

# NINE PEOPLE KILLED

Thirty-Seven Others Badly Injured, Some Fatally.

## REAR-END RAILROAD COLLISION

An Accommodation Train Dashes Into an Express on the Essex Branch of the Delaware, Lackawanna and Western Railroad Near Hoboken, New Jersey—A List of the Dead and Injured.

HOBOKEN, N. J., Jan. 16.—About two miles from Hoboken, and a few hundred feet from the drawbridge across the Hackensack river, at 8:20 a. m., the Orange accommodation crashed into the rear of the Dover express on the Morrison and Essex branch of the Delaware, Lackawanna and Western railroad.

The scene of the accident was on the long meadows, through which flows the Hackensack river. At least nine lives paid the penalty of someone's carelessness and the list of known injured is 37, some of whom will probably die. So far as learned, one cause of the accident was the heavy fog which prevailed. Both trains were well filled with passengers on their way to their daily advocations and it seems a miracle that the death list was not increased manifold.

The Dover express had slowed up to make sure that the drawbridge was all right. The Orange accommodation engineer, who should have done likewise, failed to take the precaution and crashed into the rear of the preceding train. The last car on the express was a combination baggage and smoker, and into this plunged the huge engine, cutting through the woodwork and sending splinters in all directions, with a force that showed the tremendous speed at which the train was traveling. The coach ahead of the smoker was telescoped by it, the roof torn out, and the seats torn and twisted as though they were made of paper. The roof was thrown ahead and partially telescoped the third car.

For a moment the passengers did not realize the situation, but in the next the shrieks of the wounded and dying and the noise of escaping steam told them that an awful calamity had occurred. Those who were not injured were quickly at work rescuing their less fortunate fellow passengers. Along the tracks the dead and dying and wounded lay strewn. Some of them had rolled to the bottom of the 15-foot embankment on which the accident occurred.

A short distance from the scene was a railroad telegraph office, and from this a hurried call was sent for assistance. Relief trains were immediately started, and before those on the train had realized the situation they had arrived and a crowd had already gathered. Ambulances and physicians were also sent by police from both Jersey City and here. In the smoker every seat was occupied, and it is estimated that of the 40 passengers in the car not one escaped uninjured.

After a few minutes something like order was followed in the work of rescue and the victims were rapidly taken out from amongst the twisted iron and splintered timbers. The dead were so covered with dust and blood that it was almost impossible to identify them. The cries and moans of the injured were terrible. As soon as the wrecking train arrived such heavy parts as could be easily removed were lifted from the track and then the work of rescue was soon completed.

The wounded and dead were placed on the train and taken to Jersey City. Ambulances were there in readiness and those of the wounded who were unable to go home were taken to the hospitals. The dead were taken to the different morgues to await identification.

The most authentic account shows nine killed, while the injured number 37.

The dead are as follows:

Will Ferguson, 55 years of age; Summit, N. J.

William R. Adams, age unknown; married; leaves a widow and five children; Summit, N. J.

William Turner, Basking Ridge, N. J.

Edward Kinsey, Barnardville, N. J.

John Fish, 53, married, Summit, N. J.

Walter K. Purinton, 35, married, Short Hill, N. J.

John H. Rimmer, 35, married, Summit, N. J.

P. J. Ryan, Milburn, N. J.

Edwin Morell, Summit, N. J.

The injured are as follows:

David Hoffman, 45, married, South Orange, N. J.

Arthur Gardner, 39, married, Short Hills, N. J.; seriously.

Theodore F. White, 32, married, Summit, N. J.; will probably die.

Christopher Arnold, 25, married, Newark.

Harry S. Cown, 28, single, Basking Ridge, N. J.

Edward N. Clarke, 33, married, Basking Ridge, N. J.

George Spencer, 34, married, Murray Hill, N. J.

Frederick Ferguson, 25, single, Summit, N. J.; will probably die.

W. J. Rusting, Jr., 19, single, Newark.

Charles H. Minchep, 27, single, Summit, N. J.

Ernest Thaffee, 20, single, Basking Ridge, N. J.

Carl H. Schultz, Jr., 24, single, Murray Hill, N. J.; will probably die.

W. M. Gastonhaws, 27, single, Summit, N. J.

Washington Irving, Short Hills, N. J.

William Roales, Newark.

E. W. Gray, West Summit, N. J.; seriously.

Katherine Keenan, New York city.

A. Tupper, New York city.

Miss Jessie Archer, New York.

Albert Morrell, Summit, N. J.

H. S. Mott, Summit, N. J.

V. Q. Stearns, Springfield, N. J.

F. H. Nichols, Newark.

L. B. Young, Summit, N. J.

A. L. Rollings, Newark.

A. Bowers, Lyons, N. J.

H. A. Wintemute, Newark.

Carl Linder, Newark.

A. W. Pierson, Newark.

F. O. Bennett, East Orange, N. J.

William Lehman, Newark.

W. H. Hauck, Newark.

Albert Carpenter, Roseville, N. J.

Charles Arnold, Newark; D. Cameron, Newark; William Ryan, Milburn, N. J., and J. Renwick are also reported among the killed, but no one has been able to locate them in Jersey City, and the railroad officials deny that either of them were taken to Newark.

Mr. A. Reasoner, the general superintendent of the road, was seen, but would not, or could not give any explanation of the cause of the disaster.

## ENGINE GOES THROUGH A BRIDGE.

Seven of the Eight Men on Board Were Drowned.

SANTA ROSA, Cal., Jan. 16.—News has reached this city of a terrible railway accident on a narrow gauge road near Casadero. A locomotive was detached from a train and run down the track to investigate any damage which might have been done to bridges by washouts.

The locomotive crossed the bridge over Austin creek in safety, but on returning, the piling having been undermined, the locomotive crashed through the bridge. Seven of the eight men on board were drowned.

Conductor Baker saved himself by jumping from the pilot.

Names of the drowned: Tom Gould, postmaster, Casadero; leaves wife and five children.

John Rich, no family.

Engineer Briggs.

Fireman Collisten.

Frank Hart, formerly of Examiner; proprietor Casadero hotel.

William Brammer, clerk at hotel, leaves wife and children.

Mr. Sabine, station agent, leaves wife and one child.

Only two bodies have been recovered.

## Appetizing Finds.



Ragged Robert (on a weary journey)—Wot's that yeh jus' picked up?

Tired Tolliver—A bundle o' toothpicks some feller has dropped.

Ragged Robert (hungrily)—That's encouragin. Mebby we'll find a finger bowl by and by.—Puck.

## CLEVER AND UNIQUE.

A Counterfeit \$50 Bill That Is a Pen and Ink Sketch on Government Paper.

Thomas T. Callahan of the government secret service department was in Brooklyn the other day looking for an exceedingly clever counterfeiter, who recently counterfeited a \$50 bill, using only pen and ink. The paper was the regular silk fiber paper, made only by the government. The counterfeit bill was passed on a New York bank and was only detected when it reached the treasury and it was found that the word "Series" had been omitted. There is no clue to the artist.

This unique counterfeiter is supposed to be a man who has for years defied the efforts of the United States secret service officers to detect him. There are specimens of his work on exhibition in Washington. His work has always been so perfect that it was almost impossible to detect a bill he made from the genuine article. It is all done with a pen and ink and on the same quality paper that is used in the genuine bills.

The great difficulty in the way of his capture is that he has no tools. He is an artist. He sits down and draws a bill as an artist draws a picture. Even if he was captured in his room with a bill in his possession, there might be no evidence to convict him, as he could say he had received it from somebody else. It must require a long time to skill to complete a single bill, and the him he displays at his work is an indication that if he devoted his talents to honest employment he would make more money.

## Transatlantic Mail Service.

The discussion of the question of American mail routes, which is perennially revived in the English newspapers, has at last taken a common sense turn. The British postal authorities are being roundly denounced because they refuse to send the mails in fast steamers unless they carry the British flag. Twice last month the Saturday mails were sent on a slow Cunarder, when they might have reached New York two days earlier if dispatched by the American line. The fast German boats leaving Southampton on Sunday and Thursday get no mail, except specially addressed correspondence. The British authorities persist in limiting the mails to America to two per week, although four weekly mails are sent from New York. The protest is becoming so loud that it is barely possible that a reform may be effected in the course of time.—London Cable.

## Ancient, but Lively.

Friends inclined to regard Father Crow of the Hess road as an old man probably do not know what they are talking about. We have proof in point. In addition to performing ministerial and other good Methodist work enough to weigh down an ordinary man, Father Crow recently and just for a fier and a little exercise himself tore down 150 rods of rail fence, dug postholes the whole way and put up a brand new fence. We suppose he is over 70 years of age, but if any one wants a good workman—whether it is preaching or doing hard manual labor—we recommend Father Crow.—Lockport Journal.

## DRIVEN FIVE BLOCKS BY A CORPSE.

John Smith, While Dead, Sits Erect and Holds His Reins Taut.

When John Smith, a driver for Heisler & Junge, bakers, was making a delivery at Twenty-fourth and State streets Monday afternoon, he met his friend H. F. McDowell of the town of Lake. Smith and McDowell stood talking by the wagon, at the edge of the sidewalk, when Smith suddenly complained of feeling ill. He pressed his hand to his breast and seemed for a moment to have difficulty in breathing. Then, saying he was better, but that he ought to go home at once, he asked McDowell to jump in the wagon and ride with him. Smith's house was at 4,325 Atlantic street.

Smith got in with his usual agility, and McDowell followed. Swinging his horse's head around as he picked up the lines and heading them south, Smith chirruped and the wagon rattled off at a lively pace. The bakery wagon seat has a bread box behind it, against which the driver's head can lean in a practically upright position. Smith got sick again as the team started and was disinclined to talk. Near Thirty-fourth street he pulled his hat a little over his eyes, and getting the horses well started again he relapsed into silence. Not wishing to disturb his friend McDowell looked about as the wagon rattled on south at a rapid pace. The horses were headed homeward, and McDowell thought it was their recklessness which caused the wagon to sway two or three times and now and then pass uncomfortably close to another vehicle's wheels. Smith held the reins taut. He did not speak, but sat stiffly with his head hard against the bread box. From under his lowered hat his eyes stared directly ahead. Dusk slightly veiled his features, and though McDowell thought several times that Smith was entirely too oblivious to danger he did not speak to him until they reached Thirty-ninth street and Riverton avenue.

Then he asked Smith how he felt. There was no reply. McDowell shook Smith's arm. Still the man did not move. McDowell, still grasping the arm, bent close to Smith's face and gazed into the fixed eyes, but they did not move. With a start he realized that he had been driven five blocks by a corpse.—Chicago Herald.

## AN ISLAND THAT GROWS.

Once It Belonged to Missouri, but Now It Is Part of Kansas.

In the Missouri river, near Leavenworth, there is an island which has furnished the land law officers of the government a novel problem. This island was on the Missouri side when it was surveyed in 1858. Now it is a legal part of Kansas. But that is not the queer thing about it. Islands in the Missouri frequently shift their allegiance.

The trouble with this island is that it has been growing. When the government officers surveyed it, they found 500 acres, and that was the amount entered in the records. When two Leavenworth men, Skillings and Diffendorf, took out patents for the whole island the amount of land put in the patents was 500 acres. But the island has been growing through all of these years in a way Missouri river islands have a fashion of doing. There are now 1,400 acres in the island. A coalbed, it has been discovered, runs under the island, and that tends to make the land more valuable.

Recently squatters have tried to take possession of the surplus over and above the 500 acres claimed by the patentees. The later set up a claim to the growth. The land lawyers of the government, after taking plenty of time to think about the case, have decided that Skillings and Diffendorf are entitled to the whole island under their original patents.—St. Louis Globe-Democrat.

## Jackson Park.

During the entire summer of 1894 the main exhibition buildings will stand in Jackson park. The public will be admitted everywhere in the park free. The work of beautifying the park will progress steadily. On the first day of the new year the park commissioners assumed control. All state and foreign buildings will be out of the north end of the grounds by May 1. The commissioners will at once begin the work of restoring that end of the park to its former appearance and continue to improve it. What may be done with the buildings the following year cannot be said. The board will take no action on that matter for some time.—Chicago Letter.

## Ex-Cabinet Officers in the Senate.

There are an even half dozen ex-cabinet officers in the senate, and they comprise some pretty able men. Only one of the six is a Democrat, and that is Vilas of Wisconsin, who played the dual role of secretary of the interior and postmaster general during the first Cleveland reign. Proctor of Vermont was the warrior of the Harrison administration, Chandler of New Hampshire was secretary of the navy under Arthur, and Teller of Colorado secretary of the interior under the same regime. Cameron of Pennsylvania was secretary of war under President Grant, and John Sherman was President Hayes' financier.—Boston Advertiser.

## Valuable Horse Burned.

ELWOOD, Ind., Jan. 16.—A \$4,000 barn belonging to Lewis Heffner, situated four miles north of this city, was destroyed by fire, together with grain, hay and farming implements. A fine stallion, valued at \$2,000, perished in the flames. The loss on the barn and its contents is covered by insurance.



## KNOWLEDGE

Brings comfort and improvement and tends to personal enjoyment when rightly used. The many, who live better than others and enjoy life more, with less expenditure, by more promptly adapting the world's best products to the needs of physical being, will attest the value to health of the pure liquid laxative principles embraced in the remedy, Syrup of Figs.

Its excellence is due to its presenting in the form most acceptable and pleasant to the taste, the refreshing and truly beneficial properties of a perfect laxative; effectually cleansing the system, dispelling colds, headaches and fevers and permanently curing constipation. It has given satisfaction to millions and met with the approval of the medical profession, because it acts on the Kidneys, Liver and Bowels without weakening them and it is perfectly free from every objectionable substance.

Syrup of Figs is for sale by all druggists in 50c and \$1 bottles, but it is manufactured by the California Fig Syrup Co. only, whose name is printed on every package, also the name, Syrup of Figs, and being well informed, you will not accept any substitute if offered.

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At last a medical work that tells the causes, describes the effects, points the remedy. This is scientifically the most valuable, artistically the most beautiful, medical book that has appeared for years; 96 pages, every page bearing a half-tone illustration in tints. Some of the subjects treated are Nervous Debility, Impotency, Sterility, Development, Varicocele, The Husband, Those Intending Marriage, etc. Every man who would know the grand truths, the plain facts, the old secrets, and the new discoveries of medical science as applied to married life, who would atone for past follies and avoid future pitfalls, should write for this wonderful little book. It will be sent free, under seal. Address the publishers, Eric Medical Co., Buffalo, N. Y.

## RAILROAD SCHEDULE.

CINCINNATI DIVISION CINCINNATI AND OHIO.

East. No. 2.....10:10 a. m. No. 30.....7:45 p. m. No. 18.....4:47 p. m. No. 4.....8:18 p. m.

West. No. 1.....6:12 a. m. No. 19.....5:30 a. m. No. 17.....10:45 a. m. No. 3.....4:28 p. m.

Nos. 19 and 20 are the Maysville accommodation, and Nos. 1 and 2 are the fast express and Nos. 3 and 4 the F. V. V. No. 1 has through sleeping car in which seats can be secured to St. Louis by Big Four Route.

No. 4 (F. V. V.) is a solid train with through dining car and Pullman sleepers to Washington, Baltimore, Philadelphia and New York. Through Pullman sleeper to Richmond, Va., and Old Point Comfort. No. 2 is a solid train with Pullman Sleeper to Washington and Old Point Comfort, making all eastern and south-eastern connections. The accommodation trains are daily except Sunday; the rest are daily. Direct connection at Cincinnati for points West and South.

MAYSVILLE DIVISION. Southbound. Leaves Maysville at 5:42 a. m. for Paris, Lexington, Cincinnati, Richmond, Stanford, Livingston, Jellico, Middleborough, Cumberland Gap, Frankfort, Louisville and points on N. N. and M. V.—Eastern Division. Leave Maysville at 1:45 p. m. for Paris, Cincinnati, Lexington, Winchester, Richmond and points on N. N. and M. V.—Eastern Division.

Northbound. Arrive at Maysville at 9:50 a. m. and 8:40 p. m. All trains daily except Sunday.

## The Jewel.

Get the best. You will save money by doing so. The JEWEL GAS STOVES (Heating and Cooking) are made of the best material and are unequalled. Honesty and ingenuity are combined in their construction. Try one. For sale by J. J. FYZGALL.

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FREESTONE WORKS.

All Kinds of Monumental work done in the best manner. Second street, above opera house.



## DAILY BULLETIN:

You know how it is your self. Doesn't this picture bring up the good days of your youth? How we did enjoy the turkey mother roasted! Well, let us be thankful for the rare blessings vouchsafed us to-day, and with more mature judgment HENRY ORT proposes your good health and invites your attention to the proverb,

## "Enough

Is as Good as a Feast."

But at the same time he invites your attention to his stock of goods, such as

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Diamonds, Watches, Clocks,

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KNIVES, FORKS, SPOONS.

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