

OVER A HUNDRED DEAD

A Frightful Railroad Accident Near City of Mexico.

ANOTHER HUNDRED INJURED

Engine and Three Coaches of an Excursion Train Go Over a Precipice.

TRAIN HANDS WERE AMERICANS.

Twelve Hundred Natives Were Aboard the Train Returning From a Pilgrimage to the Catholic Shrine at Sacre Monte. Claimed the Accident Was Due to Carelessness of the Engineer.

CITY OF MEXICO, March 2.—One of the most frightful accidents in the history of the Mexican railroads, resulting in the killing of 104 persons and the serious, if not fatal, injury of 100 others, occurred Thursday afternoon on the Interoceanic railroad at a point about 25 miles from this city. A few days ago a great number of persons left the capital and the towns in the vicinity to go on a pilgrimage to the Catholic shrine at Sacre Monte. Tickets were sold at reduced rates over the Interoceanic line and this road carried the bulk of the pilgrims. A long train, aboard of which there were 1,200 passengers, was returning from the place of pilgrimage. It went well until a point on the line about midway between Timamla and Tenango was reached. On this part of the road there is a steep incline, the line at one place having a sharp curve where it runs close to the edge of a high precipice.

As the train began to run down the incline many of the passengers were laughing and joking, while others were looking out of the windows at the rapidly passing scenery, which at this point is superb. Soon the speed of the train began to increase and it was soon running at a frightful rate. The passengers ceased their joking and looked at each other with a strange fear depicted in their faces. Steadily the momentum of the train, which was now swaying and bounding fearfully, increased and soon the dangerous curve was reached. As the pilot wheels of the engine struck the curve the locomotive swayed outward and then back. As the drivers went on the curve the engine again swayed heavily and then jumped the track or turned a rail. It dashed across the scanty space between the rails and the edge of the chasm and then plunged downward.

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Coaches Jumped the Track. One after another three coaches filled with passengers dashed after it and piled up in a mass of wreckage at the foot of the precipice. The next two coaches also jumped the track, but most fortunately did not go over the edge of the precipice. As the fifth coach left the rails, it twisted and broke the coupling connecting it with the coaches behind it. These coaches kept the rails and passed safely around the curve. After running a considerable distance they were stopped by the handbrakes. When the engine and the three coaches fell to the bottom of the ravine, there was a fearful crash and mingled with it were the shrieks of the affrighted passengers, which could be easily heard above the shrieking of the escaping steam of the engine, which was knocked to pieces by the fall.

They Thanked God. The passengers in the two derailed coaches at the edge of the precipice got out as quickly as possible and many of them fell on their knees and thanked God for their escape, from a most awful death. In the meantime a number of passengers in the other coaches had returned to the scene of the wreck and devoted themselves to the work of rescuing those imprisoned in the wreck. The scene about the wreck was most sickening as well as sorrowful. Relatives were searching for missing members of their families and women and children who had lost husbands and fathers were crying and moaning in a heartrending manner. Here and there among the debris could be seen an upturned face, the eyes fixed in the glassy stare of death, the features distorted with unknown fear. Again, what had been a face could be seen crushed out of all semblance to humanity. Here was an arm, there was a leg that had been severed from a trunk lying perhaps 50 feet away.

Train Hands Were Americans. The train hands were Americans and some of them as soon as possible telegraphed news of the disaster to this city. The intelligence quickly spread and caused the greatest consternation among the inhabitants, many of whom had relatives or friends on the train. Railroad officials displayed commendable activity and an ambulance, medicines, bandages, etc., was promptly dispatched to the scene. Arriving there everything that was possible to alleviate the sufferings of the injured, some of whom were in such agony that they prayed for death to relieve them from their tortures. Aided by some of the men who were in the coaches that did

not go over, the railroad employes and the relief corps soon cleared away the wreckage sufficiently to allow the extrication of the dead and injured. One hundred and four dead and 85 wounded were taken out of the wreck.

The injured who could stand to be moved were brought to the City of Mexico on the special train and taken to the military hospital, which was thrown open to the sufferers by order of President Diaz. The whole staff of the hospital busied themselves in attending to the injured, who were made as comfortable as the circumstances permitted. Many of the dead will never be identified, some of them being so horribly mangled that it is almost impossible to recognize the remains as those of human beings.

Accident Due to Negligence. So far as can be learned the accident was due to the negligence of the engineer. It is stated that when the train entered the decline he made no attempt to check its speed by the use of air brakes. Had the brakes failed to work the momentum could have been checked with the hand brakes, but persons on the train state that they heard no whistle for the application of the hand brakes. The engineer and fireman are believed to be under the wreck of the engine, and why the train was allowed to run practically wild on one of the most dangerous sections of the road will probably never be known.

As is the case in Mexico, whenever a railroad accident occurs the feeling is very bitter against the railroad company and the train hands. All the latter who survived will be held to strict accountability under the Mexican law although as a matter of fact they were in no way responsible for disaster.

This is the most serious wreck in Mexico since 1881, when a train load of soldiers went through a bridge, 400 of them being killed. The most careful inquiry in this section of the railroad people indicate there were no Americans on the train, the passengers, so far as learned, being natives.

Prominent Mexican Killed. CITY OF MEXICO, March 2.—S. O. Moran, a grandson of Foreign Minister Mariscal, died here from injuries received in the derailment of the excursion train on the Interoceanic road.

REBEL VICTORY REPORTED. Cuban Insurrectionists Said to Have Gained a Valuable Success.

HAVANA, March 2.—A report has reached here that the insurgents have defeated a force of 2,000 Spanish troops, but no details are given.

It is reported that Vincenti Garcia, brother of Manuel Garcia, was also killed in the engagement near Agascal. Another battalion of government troops has left Havana for the east. Many encounters are reported in Matanzas.

At least 1,000 trained men have left Havana in the last 60 days. They went a few at a time, so as to disarm suspicion. Several former Cuban chieftains were among them. The insurgent band led by Marrero, near Jaguey-Grande, in the province of Matanzas, has been dispersed by regular troops and some of its members arrested.

Irregular troops overtook the Guntanamo insurgents and opened fire upon them. The insurgents stood their ground, but the result of the fight is not known.

Given 100 Lashes by White Caps. WINSTON, N. C. March 2.—Thirty white caps went to the homes of Amos and Wiley Knott in Yadkin county and beat them unmercifully. The two brothers were gagged and tied. Each received over 100 lashes. Amos is not expected to live. The white caps charge the brothers with reporting many moonshine distilleries in Yadkin, where revenue officers have made a number of raids recently.

California Senate Against Annexation. SACRAMENTO, March 2.—The state senate, by a vote of 22 to 9, refused to concur in a joint resolution from the assembly memorializing congress for the annexation of the Hawaiian islands. The senate is composed of 25 Republicans and 15 Democrats.

American Missionaries Anxious. LONDON, March 2.—A dispatch from Bittlis says the American missionaries are anxious regarding the attitude of the Moslems. United States minister to Turkey, Terrel, has asked the porte to protect them.

Help Cuban Revolutionists. TAMPA, Fla., March 2.—The cigar-makers at O'Hallern's factory donated \$2,000 to the cause of the Cuban revolution.

A Debutante's Remark. That the debutantes of the season of 1894-5 do not rely upon their appearance alone for success in the social swim, but have a fancy for conversational distinction, is evidenced by the following remarks, overheard at one of the introductory "teas": "Miss Rosebud, I want you to know Mr. Legal Lore and be very nice to him, for he is one of the lights of the Washington bar and a very brilliant speaker," said one of the old beaux, presenting at the moment a well known young lawyer.

"Why is it," chirped Miss Rosebud, in answer, "that all bright particular 'stars' have to go about with a tag on them, calling attention to their brightness?" Needless to say the conversation languished.—Washington Post.

Fancy Poultry . . .

Eggs for setting from high bred Leghorns, (prize winners at world's fair). White Crested Black Polish, Golden Wyandottes, and Light Scotch Brahmas can be had of D. R. Beck, Virginia City, Mont., at less than eastern prices, saving express charges and breakage.

Desert Land Final Proof—Notice for Publication.

LAND OFFICE AT BOZEMAN, Montana, Feb. 16, 1895. Notice is hereby given that Lillie A. Storey of Ennis, Montana, has filed notice of intention to make proof on her desert-land claim No. 510, for the southeast quarter of southwest quarter section 3 township 8 south range 1 east before the clerk of the district court at Virginia City, Montana on the 1st day of April, 1895. She names the following witnesses to prove the complete irrigation and reclamation of said land: John E. Woodworth, Elenor E. Ayers, Morris Kilmer, James B. Cameron, all of Cameron, Montana.

C. P. BLAKELEY, Register (18-6)
First publication Feb. 23, 1895.

To Whom it May Concern.

U. S. LAND OFFICE AT BOZEMAN, Montana, Dec. 27, 1894. Notice is hereby given that the Northern Pacific Railroad Company has filed in this office a list of lands situated in townships described below and has applied for a patent for said lands; that the list is open to the public for inspection, and a copy thereof by descriptive subdivisions has been posted in a convenient place in this office for the inspection of all persons and the public generally.

SOUTH AND WEST
Townships 6 and 7 south range 1 west.
Township 7 south range 2 west.
Township 8 south range 1 west.
Townships 6 and 7 south range 1 east.
Townships 1, 2, 3, 4, 5 and 6 south range 1 west.
Townships 1, 2 and 4 south range 2 west.
Within the next sixty days following the date of this notice, protests or contests against the claim of the company to any tract or subdivision described in the list on the ground that the same is more valuable for mineral than agricultural purposes, will be received and noted for report to the general land office at Washington, D. C.

C. P. BLAKELEY, Register.
First pub. Jan. 5 1895. 11-10t.

Notice of Administrator's Sale of Real Estate.

In the district court of the fifth judicial district, of the State of Montana, within and the County of Madison. In the matter of the estate of Dennis Collins, deceased. In obedience to and in pursuance of an order and decree, duly made and entered by said court on February 23, 1895: I as the administrator of the estate of said Dennis Collins, deceased, will sell at private or public sale the following real property belonging to said estate to-wit: the south half of the southeast quarter; the northwest quarter of the southeast quarter and the south half of the southwest quarter, of section four; the northeast quarter; the east half the northwest quarter and the northwest quarter of the northwest quarter of section nine. All in township six, south of range four west, in the County of Madison, State of Montana, containing four hundred and eighty acres together with all the improvements thereon and the water rights and ditch rights thereunto belonging or appertaining. Said property is known as "The Collins ranch," and is about one mile south of Laurin in the Ruby valley. I will receive sealed bids at my office at Laurin up to and including March 29, 1895, reserving the right of rejection. Bidders will specify prices and terms. If said property is not sold on said day, I will proceed to sell the same at public vendue on Saturday, March 30, 1895, at the late residence of said deceased. Sale between the hours of 10 a. m. and 4 p. m. Terms of sale made known on day of sale. Dated this first day of March, 1895.

RAS ROCHESTER, Administrator.
First publication March 2, 1895. 19-4t.

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(Except Sundays)
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