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VOL. XXV.

MARSHALLTOWN, IOWA, MONDAY, AUGUST 7, 1899

NO. 194

A HARVEST OF DEATH

Particulars of the Terrible Accidents in Maine and Connecticut.

TWENTY-SIX PEOPLE ARE KILLED AT BRIDGEPORT

Crowded Trolley Car Leaps From a Bridge and Falls Fifty Feet.

TWO HUNDRED PEOPLE DROPPED INTO THE DEEP WATER.

Breaking of a Ferry Slip Cause of the Disaster--Twenty of the Number Meet Watery Graves--Were Sunday Excursionists on Their Way to Witness Maneuvers of the Atlantic Squadron at Bar Harbor.

Bridgeport, Conn., Aug. 7.—A trolley car, smashed almost to kindling wood, lying in the middle of Peck's millpond at Oronoque, is the only visible indication of the frightful accident of yesterday afternoon, when twenty-nine lives were lost and a dozen people seriously injured from a car tumbling off the trestle which crosses the pond at a height of fifty feet. The coroner has not yet begun an investigation into the cause of the accident, but it is expected he will begin this afternoon.

Engineer Starr, who built the trestle, says the structure is perfectly safe. He expresses a belief that the motorman became rattled when the car gained momentum going down the incline and turned the current on full head, instead of decreasing it.

The Earlier Dispatches. Bridgeport, Conn., Aug. 7.—Thirty-six persons were killed by an accident on the Stratford extension of the Shelton Street Railway Company at 4 o'clock Sunday afternoon, when a loaded trolley car went off the trestle over Peck's millpond at Oronoque, about six miles north of Bridgeport, and sank in the flats forty feet below.

Thus far thirty-six people are known to be dead and several more injured. PERSONS DEAD OR INJURED. The identified dead are: S. Banks, Shelton.

Mrs. Frank Blew and two children, boy aged 3 and girl aged 5, Stratford. Elias E. Bradley and wife, selectman, Milford.

Mrs. Patrick Brennan, 50, Bridgeport. John Carroll, conductor, Bridgeport. Henry C. Cogswell, Bridgeport, aged 60, employe of New York, New Haven & Hartford railroad, member of board of education.

William Cotter, 25, Bridgeport; identification not positive. Irving Doruse, 23, Bridgeport. Daniel Galvin, Ansonia.

William H. Harvey, 37, and wife, Bridgeport. Mrs. Arthur Holmes, Bridgeport. Joseph Hotchkiss, engineer fire department, Bridgeport.

Frank Kraft, 25, Bridgeport. Winton Lanthean, motorman, Bridgeport Traction Company. William McCullough, Stratford.

Patrick McDermott, 55, Bridgeport. Mrs. McDonald, Bridgeport. Thomas McNally, 30, Bridgeport; identification not positive. William Osborne, Stratford.

Alfred Pitt, 22, Bridgeport. Peter Ring, 18, Bridgeport. Mrs. J. H. Ruge, Stratford. Bessie Toomey, 22, Bridgeport.

Orlando B. Wells, aged 63, shoemaker. The injured are: Margaret Brennan, scalp wound. Margaret Farrell, right leg amputated above knee, will probably die. George Hamilton, scalp wound, injury to leg.

Mrs. Sidney A. Hitt, Bridgeport; right leg fractured. Fred Hillerous, scalp wound, bruised about the body.

Arthur Holmes, Bridgeport; contusion about the body, left leg crushed. Matthew Olvin, scalp wound, cut and bruised generally.

Only two persons are known to have escaped unharmed. It is believed that there were forty-three passengers on the car, but the indicator was removed by a conductor of another car and carried away, so that at present it is impossible to state accurately the number aboard.

When the car struck, the four-ton motor and the heavy trucks crushed into it, instantly killing many of the passengers.

Three physicians, who were passengers on a car a short distance behind, gave all possible assistance to the injured.

Word was sent to Bridgeport and three ambulances and a police wagon were sent and the injured were taken to Bridgeport general hospital.

A morgue was improvised in the main room of the town hall at Stratford and in a short time twenty-three bodies were awaiting identification.

The accident was witnessed by Miss Frances Peck, who resides about 400 feet from the bridge. She says the car was running at an unusually fast rate. Frank Cramer, who was bathing near the bridge, says that the passengers were all singing and in the most joyful mood as they passed him.

The road, which is practically controlled by the Bridgeport Traction Company, was opened for traffic last Thursday.

The disaster was caused by a car on the Shelton extension trolley road, running between Shelton and Bridgeport, dashing off a trestle at the Oronoque bridge while running at high speed. It turned completely over in its descent, and was dashed into hundreds of pieces. The scene of the disaster is lo-

suffering pneumonia from exposure. The following is a complete list of the dead, with two exceptions. These two remain unidentified.

The identified dead are: G. H. Bennett, of Brewer. Mrs. G. H. Bennett, of Brewer. Mrs. A. H. Billins, Bangor. Irving Bridges, West Hancock. Albert Colson, Levant. Clifford Cushman, Corinth. Mrs. George Derwent, Bangor. Charles W. Downs, Ellsworth. Mrs. Hollis W. Estey, Ellsworth. Ora N. Lank, of Danforth. Melvin McCand, Corinth. Joseph Murphy, Old Town. Mrs. William Murray, Brewer. Mrs. Alonzo F. Oakes, Bangor. Miss Grace Sumner, Bangor. Mrs. Charles Stover, Ellsworth. F. E. Sweetzer, traveling salesman, Portland. Miss Lizzie Ward, Bangor.

The Particulars. Bar Harbor, Me., Aug. 7.—Twenty persons were killed and forty were more or less severely injured as the result of the breaking down of a ferry slip at Mount Desert Ferry village Sunday. The list of fatalities may be greatly increased, as many persons are missing and it is feared that a number of bodies are still at the bottom of Frenchman's bay.

The Maine Central railroad had run a big excursion from all points in Maine Sunday on account of the presence here of the warships. One train had consisting of about 1,800 people had just arrived at Mount Desert Ferry and a rush was made for the steamer Sappho, which was to bring the people to this village from the mainland. The slip broke down under the mass of humanity and in an instant 200 people were struggling helplessly in the water.

Twenty bodies had been recovered by evening and all have been identified. The forty injured are under skilled medical care at the Hotel Burd. Of these only one, George S. Southard, of Bangor, is thought to be fatally injured from blows received in the mad struggle for life between the water and the boat.

Bar Harbor is reached by train by a branch of the Maine Central, running from Bangor. At Mount Desert Ferry is the terminus of the railroad, and three steamers are taken for this city, eight miles across Frenchman's bay.

The slip broke down yesterday morning from Portland, Bangor, and stations along the main line reached the ferry at 10:20 o'clock in the morning. Just before the train arrived at the ferry the excursionists learned that only about thirty could be accommodated on the Sappho, and the rest would have to wait for later trips of the boat. Consequently, when the train came to the ferry wharf there was a wild rush to the water.

The people in front jumped up over the sides of the Sappho and clambered on to the lower deck of the living, seething mass of 800 or 1,000 people was soon struggling and pushing to get aboard. The trainmen were powerless to stem the mad race.

The entrance to the boat was by a narrow slip about 4 feet long and ten feet wide. It was supported at one end by hinges and at the other by pulley chains. The tide was high and there was the greatest possible strain on the timbers of the slip.

About 20 persons had passed over the slip when, with a crash, yesterday morning, the car fell into the water. The slip, slid in on top of them as the broken ends of the slip swung away. It is thought that the twenty or more drowned are those who were precipitated into the water first.

The slip broke with a noise like a boiler explosion, and nearly every one's first thought was that the boiler of the steamer had blown up and the boat hands rushed in that direction. It was, however, a horror-stricken shout went up, the immensity of the disaster was partly realized.

Those who were behind the unfortunate became panic-stricken as they saw the victims struggling in the water. Strong men lost their presence of mind, as well as women. All fought like demons to get away from the danger, but the crowd kept pushing toward the slip for several seconds after the accident occurred, until fifty more people had been pushed down into the water.

There were some, however, who did not lose their wits, and chief among these were the sailors and the boat hands. They at once jumped to the rescue of the drowning people and performed many heroic deeds in saving life. More than 150 people were pulled out of the water by the employees of the railroad in a very short time.

Captain Dickson, commander of the Sappho; Fred Sanborn of Portland, conductor in charge of the excursion train, and E. T. Greenough of Portland, a clerk in the freight office of the Maine Central, showed themselves to be as great heroes as any men could be in such a crisis. They had been taken from beneath the car. Some of these afterward died. Those not dead were taken to the main hospital at Bridgeport.

The bodies of the killed were for the most part taken to the town hall of Stratford, where they were laid out in three rows on piles of hay and straw to await identification. In many instances they had been terribly maimed. Some had an expression on their faces as if they had fallen asleep. A steady stream of persons passed through the building to seek to identify the victims. All but three had been identified by midnight.

Twenty Persons Drowned. Breaking of a Ferry Slip Precipitates Hundreds into the Deep Water. Bar Harbor, Maine, Aug. 7.—A careful examination by divers and others in the vicinity of Mt. Desert ferry slip, the scene of yesterday's terrible accident, seems to indicate that the twenty victims reported in previous dispatches are all who perished. Of the number hurt, one may die of injuries and two are

hurricane in progress. St. Thomas, P. W. I., Aug. 7.—There are indications of a hurricane over the area of Martinique northward. It is feared it may strike some island, probably Guadeloupe.

ON INSTITUTION LABOR

Judge Kinne and Superintendent Gass Report Result of Investigation in the East.

What Other States Have Found Profitable in Employment of Their Wards.

Industries That Are Successful in Penal and Charitable Institutions—Basher's Boom.

Special to Times-Republican. Des Moines, Aug. 7.—Judge L. G. Kinne and Superintendent M. F. Gass, of the Soldiers' Orphans' Home at Davenport, have filed with the board of control the result of their investigations as to the employment of institution labor in state institutions throughout the east.

Acting for the board these two have visited the state institutions in many other states and have conducted a careful investigation of the industries connected with these institutions with a view to adopting similar methods of employment in the Iowa institutions.

In all, forty-seven institutions were visited. In addition to this number exhaustive reports have been received from 150 others located in all parts of the United States. These deal not only with the industries employed, but also give full reports upon the methods of doing business, the management, buildings, accommodations and the support of the institutions in other states. All of these reports have been filed with the board, together with the recommendations and suggestions for the Iowa institutions.

It is found by the committee that nearly all state institutions have connected with them certain industries. Nearly all make and repair the clothing worn by the inmates. Many make boots and shoes, not only for home use, but for sister institutions. The investigation shows that in the maintenance of these industries the contract plan, the piece price plan and the state account plan are followed. The committee decided upon the excellence of each of the different methods. It is suggested, however, that the state account plan be inaugurated in the making of supplies for other institutions.

Judge Kinne has prepared an exhaustive table which sets forth the facts concerning the industries operated at the different institutions. This includes figures on the number of inmates at each institution, reports on industries in operation, the date of their establishment, power employed, cost of plant, cost of operating, number of salaried employees, number of unskilled workmen, wages paid, number of hours worked each day, amount and value of stock, how sales are made, whether there is a demand for the products and how the products compare with similar work produced by the inmates readily learn the report and whether they wish to take up the work.

It is suggested that the state account plan be inaugurated in the making of supplies for other institutions. Basket Making—Can be carried on profitably at insane hospitals; requires little capital. Book Works—Earnings in Ohio penitentiary, \$8.20 cent per man; profitable on contract or piece price plan. Boot and Shoe Manufacturing—Can not be recommended on account of expensiveness of plant, large investment in stock and small profits.

Box Making—Easily and inexpensively installed, good for industry on state account in insane hospitals and institutions for feeble minded. Broom Making—Adapted for the blind; Knoxville could make brooms for all other institutions; law should be changed to permit direct sales to other institutions at prices fixed by the board of control.

Brick Making—Prosecuted now at Glenwood, should be installed at insane hospitals, penitentiaries and insane asylums; large capital not required. Hollow Ware Manufacturing—Good for penitentiaries on contract or piece price plan. Printing and Binding—Best developed at the state hospital at Utica, N. Y.; wise to establish plants not to involve more than \$2,000 at Mount Pleasant, Glenwood, Davenport and Marshalltown, but only one costly plant at one place in the state, so equipped as to do fine printing for the board of control and state institutions.

Knitting Stockings—Good for Mitchellville and Eldora, even if only to supply other institutions. Manufacture of Clothing—In the Massachusetts prison all clothing for the inmates of Iowa institutions should be made by institution labor; the boys' industrial schools and penitentiaries should make all clothing for males at all institutions except Davenport.

(Continued on Eighth Page.)

T.-R. BULLETIN. NOTICEABLE NEWS OF TODAY

The Weather. For Iowa—Showers and thunderstorms tonight and Tuesday; warmer in the east and center tonight; southerly winds.

For Illinois—Fair in the northeast; showers and thunderstorms in the southwest tonight; warmer in the northwest tonight.

PAGE ONE TELEGRAPH AND GENERAL: Trial of Dreyfus Begun. Many Excursionists Drowned. Terrible Accident on a Trolley Labor for State's Wards. Basher's Boom for Governor.

PAGE TWO. IOWA AND GENERAL: Another Session in Paris. English and Continental Politics. Bryan Anxious About Nebraska. Praise for Nebraska Troops.

PAGE THREE. IOWA NEWS: Shaw Rebukes a Labor Agitator. Fatal Accident in Springfield. Man Killed by Cars at Madrid. Short Iowa Specials.

PAGES FOUR AND FIVE. EDITORIAL: Encourage Shipbuilding. Issue of Gold Certificates. Eastern Care of Insane Paupers. Topics of the Times. Press Comment. Iowa Items and Newspapers.

PAGES SIX AND SEVEN. CITY NEWS: Commandant Horton's Annual Report. Barnes Is Still in Jail. Board of Control and Convict Labor. Brief City News.

PAGE EIGHT. IOWA AND GENERAL NEWS: Monday's Markets By Wire. The Navy at Manila.

AMERICAN IN TROUBLE.

United States Sailor Does a Triple Murder at Yokohama.

San Francisco, Aug. 7.—News by steamer from Yokohama says that on the morning of July 17 an American sailor named Miller killed R. Nelson Ward, son of a wealthy resident of Abingdon, Va., and two Japanese women. The cause of the triple murder was jealousy. The murderer cut off Ward's head, strangled the two women. The bodies of the women were also horribly mutilated. The murder was done in a saloon owned by one of the women. Miller is supposed to hail from Buffalo. He will be tried by Japanese law under the new treaty.

THE STRIKING PRINTERS.

Efforts of the New York Sun to Import Printers Fails. New York, Aug. 7.—Over 100 non-union printers arrived this morning from Philadelphia to take the places of the striking printers on the Sun. The strikers had an emissary with them on the way and a committee met them on arrival, with the result that all except nine refused to go to work, and of these five soon quit.

CUT IN TWO BY THE CARS.

Unknown Man Killed at Madrid While Attempting to Steal a Ride. Special to Times-Republican. Boone, Aug. 7.—Last night when the 11 o'clock east-bound C. M. & St. P. train was at Madrid, a man attempted to board the train for the purpose of stealing a ride when the train started and he fell between the cars and was cut in two. The man was unknown. A bottle of medicine bearing a Coon Rapids label was found upon the body. It is supposed deceased was a laborer employed at Coon Rapids or vicinity. He weighed about 175 pounds, had light brown hair and a light mustache. Efforts are being made at Madrid to discover the man's name and his relatives.

Commerce Commission Meets.

Chicago, Aug. 7.—The interstate commerce commission met here today and considered evidence that it has been taking for some time for various points on the question of discrimination in western grain rates by railroads. It is not thought that the commission will agree on a report on the whole subject at this meeting.

Colored People Meet.

Cleveland, Aug. 7.—The International Industrial Association and Blue Cross Society of the United States, both organizations of colored people, are in joint session here to take measures toward the suppression of lawlessness and lynching and torturing of colored people.

Colored Masons in Session.

Cleveland, Aug. 7.—The annual session of the united supreme council of colored thirty-third degree Masons of the United States opened today. Delegates are present from nearly all the states of the union.

Race Riot in South Carolina.

Greenville, S. C., Aug. 7.—A race riot occurred at Poe Cotton mill, near here, last night, in which one white man and five negroes were wounded. All is quiet today.

Murder and Suicide.

Colorado Springs, Aug. 7.—William Jordan shot and fatally wounded Miss Mabel McKenna because she refused to marry him, and then killed himself.

Kills Wife and Self.

Oil City, Pa., Aug. 7.—Salvador Praiser, an Italian, shot and killed his wife and then probably fatally wounded himself. Cause unknown.

Report is Denied. Berlin, Aug. 7.—A Tokio dispatch says: There is no truth in the report that the Japanese flag was hoisted over the Wake Islands.

One New Case of Fever.

Newport News, Va., Aug. 7.—One new case of fever at the Soldiers' Home, Hampton, today. No deaths.

Dewey to Leave Naples Saturday.

Naples, Aug. 7.—Dewey will sail for Leghorn Saturday or Monday and proceed thence to Genoa or Nice.

Mining Men Quit.

Moweaqua, Ill., Aug. 7.—The mining machine runners struck today.

DREYFUS CASE CALLED

Beginning of the End of the Great French Tragedy at Hand.

FAMOUS PRISONER APPEARS BEFORE THE COURT

Greatest Trial of the Century Begun at Rennes--Dreyfus Declares His Innocence.

UNUSUAL PRECAUTIONS FOR PEACE AND PUBLIC SAFETY

Troops Placed Before the Lycee and on the Streets--President of the Court Questions the Prisoner, Who, With Emotion Maintains His Innocence--The Dossier to Be Examined In Secret--Today's Proceedings.

Rennes, France, Aug. 7.—The Dreyfus court martial opened at 7 o'clock this morning. Dreyfus entered with a firm step, though he was pallid. He answered the formal questions of the judge as to his name, age, etc., in a clear and determined voice.

A strong detachment of grenadiers, mounted and afoot, was posted inside the streets around the lycee building in which the trial is to be held, at six, though the crowd at that time numbered not more than fifty, most of whom were journalists. The neighborhood bore an air of perfect tranquility.

A quarter of an hour later the prefect of police ordered avenue De La Gare and all by-streets leading to it closed, and the space in front of the lycee cleared of all spectators. At the same time a detachment of infantry was drawn up in two double lines across the avenue from the military prison to the lycee entrance.

The crowd by this time had increased to several hundred, but were kept back a distance of 150 yards on either side of this passage. Dreyfus emerged from the military prison under a guard of four gendarmes, crossed quickly and entered the lycee.

The principal personages in the trial arrived between 6:30 and 7 o'clock. The generals passed with hardly a cheer from the spectators, Mercier alone being greeted with a few cries of "long live the army," and "long live Mercier." No demonstration greeted Col. Picquart, who appeared in a cheerful mood, smiling and chatting with friends.

The court adjourned after deciding to sit behind closed doors tomorrow and as long thereafter as necessary for examination of the secret dossier. The next session will probably be Saturday.

The scene at the opening of the court was very animated. Every inch of space was filled with members of the court, counsel for and against the prisoner and their assistants, witnesses, journalists and privileged members of the public, with a sprinkling of the miscellaneous public at the back, and a strong military guard. The soldiers presented arms as the court, headed by Col. Jouaust, president of the court, and six artillery officers entered and took seats on the stage.

Then amid a flutter and craning of necks the famous prisoner was brought in. His features were deathly pale and his teeth were set with a determined but not defiant bearing. He took a seat in front of the judges, after having given the court the military salute.

With a gendarme behind him with sheathed sword he sat regarding the judges fixedly.

The proceedings occupied a couple of hours. Jouaust questioned the prisoner severely and at length as to his connection with the famous bordereau. Dreyfus repeatedly and with the most vehement emotion declared his innocence of the charge that he had given any representative of a foreign government information which would have been of advantage to it in making war on France. Jouaust's examination was more in the nature of that of a prosecuting counsel than of a judge. He made gestures of impatience at some of the denials given by the prisoner to questions.

The examination also went minutely into the sources of information accessible to Dreyfus while a member of the general staff. To most of the suggestions as to information he might have secured thus Dreyfus made emphatic denial, and pointed out as to others that what information he had was so incomplete as to be of no use to a foreign government.

His goings and comings for some years were also inquired into and he was asked to explain why he went to various places, including Alsace. He declared all these movements were entirely free from any criminal intent. He confessed he had relations with a certain Austrian woman, but denied he ever gambled in her house. He also denied with great emphasis that he ever confessed to Col. DuPaty De Clam. The scene at this point was most dramatic. Dreyfus raised his white glove and aloft, as if appealing to heaven to vindicate him, and cried in a piercing voice: "It is iniquitous to condemn an innocent man. I never confessed anything. Never."

At the conclusion of the examination the court, by a vote of five to two, decided to sit behind closed doors. In Dreyfus' Interest. New York, Aug. 7.—The Paris correspondent of the Tribune discussing the questions on which the Dreyfus court-martial, which begins today, will hinge, says: "One of the consequences of the judgment delivered by the court of cassation June 3 has been to shift the burden of proof from the prisoner to the prosecution. At the court-martial of 1894 it was incumbent upon Capt. Dreyfus to prove that he was innocent of the charges brought against him. This was in accordance with French law, which places the burden of proof upon the accused. But at the Rennes court-martial Capt. Dreyfus will appear as an officer who has been illegally condemned, and will not be obliged to prove his innocence. It will be for the prosecution to prove that he is guilty. The issue raised by this date of cassation to the Rennes court-martial for trial is narrowed down to the single question whether or not Capt. Dreyfus communicated to a foreign power the precise documents enumerated in the bordereau. The boardman is the memorandum, written in a signature, written on very peculiar water-marked tissue paper, which, upon the evidence of the late Col. Henry, the forger, was discovered torn in slips in the waste-basket of Col. von Schwartzkoppen, then military attaché at the German embassy in Paris, and after being put together by Col. Henry formed the basis of the original charges against Capt. Dreyfus. There is nothing in the bordereau to show that Capt. Dreyfus had been following treasonable practices, or to connect him in any manner with the bordereau, or to establish similarity between the handwriting of Dreyfus and that of the author of the bordereau. The court of cassation has decided that the bordereau was written by Esterhazy and not by Dreyfus. The court of cassation has already passed judgment on the other evidence adduced against Dreyfus, including the confession of guilt falsely alleged to have been made by Dreyfus in January, 1895, to Capt. Lebrun-Renaud and to Serret Deperet, as well as the famous secret dossier, with its forgeries and critically manipulated documents. All that is to be established during the examination by the court of cassation of the irregularities that vitiated the conviction of 1894 is the bordereau, which the court of cassation, on June 3, declared was not written by Dreyfus. The functions of the Rennes court-martial are now limited to establishing evidence and deciding upon the subject of the alleged communication by Capt. Dreyfus to a foreign power of the documents enumerated in the bordereau, now known to have been written by Esterhazy, as he himself has confessed. Dreyfus may now stand with Esterhazy when the bordereau was written and it may be safe to predict that it will be practically impossible for the prosecution to prove at Rennes that Capt. Dreyfus handed over to a foreign power the documents in question. "In the report of the President of the Board, the conclusions of which were adopted by the court of cassation, a portion of the record of the court martial of 1894 is cited, from which it appears that on Nov. 27, 1894, Commandant Dornesville (the officer who framed the indictment upon which Dreyfus was convicted) showed Dreyfus the original of the bordereau. Dreyfus resolutely denied ever having seen the document before, and explained in detail why it was materially impossible that he could have written it. "The prosecution succeeds in proving that the court-martial shall not invalidate its own future decisions by deciding upon matters not involved in the immediate issue. These instructions simply pin the court-martial down to the bordereau, and at the same time leave the prosecution the utmost freedom as to the methods they may employ in order to prove their case."