whittier,
Skowhegan, internally injured and cut
about head. John Treat, Enfield, Me.,
fracture of ribs, scalp wounds and
other injuries; Julian H. Merrill, Port-
land, spine injured; E. S. Kruger, Kan-
nondago, N. H., compound fracture of
leg; Robert Carson, St. Martins, N. B.,
leg injured; R. H. severely injured; R.
McLean, St. John, N. B., fracture of
leg; John H. Jones, Springfield, Me.,
internal injuries; scalp wounds; J.
T. Hinch, Danforth, Me., cuts on head;
Mrs. Moses P. Wadley, Old Town, Me.,
bruised and suffering from shock; Rufus
S. Pierce, Old Town, severe contusions
and cuts; W. Hinchey, Old Town, leg
injured; H. H. H. compound fracture of
leg; J. B. Leavitt, Old Town, fractured jaw;
Isaac Varney, Halliwell, fracture of col-
lar bone; Robert Carson, St. Martins, N. B.,
shoulder dislocated; Oscar E. Winck-
ler, Old Town, leg injured; Miss Davis,
Old Town, cuts and bruises; J. J.
Thompson, Huntington, contusions, back
and chest injured; Frank Jenkins, Vance-
boro, Bremen, cut about head and other
injuries; Ed. P. H. Jones, Springfield, Me.,
contusions and injuries to chest;
Mrs. John Sweet, Enfield, ribs fractured,
scalp wounds, arms injured and fingers
crushed; Rev. Mr. Jones, Old Town, cut
on head; Mrs. P. H. Jones, Springfield, Mass.,
scalp wounds, injuries to back and hip;
Miss Eames, Old Town, cut about face.

The train was running over the Maine
Central tracks and left Bangor a little
before 12 o'clock. The Old Town
wreck was due to spreading rails. The
train was running about thirty-five miles
an hour. It was made up of a combina-
tion baggage and mail car, the parlor
car Corabel, a smoking car, two passen-
ger coaches, and the private car of Pres-
ident P. A. Wilson of the Maine Central,
which was occupied by President and
Mrs. Wilson and two ladies on their way
to St. John.

A B-tenant Retires.
PETERSBURG, VA., Jan. 29.—Special.—
Mr. John W. Bradbury will retire from
business on the first of next month.
Mr. Bradbury came to Petersburg from
the North when a lad. Before the war
he was largely engaged in the dry goods
business here. Since the war he has been
one of Petersburg's most prominent hard-
ware merchants, in which business he is
now engaged. He will be succeeded by
Mr. Thomas L. Jefferson, who has been

two killed, many injured.

Spreading Rails Cause a Serious Wreckon
A New England Road.

OLD TOWN, ME., Jan. 29.—The St. John
train No. 22, known also as the Provincial
express, was wrecked on the cut at Orono
Basin Mills at 2:45 o'clock this afternoon
and six cars, including the smoker, were
turned topsy-turvy in the ditch. The
wrecked passenger cars, in which was
a large number of people, was almost
entirely demolished.

Two were killed and more than
thirty injured. The bodies of the
dead are: Jennie S. Murray, St. Ste-
phen, N. H.; Daniel Cunningham, Troy, Me.
The injured: Daniel Cunningham, Troy,
Me., badly crushed about head and legs;
John H. H. Jones, Springfield, Mass.,
student at University of Maine, frac-
ture of skull, may die. Stanley Bean,
Huntington, N. H., compound fracture of
skull; will probably die. C. E. Whittier,
Skowhegan, internally injured and cut
about head. John Treat, Enfield, Me.,
fracture of ribs, scalp wounds and
other injuries; Julian H. Merrill, Port-
land, spine injured; E. S. Kruger, Kan-
nondago, N. H., compound fracture of
leg; Robert Carson, St. Martins, N. B.,
leg injured; R. H. severely injured; R.
McLean, St. John, N. B., fracture of
leg; John H. Jones, Springfield, Me.,
internal injuries; scalp wounds; J.
T. Hinch, Danforth, Me., cuts on head;
Mrs. Moses P. Wadley, Old Town, Me.,
bruised and suffering from shock; Rufus
S. Pierce, Old Town, severe contusions
and cuts; W. Hinchey, Old Town, leg
injured; H. H. H. compound fracture of
leg; J. B. Leavitt, Old Town, fractured jaw;
Isaac Varney, Halliwell, fracture of col-
lar bone; Robert Carson, St. Martins, N. B.,
shoulder dislocated; Oscar E. Winck-
ler, Old Town, leg injured; Miss Davis,
Old Town, cuts and bruises; J. J.
Thompson, Huntington, contusions, back
and chest injured; Frank Jenkins, Vance-
boro, Bremen, cut about head and other
injuries; Ed. P. H. Jones, Springfield, Me.,
contusions and injuries to chest;
Mrs. John Sweet, Enfield, ribs fractured,
scalp wounds, arms injured and fingers
crushed; Rev. Mr. Jones, Old Town, cut
on head; Mrs. P. H. Jones, Springfield, Mass.,
scalp wounds, injuries to back and hip;
Miss Eames, Old Town, cut about face.

The train was running over the Maine
Central tracks and left Bangor a little
before 12 o'clock. The Old Town
wreck was due to spreading rails. The
train was running about thirty-five miles
an hour. It was made up of a combina-
tion baggage and mail car, the parlor
car Corabel, a smoking car, two passen-
ger coaches, and the private car of Pres-
ident P. A. Wilson of the Maine Central,
which was occupied by President and
Mrs. Wilson and two ladies on their way
to St. John.

A B-tenant Retires.
PETERSBURG, VA., Jan. 29.—Special.—
Mr. John W. Bradbury will retire from
business on the first of next month.
Mr. Bradbury came to Petersburg from
the North when a lad. Before the war
he was largely engaged in the dry goods
business here. Since the war he has been
one of Petersburg's most prominent hard-
ware merchants, in which business he is
now engaged. He will be succeeded by
Mr. Thomas L. Jefferson, who has been

two killed, many injured.

Spreading Rails Cause a Serious Wreckon
A New England Road.

OLD TOWN, ME., Jan. 29.—The St. John
train No. 22, known also as the Provincial
express, was wrecked on the cut at Orono
Basin Mills at 2:45 o'clock this afternoon
and six cars, including the smoker, were
turned topsy-turvy in the ditch. The
wrecked passenger cars, in which was
a large number of people, was almost
entirely demolished.

Two were killed and more than
thirty injured. The bodies of the
dead are: Jennie S. Murray, St. Ste-
phen, N. H.; Daniel Cunningham, Troy, Me.
The injured: Daniel Cunningham, Troy,
Me., badly crushed about head and legs;
John H. H. Jones, Springfield, Mass.,
student at University of Maine, frac-
ture of skull, may die. Stanley Bean,
Huntington, N. H., compound fracture of
skull; will probably die. C. E. Whittier,
Skowhegan, internally injured and cut
about head. John Treat, Enfield, Me.,
fracture of ribs, scalp wounds and
other injuries; Julian H. Merrill, Port-
land, spine injured; E. S. Kruger, Kan-
nondago, N. H., compound fracture of
leg; Robert Carson, St. Martins, N. B.,
leg injured; R. H. severely injured; R.
McLean, St. John, N. B., fracture of
leg; John H. Jones, Springfield, Me.,
internal injuries; scalp wounds; J.
T. Hinch, Danforth, Me., cuts on head;
Mrs. Moses P. Wadley, Old Town, Me.,
bruised and suffering from shock; Rufus
S. Pierce, Old Town, severe contusions
and cuts; W. Hinchey, Old Town, leg
injured; H. H. H. compound fracture of
leg; J. B. Leavitt, Old Town, fractured jaw;
Isaac Varney, Halliwell, fracture of col-
lar bone; Robert Carson, St. Martins, N. B.,
shoulder dislocated; Oscar E. Winck-
ler, Old Town, leg injured; Miss Davis,
Old Town, cuts and bruises; J. J.
Thompson, Huntington, contusions, back
and chest injured; Frank Jenkins, Vance-
boro, Bremen, cut about head and other
injuries; Ed. P. H. Jones, Springfield, Me.,
contusions and injuries to chest;
Mrs. John Sweet, Enfield, ribs fractured,
scalp wounds, arms injured and fingers
crushed; Rev. Mr. Jones, Old Town, cut
on head; Mrs. P. H. Jones, Springfield, Mass.,
scalp wounds, injuries to back and hip;
Miss Eames, Old Town, cut about face.

The train was running over the Maine
Central tracks and left Bangor a little
before 12 o'clock. The Old Town
wreck was due to spreading rails. The
train was running about thirty-five miles
an hour. It was made up of a combina-
tion baggage and mail car, the parlor
car Corabel, a smoking car, two passen-
ger coaches, and the private car of Pres-
ident P. A. Wilson of the Maine Central,
which was occupied by President and
Mrs. Wilson and two ladies on their way
to St. John.

A B-tenant Retires.
PETERSBURG, VA., Jan. 29.—Special.—
Mr. John W. Bradbury will retire from
business on the first of next month.
Mr. Bradbury came to Petersburg from
the North when a lad. Before the war
he was largely engaged in the dry goods
business here. Since the war he has been
one of Petersburg's most prominent hard-
ware merchants, in which business he is
now engaged. He will be succeeded by
Mr. Thomas L. Jefferson, who has been

two killed, many injured.

Spreading Rails Cause a Serious Wreckon
A New England Road.

OLD TOWN, ME., Jan. 29.—The St. John
train No. 22, known also as the Provincial
express, was wrecked on the cut at Orono
Basin Mills at 2:45 o'clock this afternoon
and six cars, including the smoker, were
turned topsy-turvy in the ditch. The
wrecked passenger cars, in which was
a large number of people, was almost
entirely demolished.

Two were killed and more than
thirty injured. The bodies of the
dead are: Jennie S. Murray, St. Ste-
phen, N. H.; Daniel Cunningham, Troy, Me.
The injured: Daniel Cunningham, Troy,
Me., badly crushed about head and legs;
John H. H. Jones, Springfield, Mass.,
student at University of Maine, frac-
ture of skull, may die. Stanley Bean,
Huntington, N. H., compound fracture of
skull; will probably die. C. E. Whittier,
Skowhegan, internally injured and cut
about head. John Treat, Enfield, Me.,
fracture of ribs, scalp wounds and
other injuries; Julian H. Merrill, Port-
land, spine injured; E. S. Kruger, Kan-
nondago, N. H., compound fracture of
leg; Robert Carson, St. Martins, N. B.,
leg injured; R. H. severely injured; R.
McLean, St. John, N. B., fracture of
leg; John H. Jones, Springfield, Me.,
internal injuries; scalp wounds; J.
T. Hinch, Danforth, Me., cuts on head;
Mrs. Moses P. Wadley, Old Town, Me.,
bruised and suffering from shock; Rufus
S. Pierce, Old Town, severe contusions
and cuts; W. Hinchey, Old Town, leg
injured; H. H. H. compound fracture of
leg; J. B. Leavitt, Old Town, fractured jaw;
Isaac Varney, Halliwell, fracture of col-
lar bone; Robert Carson, St. Martins, N. B.,
shoulder dislocated; Oscar E. Winck-
ler, Old Town, leg injured; Miss Davis,
Old Town, cuts and bruises; J. J.
Thompson, Huntington, contusions, back
and chest injured; Frank Jenkins, Vance-
boro, Bremen, cut about head and other
injuries; Ed. P. H. Jones, Springfield, Me.,
contusions and injuries to chest;
Mrs. John Sweet, Enfield, ribs fractured,
scalp wounds, arms injured and fingers
crushed; Rev. Mr. Jones, Old Town, cut
on head; Mrs. P. H. Jones, Springfield, Mass.,
scalp wounds, injuries to back and hip;
Miss Eames, Old Town, cut about face.

The train was running over the Maine
Central tracks and left Bangor a little
before 12 o'clock. The Old Town
wreck was due to spreading rails. The
train was running about thirty-five miles
an hour. It was made up of a combina-
tion baggage and mail car, the parlor
car Corabel, a smoking car, two passen-
ger coaches, and the private car of Pres-
ident P. A. Wilson of the Maine Central,
which was occupied by President and
Mrs. Wilson and two ladies on their way
to St. John.

A B-tenant Retires.
PETERSBURG, VA., Jan. 29.—Special.—
Mr. John W. Bradbury will retire from
business on the first of next month.
Mr. Bradbury came to Petersburg from
the North when a lad. Before the war
he was largely engaged in the dry goods
business here. Since the war he has been
one of Petersburg's most prominent hard-
ware merchants, in which business he is
now engaged. He will be succeeded by
Mr. Thomas L. Jefferson, who has been

two killed, many injured.

LET THE GOOD WORK GO ON

Street Committee Mak's a Gratiifying
Start for Improvement.

ST. LL NEED FOR PUR. HSR ACTION