

BULLETIN OF THE ST. PAUL GLOBE.

MONDAY, DEC. 28, 1896.

Weather for Today. Fair; Warmer.

PAGE 1. Railway Horror in Alabama. Imprisoned Miners Rescued. Hearings on Tariff. Kate Field's Remains Incinerated.

PAGE 2. Burglars on Seventh Street. Health of the City.

PAGE 3. Minneapolis Matters. Trolley Car Robbers Identified. George Flint's Sudden Death. News of Stillwater.

PAGE 4. Editorial. Cut in Fire Insurance Rates. Cubans May Be Held as Pirates.

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PAGE 7. The Household. Vagrant Verse. Wants of the People.

PAGE 8. Henry Clews' Weekly Review. West Pointer as Chief of Navajos.

EVENTS TODAY. Met—Prisoner of Zenada, 8.15. Grand-McSorley's Twins, 8.15.

MOVEMENTS OF STEAMSHIPS. NEW YORK, Dec. 27.—Arrived: La Bretagne, Havre; Prussia, Hamburg; Veendam, Rotterdam.

QUEENSTOWN.—Sailed: Aurania, New York. A new soft coal pool is forming. It is not so soft as it looks.

Girls, it is your move. Tell him all about it in the next few days or hold your peace eight long years.

Last week was one of the busiest in the history of Kentucky. The home of the vendetta had seven lynchings.

It is a cold day in South Dakota when two or three new candidates for United States senator do not bob up.

The famous Blue Cut ought, perhaps, to be cut out of the map. Nobody seems able to prevent robberies there.

Thirteen states are going to elect United States senators this winter. This means much ill luck for several people.

Texas makes a great success of "Irrigation" day. Kentucky makes a success of a different kind of several irrigation days.

Neither Gov. Clough nor anybody authorized to represent him appears to have been present at yesterday's sparring match.

A man has been dug up in Indiana who has been a voter for the past eighty-eight years. He didn't vote right more than half the time at that.

A New Jersey murderer under sentence of death has written a poem on "Paradise." So many versifiers write on places they have never visited.

The Caledonia bank robber has been identified as so many different people that, if he were alive, it is a chance if he would be able to identify himself.

Gov. Merriman can now get up at 5 o'clock every morning and play soldier. It is reported that he will become President McKinley's secretary of war.

Street cars have been invented which run on wires hundreds of feet above the ground. A collision at that height would be a decidedly delightful thing.

Caspar Whitney, self-appointed football oracle, shows signs of going into winter quarters. There is here and there something for which to be thankful.

Hon. Potato Pingree seems to have run for governor of Michigan on a gold platform without knowing it. He says he is as much for silver today as he ever was.

Senator John P. Jones, logical candidate though he is, may not be returned as senator from Nevada. An editor named Nixon thinks Jones' toga would just about fit him.

Where are we going to land? A Chicago alderman, who was elected with the indorsement of the Municipal Voters' league, has been indicted for a murder committed in 1894.

There is a discussion on in the East as to who invented the alphabet. The discussion brings out the fact that some of the people who are discussing it do not know how to use it.

The Venezuelan question is becoming amusing. Brazil now rushes to the front with the claim that the disputed territory belongs to neither Guiana nor Venezuela, but to Brazil. Cannot the strip of land be set apart as a great South American park?

PASSENGER PLUNGED 110 FEET.

HORROR ON A BIRMINGHAM ROAD SIMILAR TO THE ASHTABULA DISASTER.

FIENDS DID THE WORK.

SENT THE TRAIN AND ITS LOAD DOWN TO CERTAIN DESTRUCTION.

ALL FEARFULLY MANGLED.

BUT NINE RESCUED ALIVE, AND OF THESE MANY WILL DIE.

TWENTY-SEVEN BODIES FOUND.

Relief Crews Find Nothing but Smoldering Debris When They Arrive.

BIRMINGHAM, Ala., Dec. 27.—Fiends in human form wrecked Birmingham Mineral passenger train No. 40 at Cahaba river bridge, twenty-seven miles from here, at 7:50 o'clock this morning, and 27 lives were lost. That number of bodies have been recovered from the wreck, and further search may swell the list of dead. The wreck is regarded as almost certainly accomplished by the removal of a rail on the middle span of the trestle. This derailed the train, which caused it to fall from the two spans and precipitated it into the river, 110 feet below.

WRECK WAS THE WORST THAT HAS EVER OCCURRED IN THE STATE, and the survivors are so few and are so badly hurt that they are unable to give any detailed description of how it all happened. It is not known and may never be ascertained just how many passengers were on the train. Most of them were miners and residents of mining towns in this district, who had round-trip holiday tickets and were returning to their homes along the line of the Birmingham mineral road.

The railroad company tonight furnishes the following as the list of dead: JAMES BOLLING, of Guthrie, Ky., Southern express messenger. FRANK WHITE, Birmingham, engineer. A. P. CONNELL, Helena, conductor. GEORGE CANNON, Birmingham, flagman. BRUCE PHILLIPS, Broton. L. W. MARTIN, Brookwood, Ala. MRS. EMMA POWERS, and two children, WEBB, Birmingham.

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At 4 o'clock twenty bodies had been found and no more were in sight. It is possible, however, that there are others under the wreckage and also that some may be hid by the water. Of the survivors Sam Spencer was the only one of the train crew that escaped alive. He was the colored fireman. He jumped from the engine while it was in mid-air and landed in the water some distance from where the engine fell. His only injury was a broken arm. He left the scene for Blocton on foot almost immediately after the wreck, apparently crazed with fright. The railroad officials have not yet been able to see him and get a statement.

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The flames had completed the work of destruction before any help arrived. The country around the scene of the accident is sparsely settled, and the few farmers who heard of the wreck and went to investigate, were unable to give any assistance except to the survivors.

Dr. Ray, a Blocton physician who attended Gardner, one of the survivors, telegraphs tonight the statement made by Gardner as to the cause of the wreck. Gardner says when he felt the car leave the track he looked out and saw three save-looking men running from a hiding place down towards the water's edge, and that after the wreck they went through the wreckage, and then fled to the woods. They did not, he says, offer any help, but assistance whatever in the way of rescuing the imprisoned and injured passengers. This story, however, has not yet been corroborated by other facts, and to show that it was the work of train wreckers.

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The ill-fated train was a local passenger which left here at 6:30 a. m. and was scheduled to make a circuit of the Birmingham Mineral, which is a branch line of the Louisville & Nashville, reaching all the important mining towns in the district. The train, consisting of an engine, baggage car and two coaches, left here at 6:30 a. m. and went to Toccoa, on the main line of the Louisville & Nashville. There it switched off to the Birmingham Mineral track and went to Guerne, from Guerne to Blocton. The Mineral trains operate over the Southern railway's Brierfield, Blocton and Birmingham branch under a contract arrangement. Six miles south of Guerne, is the Cahaba river, a shallow mountain stream, which has a depth at this time of only about three or four feet. This river is spanned by an iron bridge with wooden trestles on each side. Its entire length is 800 feet, and the length of the main span where the wreck occurred is 110 feet. The bridge was built only four years ago and was regarded as a very strong structure. The main span and the span just beyond it, both made of iron, gave way and precipitated the entire train into the river. The engine landed on its side almost at right angles with the track. The cars piled upon each other through the main span. The ENTIRE WRECK POOK FIRE soon afterward and was rapidly burned to the water's edge. Nine persons alone escaped alive from all who went down, and several of them will probably die.

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Dr. Ray, a Blocton physician who attended Gardner, one of the survivors, telegraphs tonight the statement made by Gardner as to the cause of the wreck. Gardner says when he felt the car leave the track he looked out and saw three save-looking men running from a hiding place down towards the water's edge, and that after the wreck they went through the wreckage, and then fled to the woods. They did not, he says, offer any help, but assistance whatever in the way of rescuing the imprisoned and injured passengers. This story, however, has not yet been corroborated by other facts, and to show that it was the work of train wreckers.

An examination of the engine shows that Engineer White had shut off the steam and reversed the engine, and was indicating that he was in danger ahead as he approached the bridge, and tried to stop the train. His charred body was found with his hands on the throttle. The survivors all agree that the train left the track and bumped along the ties, and then with a crash plunged through the trestle. Expert engineers say that there is every indication that a rail was removed, which derailed the train and caused it to plunge into the water. Cross ties show marks of the wheels. To add to it is the fact that three men tried to wreck a Southern railway train near Henry, Tenn., five miles east of here, five days ago, by moving a rail on a trestle ninety feet high. The fast express left the track, but the engine, managed by superhuman efforts to stop it before it tore down the trestle. This was regarded as the most remarkable escape. In this case, three men were seen running from the steam and engine, and their footprints had been withdrawn was found. The scenes of both accidents are in a wild, mountainous country.

give no account of the explosion. The body of Robert Maule, son of President Maule, and treasurer of the coal company, was found near the shaft. The count of gas and foul air, and search for Ponoyette, which has continued all day, has been of no avail.

The injured men who were rescued are very serious, but unless complications arise, all will ultimately recover.

AT LEAST TWENTY-TWO DEAD. Others May Have Been Completely Cremated in the Wreck.

LOUISVILLE, Ky., Dec. 27.—Reports to Superintendent of Transportation Evan L. Linn, of the Louisville & Nashville railway, indicate that the fatalities in today's disaster near Birmingham, Ala., will number at least twenty-two. The total number of persons, crew and passengers, on the train, but seven escaped, and the number of dead can only be conjectured, for no one knows exactly how many people were on the train. The fact that the train was destroyed by fire almost immediately after the accident and before wrecking trains could reach the scene, adds to the uncertainty on this point, as many bodies were burned beyond recognition, and some may have been totally destroyed.

The train was a small local passenger, which, starting from Birmingham at 6 a. m., runs to a point near Guerne, where it crosses the Cahaba river, a track controlled by the Southern railway and known as the Brierfield, Blocton & Birmingham road. The train was wrecked on the Cahaba river, a conductor from Birmingham, who was taking his wife and two children out for a ride around the circuit, and Will Gardner and Andrew Bryson, miners from Blocton, the latter of whom had same seat with his wife and children when the crash came. The latter three were killed, and he was plinned down and would have been buried alive had he not been rescued by Bryson and Gardner. These two men also saved the unknown woman and three children, and were the only ones who were appealing piteously for help, but by the time they had rescued these five persons the heat had become so intense that they were unable to assist in their work of rescue. It is thought that fully three-fourths of the dead were killed outright in the crash, while the other five were plinned down and cremated. Gardner and Bryson were both badly hurt, while Handberry will probably die.

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