# Daily Globe.

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## A ROTTEN BRIDGE.

### It Gives Way Suddenly Beneath the Weight of a Crowded Passenger Train,

### And the Struggling Mass of Humanity is Precipitated to a Street Below.

### About Thirty People So Far Known to Have Met With Swift and Terrible Deaths.

### Scores of Others Receive Injuries Which, in Some Instances, Will Result Fatally.

### The Bodies of Several Victims Chopped in Two to Get Them out.

### A List of the Lost--Heartrending Scenes About the Frightful Wreck.

BOSTON, March 14.—An accident this morning occurred on the Dedham branch of the Boston & Providence railroad, between Forest Hill and Roslindale, at what is known as Bussey Park bridge. The 7 o'clock train from Dedham, consisting of seven cars and a baggage car, under charge of Conductor Tilden, broke through the bridge. The engine and three cars went over safely, but the five others fell through the bridge to the road beneath, a distance of thirty feet. The last car, which was the smoker, turned completely over and struck on top of the others, all being crushed almost out of shape. The bridge is comparatively a new one, and the accident was caused by a truck on one of the cars giving way, causing the car to strike against the abutment of the bridge. The smoking car, after it fell, caught fire, but the fire department was promptly on hand and prevented any spread of the flames. The

BODIES OF THE DEAD

have all been removed, and of the wounded some are at the hospital and some have been taken home. The engineer, when his engine broke from the train, kept right on to Forest Hill and gave the alarm, instead of stopping to ascertain the extent of the accident, and on that account it was possible to get assistance at once. The scene of the accident is about a mile from Jamaica Plain, where the main line of the Boston & Providence railroad branches off to the left to Readville and Providence, while to the right runs a sweeping curve, the Dedham branch. This arm is built through a valley and the embankment for a long distance is a high one. South street, which leaves Newton street near the Buzzy woods, runs diagonally under the track of the branch, and it was into this cut that the cars of the train

PLUNGED FROM THE BRIDGE

which crossed it. It has been stated that owing to the peculiar arrangement of the abutment the bridge was really the weakest on the concave side of the curve where the heaviest strain was experienced. The bridge is known among railroad men as the "tin bridge." It crosses the marsh which lies between Forest Hill and Roslindale and is approached on either side by embankments which were filled in when the road was constructed. The train was one of the largest and heaviest on the morning list. This morning, as usual, the train was heavily laden and the three cars which left the track were filled with passengers, who had taken the train at Dedham and the stations between there and Forest Hill. As soon as the accident occurred word was sent to the nearest station and from there the superintendent was notified and messengers summoning surgical assistance were sent out on horseback. Surgeons were at once in attendance and the injured passengers received prompt attention. In the meantime a force of men were at work to relieve those who were pinned under the wreck, and

A WRECKING TRAIN

was made up and at once sent to the scene. One hundred and fifty mattresses were obtained at the city hospital and sent to the scene of the accident by a special train, which also carried a large number of surgeons, together with friends of the passengers. An eye witness says the accident was due to the giving way of the structure under the weight of the train.

An inspection of the wreck reveals the fact that the eight cars comprising the train are jumbled into a complete wreck. From the location of the wrecked cars it would seem the first three cars passed over the bridge safely. The structure evidently gave way when the fourth car was passing over it. The five rear cars went through to the roadway, landing in a mass of splinters in the street. The strain of the five falling cars pulled the three coaches in advance from the rails. They remained on top of the embankment, but were pulled off the trucks, and the floor of each was forced nearly to the roof, while the seats were jumbled together in great confusion. The end of the second coach was

A MASS OF SPLINTERS,

caused by the car ahead grinding against it when the others went down the embankment. The third coach was flattened to the ground as if it had fallen on its trucks from a great height, although it remained on the edge of the embankment. The roof of the fourth car also remained on the embankment, having evidently been shoved clean from its fastening where the coach went through. The next four cars went down in a heap, the smoker, which was on the rear of the train, falling in the midst of the coaches and being actually ground into small splinters. The occupants of the smoker were all either killed or injured. Two coaches went clear across the Reading landing against a stone wall that bounded a large field at the foot of a hill. As the cars lie in their present location they present a picture of such absolute demolition that it seems remarkable that any person in them escaped alive. Cushions from the seats are scattered over the roadway and into the adjacent pasture, while car wheels and trucks are distributed in all directions. In the mass of splinters in the roadway are

POOLS OF BLOOD,

and occasionally a portion of a body can be seen, although such connected portions of human remains are hurried away to the morgue. Still there are pieces of flesh to be seen fastened between timbers as if actually gouged from some victim. Conductor Tilden was in the third car, which remained on top of the embankment, and on the ground directly underneath where he was standing when killed is a pool of blood, while half of the debris of that coach is spattered with blood. Underneath this coach were picked up the breast and lungs of a human being, possibly a portion of the conductor's body. That the horrors of the fire were not added to the terrible disaster was due to the promptness with which relief was sent. The chemical engine from Roslindale was at the scene within twenty minutes after the wreck occurred, brought by a letter carrier, who gave an alarm of fire upon observing flames issuing from the debris.

THE FLAMES

were soon extinguished, and the firemen then did excellent work in rescuing the injured. The stoves in all the cars were securely fastened to the floor by iron bolts and the doors of the stoves were locked. In only one car did the stove upset, although in one instance a stove was smashed clear through the roof of the car in which it had been. The scenes just after the disaster were harrowing in the extreme. The only person known to have been an eye witness of the disaster who was not on the train was J. H. Lennon, a fish dealer. Seizing an axe from the barn Lennon started for the wreck. He climbed into the window of one of the coaches that had landed against the stone wall and set to work to release those persons who had been packed down by the broken timbers. Lennon, with his axe, cleared four men who were badly hurt and handed them out of the window to other men who had come to the rescue. He also handed out the dead bodies of two women, one of whom was

NEARLY DECAPITATED

and both arms severed from her body. During all this time Lennon says the shrieks of the wounded and the groans of the dying made a pandemonium around him that was nothing short of horrible. Those who escaped serious injury joined in the work of the rescue. As the dead were removed they were laid in a row on the stone wall, while the wounded were laid on cushions. Arrangements were instantly made for the disposal of both killed and injured. Ambulances and hacks had been sent from the city, and as these conveyances reached the scene they were at once started back laden with dead bound to the morgue, or with injured destined to the hospitals. A large number of the injured were also taken to residences in the vicinity to be cared for, while others were sent to the depots at Forest Hill and Roslindale. By the time the first regular passenger train from the city had reached the scene, laden with anxious or curious people, nothing could be seen but the splintered and

SHATTERED CARS

lying on the embankment or in the roadway, all of the dead and injured having been removed to the morgue, hospitals, depots or residences, and the survivors had also disappeared. The railroad officials did all in their power to give information to inquiries after news and to friends and relatives seeking information as to the fate of their loved ones. The scenes at the Providence station in this city this morning were peculiarly touching. The depot was crowded with people, many of whom were women, and nearly all seemed to have some vital interest in the fate of some one whom they were sure must have been on the train. Women were crying and sobbing and forcing their way through the throng, plying first one official and then another with questions which these officials were unable to answer satisfactorily.

### AT THE WRECK.

#### One of the Most Appalling Ruins Known in the History of Railway Accidents.

BOSTON, March 14.—The wreck as it lies makes a more appalling ruin than that of any similar disaster. At Deerfield, White River Junction and at other scenes of horror fire wiped out all ruins that were not indestructible, but not so this time. There lies the great trough, nearly filled with torn, twisted, crushed and splintered railroad property. An adequate description of the shapeless mass is simply impossible. Of the nine cars which formed the train six are in the cut. The first, No. 520, lies minus its trucks near the track, about 400 feet from the nearest bridge abutment. It was the rear truck of this car that went wrong first, but the occupants were not hurt, being only shaken up. Just back of this car is No. 18, the second car of the train. This car was swept from its trucks and its rear was crushed in by the car following. Car No. 28, the third one on this train, is on the embankment, badly demolished, but retains its general shape. The passengers in this car were badly shaken up, but there were no serious casualties among them. This car lies partly on its side, about 100 feet from the chasm. Next came Car No. 87. It is doubtful if any one escaped from this car alive. The bridge entirely gave way before it reached the inward side, but the

MOMENTUM OF THE TRAIN

and the strength of the couplings carried it nearly over the chasm. It dropped just before it reached the abutment and the body of the car dashed against the solid stone wall. The force of the shock shot the roof forward so that it cleared the chasm and slid along the rails itself full ten feet. The body of the car was literally ground to pieces and the bits of wood, iron and human bodies were strewn on the road beneath forming the foundation of the wreck. Those who examined the wreck could find no distinct trace in the ruins of this car which could be identified. The only proof that it had existed was the fact that there were plainly nine car roofs at different points and it followed that nine cars had been wrecked, though it was possible to trace but eight. The cars which lie in the chasm form a pit of wreckage 400 feet long by 100 feet wide. The road beneath crosses at such a sharp angle that all the cars were diverted on striking the opposite abutment, into a general position parallell with the street and the abutment. Most of the casualties were in cars 87, 80 and 54, respectively, the fourth, fifth and sixth on the train, and the first, second and third of those which went into the chasm. Car No. 54 lies in a heap of splinters, with sides and roof broken in. The stove did not break its fastenings, but was broken above the grate. The fire, however, was extinguished. Car No. 80 lies partly on Car No. 54; unroofed and with every seat down. Several of the killed and wounded persons were taken from this car. This stove remained firmly fixed and no fire escaped. Car No. 81 is

PRACTICALLY DEMOLISHED.

No. 82 lies almost intact upon the ruins. Many persons were injured in these cars and but few were killed. Back of them is the up-turned wreck of the smoking car, a corner of which remains. The car whirled upside down as it half-fell from the embankment. Scarcely any of the passengers escaped uninjured. and Policeman Taylor and one or two others were killed. The bridge where the accident occured was built in July, 1878. It was 104 feet in length and twenty feet in height and spanned the road, resting on the heavy stone walls. The grade of the road is very heavy, and there is a sharp curve where the bridge crosses the highway. The latter runs diagonally under the bridge, and the abutments upon which the structure stands are set at sharp angles. The bridge was designed for a double track, but only a single track crosses it now, and the experts cannot understand how both trusses were carried down when the bearing comes upon only one. Mr. Manley, of the city engineer's office, made a careful inspection of the bridge soon after it had fallen. He said there was no apparent reason for its giving way, or for the breaking of the iron work. It seemed as if some force had drawn it forward and thrown it from its bearings. D. L. Davis, of the Boston & Providence road, considered one of the best railroad men in the country, expressed a similar opinion. A Mr. Blaisdell who was crossing from the first to the second car just as the train struck the bridge, says he observed

A BROKEN JOURNAL

hanging down. This would account for carrying the whole bridge off the abutments. A bad flaw has been found near the end of a twelve-inch truss which rests a few feet above the debris. It shows a diagonal fracture of the iron twelve inches long, of which eight inches is black with rust, while the rest of the fracture is fresh. The first sign of violence to the cars is upon the woodwork of the second truck of the first car. A violent blow from underneath fractured a 4x10 inch timber. The blow lifted the truck from the track and derailed the car. Engineer White says that in going across the bridge he felt a shock which he thought might have been caused by a broken axle. This, however, could not possibly have been the first cause of the accident, for the trucks of the first two cars are in good condition, except as regards the point above mentioned. The only remaining possible cause is a broken rail. It is doubtful if any examination on this point would result satisfactorily, for there are many of them twisted and broken. The scene at the bridge shortly afterward was terrible. In one place the bodies taken out were placed in a row. All were badly mangled. Large numbers of women were on the train, and many were to be seen in the ruins. One woman was cut completely in two—the upper half only being found. Two more who were saved had their faces hacked, and the lips of one were cut off.

A CURIOUS FEATURE

of the disaster is found in the fact that the entire bridge went down with the wreck. Not a scrap of iron remained attached to the abutments, and but for the chasm and the awful wreck beneath, there was nothing to indicate that a bridge had once spanned the abyss. The wreck of the bridge lay under the debris of the train almost completely shut out from view. Lying by the side of one of the splintered cars was one of the main iron girders of the bridge, which showed a clean new fracture through its entire breadth. This girder was composed of two parallel plates of heavy wrought iron, connected by braces of wrought iron and bolted together. The opinion is generally expressed by those who have personally inspected the wreck that the breaking of the girder was the immediate cause of the disaster, but there is much doubt as to the cause of the breaking of the girder. It is stated by some that there was a jarring and bumping sensation just previous to the crash, which gives color to the thery that

THE FOURTH CAR,

the first to go through the bridge, was derailed and thrown from its trucks to the ties of the bridge with such force as to cause its heavy iron support to give way. At the point where the parallell pieces of iron were bolted together there was found a fracture in the iron, part of which was rusted and indicated an old flaw, while the other portion showed a clean fracture. This might, in the opinion of some persons, indicate that the old flaw had weakened the truss or girder to such an extent that when the full weight of the train came upon the bridge it caused the remainder of the truss to give way, thus allowing the entire structure to fall. Another fact bearing on the case of the disaster is the condition of the cars which went over the bridge with scarcely less damage than was inflicted upon the coaches that went through to the highway. The first sign of violence is upon the wood work of the second truck of the first car of the train. A very violent blow from underneath fractured a very heavy 4x10 inch oak timber in the frame of the truck. The blow was so heavy that it lifted the truck from the track and derailed the car. Engineer White says that when going across the bridge he felt a shock which he thought might have been caused by a broken axle. This, however, could not possibly have been the first cause of the accident, for the trucks of the first two cars are in good condition, except in regard to the fractured oak timber mentioned above. The only remaining possible cause of the accident is

A BROKEN RAIL,

and it is doubtful if any investigation into this point could result satisfactorily, for there are many pieces of broken and twisted rails snarled up in the wreck. The probable cause of the smashing of the three cars nearest the engine, which remained on top of the embankment, is that they must have jumped the track when the rear car went through the bridge. The Bussey bridge was built fifteen years ago and during the past ten years has been repaired three times. Workmen have been busy all day in removing the debris from the street and from the embankment. The wreck is so complete that no attempt was made to save any portion of the train. Additional evidences were found of the terrible nature of the disaster at a late hour as the work of removing the wreck progressed. In some places were fragments of flesh and pieces of clothing which had belonged to some victim whose remains had previously been removed. There was blood over everything. Most of the pieces of clothing found were from the garments of women, and the fatality among them was proportionately greater. In one place the bodies of seven women were taken out all horribly mangled. A pathetic sight was that of two girls whose arms were clapsed around one another in the embrace of death. In many instances axes and crowbars were necessary in order to free the persons who were pinioned in the wreck. In two cases it was necessary to

CUT THE BODIES IN TWO

in order to get them out. They were already crushed out of any semblance to human shape, and were so tightly wedged in that they could be removed in no other way. An old lady was taken from a car uninjured but with her clothing torn to shreds. She said the women in her car seemed to be panic-stricken at the moment the crash came. She saw one woman dying in a seat, while another woman had her head pillowed on the dying woman's breast. The headless trunk of a woman was found lying across a timber on the street under the bridge, with one arm completely gone and the lower limbs all cut and mangled. The head was found among the tangled iron and fragments of a car a few feet away. One man was seen to walk from wreck in the direction of Roslindale after the wreck, and when he had gone a dozen yards he fell dead, either from excitement or internal injury. Everybody seemed dazed and could not realize what had happened. Daniel Dougherty had an awful experience. He was in the smoking car playing cards with Ed Snow, Harry Gay and Sergt. Lailler. The crash came and the next thing he knew he was in the muddy street uninjured and holding in his hand the queen of diamonds, which was covered with blood. His three companions had all been killed.

### THE DEAD AND WOUNDED.

#### A List of Those Who Were Killed or Fatally Injured.

BOSTON, March 14.—The following is a revised list of the killed and those who have died of their injuries:

Conductor MYRON TILDEN, of Dedham.
ALICE BURNETT, of Roslindale.
WILLIAM JOHNSON, of Roslindale.
Mrs. HORMISDAS CARDINAL, of Roslindale
Mr. CLAPP, Central Station, West Roxbury.
Miss NORRIS, of West Roxbury.
EDWARD E. NORRIS, Dedham.
EDGAR M. SNOW, West Roxbury.
WALDO B. LAILLIER, West Roxbury.
LIZZIE MANDEVILLE, Dedham.
LIZZIE WALTON, Dedham.
WILLIAM S. STRONG (died after removal to hospital).
WILLIAM E. DURHAM.
STEPHEN THOUGHTON, Roslindale.
HARRY GAY, Boston.
Miss M. L. ODICORNE, Dover, N. H.
Miss IDA ADAMS, BOSTON.
LIZZIE PRICE, Dedam.
Miss SARAH E. ELLIS, Medfield.
PETER WARREN, Central station.
EMMA P. HILL, Boston.
HATTIE J. DUDLEY, residence unknown.
LAURA PRICE, West Roxbury.
ROSABELLA WELCH, West Roxbury.

THE FATALLY INJURED ARE:

ALBERT JOHNSON, Boston.
JOSEPH METCALF, West Roxbury.
HENRY J. PENNSHAW, possibly not fatal, West Roxbury.
ALICE ADAMS, Roslindale.
CYRUS W. HAYES, Roslindale.
MARY MURPHY, Roslindale.
JOHN MURPHY, (possibly) Roslindale.
W. W. SMITH, brakeman, West Roxbury.
WEBSTER DRAKE, conductor, Dedham.

It is impossible to obtain an exactly correct account of the number injured, but it will reach 114. Of these at least twent-five are quite badly hurt, and the remainder received only slight bruises.

### A PERSONAL EXPERIENCE.

#### Graphic Story of the Wreck by One Who Escaped.

BOSTON, Mass., March 14.—George Sanford, of Roslindale, was in the second car of the wrecked train. He told a thrilling story of his experience. He said:

I took the train at Roslindale with my mother. We were sitting in the middle of the second car. There was absolutely nothing to give a premonition of the disaster. All at once there was a crash, a deafening noise a moment or two of the grinding of timbers, and then for a moment all was still. It had come with such awful suddenness that everybody seemed to be paralyzed. There arose a confusion of sounds from the wrecked cars below. Voices were calling out for help; women were screaming for aid, while all around us there were growns from those who were baddly hurt or dying. The floor of one car seemed to be forced up to the roof, the entire coach having collapsed apparently. When the crash came our heads were banged against the roof, while the seats were strewn about everywhere. Many people were under the seats and some were crushed between them. Directly in front of us sat a man named Ryan, one of my Roslindale neighbors. We were conversing with him at the moment of the crash. Ryan was half turned in his seat as he talked, and the moment after the wreck, when I saw him again, he was actually

RUN THROUGH AND THROUGH

by splinters from the bottom of the car. My mother and I were fastened in between our seat and Ryan's, but I managed to break off Ryan's seat and release ourselves. My mother had fainted, and at first I thought she was dead. I pulled her out through a window, and she soon revived in the open air. I then secured a carriage and sent her home, and devoted myself to helping release other imprisoned passengers. The sight among the debris in the roadway was horrible. There were many people dead, pinned down by timbers, many wounded. All were horribly mangled. I saw one man working like a trojan to help others. The top of his scalp and his left ear were torn from his head and he was covered with blood, but he did not realize it. After all had been removed from the car he was working in, some one told him that he must be badly hurt himself. He said he thought not, that he had only received a scratch. He put his hand to his head and the next moment fainted away and was conveyed to a neighboring house. He was pretty badly hurt. The train was running at great speed, but had slowed up some as it neared the junction at Forest Hills. The quickness with which the crash came was remarkable. It came in an instant, like a flash of lightning.

During the entire morning an immense throng of persons surrounded the wreck, but were kept at a distance by a large force of city police who had roped off a space around the wrecked cars.

### Lieut. Powell's Death.

Special to the Globe.

WASHINGTON, March 14.—Lieut. Joseph S. Powell, of the signal corps, died at his residence in this city this morning from softening of the brain. He returned to Washington about two weeks ago from Omaha in obedience to orders, and was placed under arrest on charges of duplicating his pay accounts. He was very sick before and after his arrival, and upon examination by army physicians he was released from arrest, as their reports showed that his mind was seriously affected and probably had been for some time. Before his return he had resigned from the service, but subsequently withdrew his resignation on the ground that it had been tendered while laboring under an aberration of mind. After returning he rapidly grew worse, and his physicians had no hope of his recovery. He stood third among the signal service lieutenants according to seniority, and was the first officer appointed after competitive examination. He had a particular aptitude for indications work, and as he was naturally bright he made the best record on indications of any officer that has ever done the work. A few months ago he was sent to Omaha to take charge of the organization of a Western bureau for the Union Pacific railroad.

### The Czar is All Right.

LONDON, March 14.—The service in the Russian chapel was crowded with diplomats in full uniform. Conspicuous above all things were members of the Russian embassy, who were congratulated by all present that the rumor of the attempt on the life of the czar was unfounded.

The Berlin correspondent of the Times has received a cipher telehram announcing the failure of an attempt to kill both the czar and czarina with dynamite bombs. The Berliner Tageblatt has received a similar dispatch, which adds that the leaders of the plot have been arrested and imprisoned in the fortress of Peter and Paul. The Daily Telegraph reports that a party of Russian Nihilists condemned to exile attacked a mail coach near Tzsche, shot the coachman and guards and stole 137,000 roubles in paper and 40,000 roubles in gold.

It has transpired that the plot against the czar was widespread and serious. Numerous arrests have been made.

### Secretary Manning.

Special to the Globe.

WASHINGTON, March 14.—The remainder of Secretary Manning's effects were taken from the treasury to-day. Both he and Treasurer Jordan are out of the department now, yet the vacancies do not occur until the 1st of April, and the department is dragging out the period of suspense. There are many reasons for the belief that Mr. Fairchild will be the secretary, and it is said to-day that he now understands that he is to be appointed. The officials in the department are hoping that it may be so. As to the treasurership, it is still thought that Mr. Graves may be appointed. Mr. Manning, who was to have sailed for Europe to-morrow, may have to postpone his departure for a few days on account of illness. He caught a severe cold before leaving Washington, and was yesterday confined to his room at the Fifth Avenue hotel in New York, symptoms of pneumonia having shown themselves. Treasurer Jordan, who is to sail with Mr. Manning, said there was nothing to alarm his friends in Mr. Manning's condition, but admitted that the departure might have to be put off a few days.

### Army Orders.

Special to the Globe.

WASHINGTON, March 14.—To-day's army orders included an extension of leave for fifteen days to Lieut. Roberts, J. C. Irving, Eleventh infantry, division of the Missouri, and admitting for treatment in the army and navy hospital at Hot Springs, Ark., First Lieut. W. A. Mann, Seventeenth infantry.

### The Dead Conductor.

Special to the Globe.

WINNIPEG, Man., March 14.—The remains of Conductor Farrell, who was killed at Indian Head Saturday, were brought to the city this evening in charge of his brother, J. D. Farrell. The deceased will be taken to Rochester, Minn., the home of his parents, for burial.

### Madelia Election.

Special to the Globe.

MADELIA, Minn., March 14.—At the village election C.D. Ash was elected president; A.B. Stone, Henry Murbeck and W. E. Kendrick, trustees; A. M. Rutau, recorder....H. B. Wadworth, Esq., is now visiting his ranch in Montana. Losses were very heavy on the ranch this season. He will visit Washington Territory while away....The finest crop ever seen is expected by our farmers this season.

### East Dubuque Election.

Special to the Globe.

DUBUQUE, Ia., March 14.—The charter election in East Dubuque came off to-day. The ticket was headed by Mayor Maguire and was re-elected. The Knights of Labor ran a ticket and elected one alderman, Merrill Platt, defeating George Most, jr. There was some excitement at the polls.

### The Chicago Printers.

CHICAGO, March 14.—The demands of the typographical union for 40 cents per thousand ems for book and weekly newspaper work has been acceded to by the employers. A strike was thus avoided. "We have not lost a shop yet, and not a man is out on account of our demands," said Secretary Rastall to-day. "There has been no trouble," he added, "and I think there will be none. Mr. Pettibone, of Pettibone, Wells & Co., said: "There will be no difficulty or strike. I think all the printers will pay the 40 cents. It does not cut very much figure as it applies only to weekly papers and the book work done by the piece."

## NORTHWESTERN NEWS.

### Judge Spencer Arrives at Huron, Dak., and Meets With an Extremely Cordial Welcome.

### He is Sworn Into Office and Attends a Party Given Mainly in His Honor.

### A Northern Pacific Conductor Arrested on a Charge of Manslaughter.

### Confession of a Shoe Thief--Bills Passed by the Wisconsin Legislature.

Special to the Globe.

HURON, Dak., March 14.—James Spencer, the newly appointed judge of the Fifth judicial district, arrived here to-day, accompanied by George S. Beixter, of New York, H. S. Mott, of Ipswich, and C. N. Harris, of Aberdeen. The judge and his friends were met at the depot by a committee of the Huron bar and several of its members. During the afternoon he was driven about the city, and this evening was given a brilliant reception at the residence of John F. Fisk, Jr., on Lawn ridge, several hundred citizens with their wives being present. Before returning to his hotel Judge Spencer took the oath of office, which was administered by E. A. Morse, judge of probate.

#### Charged With Manslaughter.

Special to the Globe.

FARGO, Dak., March 14.—Conductor Lowry, of the freight that caused the collision on the Northern Pacific, was arraigned before a justice to-day on the charge of murder and discharged. He was immediately re-arrested on a charge of manslaughter and the hearing deferred to Thursday. Bail was fixed at $1,500.

#### Pleaded Guilty.

Special to the Globe.

PRAIRIE DU CHIEN, Wis., March 14.—The city marshal returned from East Dubuque this morning with a prisoner whom he believed to be one of the parties who burglarized the store of O. A. Paramann, in this city, on the 11th inst. The party was taken before F.T. Hobbs, Esq., and pleaded guilty. The justice bound him over in the sum of $500, to appear at the May term of the circuit court, and in default he was committed to the county jail. G. E. Harrington, city marshal, went with the prisoner to Wyalusing this afternoon and succeeded in getting all the shoes but one. He thinks that there were more parties engaged in the affair, and is confident that the prisoner, who gives his name as John Farnell, is an old cracksman.

#### Wisconsin Legislature.

Special to the Globe.

MADISON, Wis., March 14.—Both houses of the legislature met to-night. In the senate bills were passed:

To prevent the abduction of unmarried women; raising the age of consent from 10 to 11; prohibiting and punishing the unauthorized wearing and improper use of G. A. R. badges; providing for the burial of honorably discharged indigent soldiers. Assembly bills were concurred in: Authorizing the construction of a dam across Apple river, in Polk county, near the Minneapolis, Sault Ste. Marie & Atlantic railroad; to prevent the spread of contagious diseases among cattle; authorizing the construction of a dam across Straight river, in Polk county; punishing the issuing of checks with intent to defraud, when the person issuing has no money on deposit to meet payment; making it larceny to take away real property during trespass.

### THE APACHES.

#### They Are Again Making Trouble in the Southwest.

Special to the Globe.

WASHINGTON, March 14.—Gen. Miles is destined to have more trouble with the Apaches on the San Carlos reservation, according to a telegram received at the war department to-day. A party of Tonto Apache bucks, after indulging freely in a maddening Indian intoxicant, left the agency under the leadership of a troublesome renegade named Joe Bacon. Gen. Howard, in his report concerning the affair, says:

March 2 the same bucks returned, stole a number of horses at Dripping Springs, and fired into some settlers at work in the fields. They were surprised by scouts near Walnut creek, but succeeded in making their escape. My latest information from the Apaches was to the effect that everything was very quiet on the reservation, and no trouble was anticipated from the Apaches this spring. Besides, I have given orders within the past week to purchase 600 heifers in open market for the San Carlos agency, the offers made under the advertised contracts recently having been too high in my judgment. All that the Indians have asked for at San Carlos, of course, in reason, I mean, has been granted them, including a sawmill, 1,300 cows, a large number of sheep, and a forest of fruit trees. Subsequently Lieut. Whipple, of the Tenth cavalry, was sent in pursuit with instructions to follow the Indians until they were captured or destroyed. A week after the occurrences narrated another Indian buck became involved in a quarrel with Lieut. Seward Mott, of the Tenth cavalry, at the San Carlos reservation, during which the latter was stabbed several times and died the next day from the injuries.

When the attention of Indian Commissioner Atkins was called to these facts today he said:

It is very strange that Capt. Pierce, the agent in charge at San Carlos, has not reported them to this bureau. This news of trouble on the reservation is very disappointing to me, for I had hoped to have heard a better report as a result of the government's policy.

#### Collector Candidates.

Special to the Globe.

DES MOINES, March 14.—The death of Revenue Collector Thompson, of Davenport, has brought into the field several aspirants for the vacancy. This collection district reaches through the center of Iowa, from east to west, and embraces within its limits about fifteen counties. The main office is at Davenport, although the bulk of the collections are made in this city, owing to the location here of the only operated distillery in the district. The office carries with it quite a bit of patronage, including five deputies, four gaugers, seven storekeepers and five or six clerks. The salary of the office is $4,500. Among those who aspire are M. V. Gannon and J. W. Stewart, of Davenport, Deputy Hershire, of Iowa City, Dr. Stewart, of this city, who also has a son as deputy and brother as storekeeper in the service here. There are likely to be others in the field, and a lively scramble is certain. When the first federal appointments in Iowa were made the four Democratic congressmen were allowed to name their men as agreed upon by themselves. Under that agreement the office of collector was given to Congressman Weaver, the Greenbacker from the Sixth district, and he named Thompson. Since that time the other three congressmen in the deal have retired from office, Judge Hayes, of the Second district, being the only Democrat to succeed them. Hayes is understood to deny the obligation of the previous compact as binding upon himself, is disputing the claim of Weaver to his right to name the man and is supporting Gannon. Who Weaver is for is not known. Who the successful aspirant will be is all matter of conjecture.

#### Sale of a Mine.

CHICAGO, March 14.—A special from Hurley, Wis., says the rumor of the sale of the Ashland iron mine at Ironwood, Mich., has been confirmed. The sale of the controlling interest has been made to the Penokee and Gogebic Developing company, which owns the celebrated Colby mine. Charles L. Colby, president of the Wisconsin Central railroad company, is also made president of the Ashland company. The Colby, Ashland and Tilden mines will be consolidated under the name of the Consolidated Colby, with a capital stock of $5,000,000. The former owners retain several thousand shares of stock, and O. H. Hayes is made general manager for the ensuing year. This is the largest cash transaction yet made in Gogebic iron mining property.

#### Fell From a Train.

EL PASO, Tex., March 14.—Among the Missouri Pacific excursion party that reached El Paso Saturday were J. N. Webster, a feeble old gentleman of 76, and his son-in-law F. C. MacArtney, of Des Moines, Ia. Mr. Webster is the father-in-law of S. B. Wakefield, president of the stock board of San Francisco, and was on his way to visit Mr. and Mrs. Wakefield at San Diego, where they are wintering. When the excursion train reached Sierra Blanca, ninety miles east of El Paso, Mr. MacArtney was horrified to find that his father-in-law, who slept in the berth beneath him, was missing. The train was searched in vain. Mr. MacArtney telegraphed back for the employes of the next section of the excursion train to watch for the missing man along the track. They did so and found him about ten miles east of Sierra Blanca, where he lay in the sand, his left arm broken by his fall, and so badly lacerated that the bone protruded through the flesh. He had also suffered internal injuries. He was thinly clad and had nearly frozen in the chill night air, but was still conscious, though he soon became comatose. He was brought to El Paso and died Saturday afternoon. It is supposed he tried to enter the closet, mistook the door, stepped out on the platform and was at once thrown off by the motion of the cars.

#### Mankato Don't Like It.

Special to the Globe.

MANKATO, March 14.—There is great dissatisfaction here over the failure of the senate to pass the house bill granting an appropriation of $57,500 for new buildings for the normal school. The Mankato normal, with more students than either St. Cloud or Winona, is actually obliged to refuse admission to many applicants for lack of accommodations; and yet both of the other schools were granted large sums for new buildings, in the way of boarding-houses, ladies' homes, etc., while Mankato could not get money for a building demanded for school purposes.

#### Postal Changes.

Special to the Globe.

WASHINGTON, March 14. — Postal changes were announced to-day in the Northwest as follows: Wisconsin: A new postoffice established at Agenda, Ashland county, with Alfred S. Easton as postmaster; Nicolaus Mahlberg appointed postmaster, fourth class, Charlesburg, Calumet county. Dakota: Edward T. Sibley, fourth-class postmaster, Cando, Towner county.

#### A Dead Baby.

Special to the Globe.

MOORHEAD, Minn., March 14.—As some lads were playing marbles this evening a little distance south of the Grand Pacific they saw a number of dogs trying to tear a paper off a package they had dug out of a snowbank. It was found to be a full-grown and well-formed infant without clothes. The coroner will investigate the matter.

#### The Sault Ste. Marie Canal.

Special to the Globe.

ST. CLOUD, March 14.—At the chamber of commerce meeting this morning the communication from the Duluth chamber relative to the proposed building of the Sault Ste. Marie canal was taken up and discussed. A committee of ten will be appointed to represent this city at a convention of commercial and business representatives, which will take place at Sault Ste. Marie on the 20th of July.

#### Some Die and Some Resign.

Special to the Globe.

WILLMAR, March 14.—Daniel Leary, an old resident of this place, who died at Breckenridge, will be buried in the Catholic cemetery of this place next Tuesday. Postmaster Selvig has resigned to accept a place in the Kandiyohi county bank. B. W. Sperry and William Scripture are the two asprants for the office. Mr. Sperry seems to be pretty generally indorsed by the people here, regardless of party.

#### Buying Stock.

Special to the Globe.

MASON CITY, Ia., March 14.—To-day O. C. Dalrymple, manager of the great Dalrymple farm comprising 45,000 acres, near Casselton, Dak., arrived in this city, making this his headquarters in purchasing blooded brood mares to be used on his farm. He has purchased a car of Percheron Normans, paying $3,500 for the same. This noted wheat raiser will hereafter pay a great deal of attention to stock raising.

#### Washouts.

Special to the Globe.

BUTTE, Mont., March 14.—The Northern Pacific railroad has several washouts along the line. The Yellowstone river has washed away the bridges in that district, and there are big washouts near Gold creek west. There have been no trains East and West since the 10th. The heavy freshet is causing great damage and hinderance to the mails.

#### New Ulm Nominees.

Special to the Globe.

NEW ULM, Minn., March 14.—At the people's caucus of the First ward Hon. George Doehne and Albert Benhnke were nominated for aldermen. This is a complete victory for the Democrats, they gaining every point asked.

#### The River Open at Pierre.

Special to the Globe.

PIERRE, Dak., March 14.—The ice in the Missouri river broke up to-day and is running quietly. All fear of an overflow at this place is at an end. A ferry-boat will be launched in a few days. The weather is clear and warm.

#### Arrived at Huron.

Special to the Globe.

HURON, Dak., March 14.—Gov. Church arrived from Bismarck yesterday and will remain with his family this week. Several members of the legislature passed through here this afternoon on their way home from Bismarck. It is expected Judge Spencer will hold his first term of court here.

#### A Sudden Death.

Special to the Globe.

FERGUS FALLS, Minn., March 14.—W. H. Togus, an old resident of the town of Maine, was found dead on his farm Sunday. He is supposed to have died from heart disease.

#### From Darkness to Light.

Special to the Globe.

MANKATO, March 14.—F. L. Watters has purchased a lot on Front street near the "Big Mill," where he will at once commence the erection of the electric light plant.

#### Dates for a Fair.

Special to the Globe.

ST. CLOUD, March 14.—The directors of the District Agricultural society have decided to hold the next annual fair in September on the 26th, 27th and 28th, inclusive.

#### Joined for Life.

Special to the Globe.

ST. CLOUD, March 14.—Miss Addie Hodges and Mr. James McManis were married here this morning.

## STILL A CONUNDRUM.

### No One Yet Able to Solve the Puzzle Regarding the Baltimore & Ohio Sale.

### Mr. Garrett Says the Deal Will be of Advantage to Those Now Interested.

### Rumors and Statements From Washington, New York and St. Louis.

### Agents of the Milwaukee Notified to Way-Bill Freight Under the New Law.

Special to the Globe.

WASHINGTON, March 14.—Senator Gorman called upon Robert Garrett in Washington Saturday, and had an interview with him concerning the Baltimore & Ohio deal. Mr. Gorman subsequently expressed himself as being well satisfied with the negotiations as they had been explained to him. The new arrangement, he felt confident, would be of great benefit to Baltimore, and to the state of Maryland. Robert Garrett was only accomplishing what his father had often desired to perfect—a great railroad system. The senator thought the Baltimore & Ohio would not lease its individuality—it would absorb the roads with which it would be consolidated, instead of being absorbed by them. The Baltimore & Ohio would be the only solvent property in the consolidation, but such terms would be made in the negotiations that the Baltimore & Ohio would not be burdened by the debts of the other roads. Mr. Gorman thought the consolidated roads would be run honestly and not for stock jobbing purposes. As for stock watering, the Maryland authorities would guard against that.

A NEW YORK STORY.

NEW YORK, March 14.—Reports about the negotiations to purchase a controlling interest in the Baltimore & Ohio road continue to be rife in Wall street. A statement to the following effect was made today by a gentleman of this city, not himself concerned in the matter, who returned last night from a visit to Baltimore. On Friday three gentlemen left New York for Baltimore, one of whom was wealthy financially, one a politician and one a lawyer. They called yesterday morning at the house of John G. Davis, vice president of the Baltimore & Ohio. Then they went to see Ex-Attorney-General Gwynne, of counsel for the road, who had just returned from Washington, where he had had a consultation with President Garrett and Austin Corbin. The result was that arrangement was made by Mr. Gwynne for the immediate preparation of papers to consummate a sale of a majority of the Baltimore & Ohio stock. Mr. Garrett's private secretary left Baltimore for New York at 1:32 yesterday afternoon and communicated last night with Mr. Whitridge, the legal representative in this city of the Baltimore & Ohio interests. The only hitch in the matter of the sale, the same speaker said, related to the 32,000 shares of stock which are held by the city of Baltimore. The three visitors from New York yesterday saw Naval Officer Raisin, who is said to control the city council of Baltimore, and all obstacles were removed. According to this statement the papers were to be signed to-day; the price at which the stock is taken is 185 and Mr. Garrett is said to be the president of the new railroad combination.

A TALE FROM ST. LOUIS.

ST. LOUIS, March 14.—A railroad official, whose connection with the New York and Boston end of certain trans-Mississippi roads give him most excellent opportunities to know what is going on behind the curtain, said last night that