

THE DAILY GLOBE

IS PUBLISHED EVERY DAY AT NEWSPAPER ROW, COR. FOURTH AND MINNESOTA STS.

Address all communications and make all remittances payable to THE GLOBE CO., St. Paul, Minn.

SUBSCRIPTION RATES.

Payable in Advance. Daily and Sunday, per Month \$2.50. Daily and Sunday, Six Months \$12.75. Daily and Sunday, One Year \$24.00.

TODAY'S WEATHER.

WASHINGTON, June 7, Forecast for Tuesday: Minnesota and the Dakotas—Generally clear, with a light breeze from the west.

GENERAL OBSERVATIONS.

United States Department of Agriculture, Weather Bureau, Washington, June 7, 6-48. 7-50. 8-52. 9-54. 10-56. 11-58. 12-60.

TEMPERATURES.

Table with 3 columns: Place, Temp., Place, Temp. Locations include St. Paul, Duluth, Minneapolis, etc.

DAILY MEANS.

Barometer, 30 in; mean temperature, 49; relative humidity, 48; wind, west; weather, clear; maximum temperature, 60; minimum temperature, 38.

RIVER AT S. A. M.

Table with 3 columns: Gauge, Danger Height of Water, Change. Locations include St. Paul, Duluth, etc.

MONTANA STATESMANSHIP.

The least apology that a man can offer for failing to take the broader view of public affairs is that he must look after the interests of his constituency.

COME OUT TONIGHT.

Tonight will be one of the most important in the recent history of St. Paul. Upon the action taken by the meeting to be held at the Commercial club, in the interests of the Mechanic Arts school and of a new charter, will depend, not merely the fate of that particular institution, but we are convinced, to a very large degree, the future of the city itself.

STICK TO YOUR LAST.

Having, somewhat imprudently, we admit, ventured to ask our good Brother Stivers, of the Brainerd Journal, how he, amid all the shrinking of prices of which he complains, due to what he terms a cause and we a coincidence, had managed to prevent the annual subscription price of his paper from being diminished in any degree whatever, we find ourselves plunged into a whirlpool of suppositions, assumptions and conundrums by our genial friend, and now he stands on the bank and wants us to get out if we can.

HERE TO REALIZE.

When men begin to realize that there are such forces as economic laws, that it is dangerous to trifle with them, that business safety requires business to run on lines parallel to instead of at right angles to, that interfering legislation brings disaster sooner or later, and that dependence on legislation is the most uncertain of staffs, there is hope for those men and, as they increase in number, for the stability of business.

REBELS ANNIHILATED.

Three Hundred Brazilians Killed in a Desperate Battle. NEW YORK, June 8.—A dispatch to the Herald from Rio de Janeiro, Brazil, says: "Canada, the stronghold of the Fanatics under Antonio Conselheiro, has fallen, the federal troops having captured it after a desperate engagement with more than 6,000 of the rebels. The Fanatics were strongly entrenched. At the beginning of the battle they gained some advantage and the first hurried reports to the government presaged defeat. The Brazilian artillery, however, turned the tide and in the end the Fanatics fled precipitately from their cover. They were pursued with great vigor and were almost annihilated. The victory of the federal troops was not gained without serious loss, more than 300 Brazilians being killed and many wounded. Among those who were killed was Col. Telles.

sufficient supply of lead ore flux to keep them running.

There is an abundance of this ore in Mexico and in the Kootenai district north of the boundary. The government of Canada is so sensible of the value of these deposits that it is building a long railway line for the purpose of reaching them. A senator or representative who had sense enough to know where the interest of his people lay would insist upon one of two things; either that the duty on lead ore should be fixed so low that it could be brought in for smelting purposes, or that, if the domestic ore producers insisted upon a high tariff, there should be a rebate allowed large enough to enable the ore to be used for smelting, and the resulting lead to be exported without loss to those who imported it, as an aid to our mining industry. As it is, the duty is absolutely prohibitive. Those engaged in mining and smelting cannot afford to pay the duty and sell the lead product for what it will bring in the market. Therefore, the mines are closed, the smelters shut down and one great industry of a great state languishes.

This is the sort of work that men like Senators Carter and Mantle are doing for the people whom they so conspicuously fail to represent. The senate bill, with their assistance, proposes a scale of duties ranging on official estimates from 37.88 per cent on one class to 94.74 per cent on another and 109.18 per cent on a third. We have not discussed this question from the point of view of free trade, but in order to show clearly that these men are not even intelligent protectionists, and have no conception of how to apply a tariff law to the best interests of their constituency. Montana is a state so splendid in resources and in future possibilities that it ought to get rid of such small fry, mere bargaining politicians like Carter, and narrow-minded and ignorant men like Mantle, and send to Washington others who, if they do not rise to the high level of legislation for the interests of the whole country, will, at least, be able to comprehend the smaller problem and not insist upon legislation exactly hostile to the prosperity and development of the state.

THEORETIZING AND TYRANNIZING.

The distinguished mental athlete who occupies the mayor's office has modified his views as to bicycling somewhat since he discovered the outburst of indignation over the action of his police force. He is understood to have said, some time ago, that the bicycle ought to be prohibited from the streets altogether. He has developed since then a tender side toward the wheelmen, remembering that they have votes; and wants nothing worse now than to have them run in by the score on windy nights. In the course of his remarks, Mayor Doran, letting it be understood that he had talked with a member of the L. A. W. on the subject, took occasion to repeat his belief in the necessity of compelling wheelmen to use lanterns, and his objection to the Albrecht ordinance.

THE LIFE INSURANCE.

When Men Are Suddenly Taken Away, Why Should Not the Fact and Amount of Their Insurance Be Chronicled? The chief chapter of fatalities is a distinguishing feature of newspaper compilation. Apart from the deaths resultant from crimes, really a much more meagre showing than is usually supposed, the fatalities from accident of every sort, including sudden deaths from disease, constitute a never-ending procession. Grim intruder, it is of an individual life lost or of a hundred, and even the highest minded, most conservatively conducted, journals always present the sad facts just as they occur. Nothing is possibly more strictly "news" than this record of disaster, for the sudden and awful departure of human souls is something of which every sentient being has the keenest desire to know.

THE URBANA AFFAIR.

Official Investigation of It Begun by Gov. Bushnell. COLUMBUS, O., June 7.—Gov. Bushnell tonight began an official investigation of the military phase of the Urbana affair. Adj. Gen. Adams was ordered. The governor was in his office until late tonight and heard the statements of Col. Anthony, of the guards; Capt. Leonard and Lieut. R. C. Campbell and W. C. Gifford, of the Urbana company. It developed that Sheriff McLean did not have telegraphic communication with the governor on Friday night, and that the governor, Leonard stated that at the time the governor talked over the telephone, as the governor believed with the sheriff, that the governor had no means of getting to a telephone. It was stated that some officers present, representing himself and the governor, communicated with the governor and that the fact that the governor was not in the city to convey a false impression to the governor. The fact that Sheriff McLean telegraphed to the governor on Friday night, the previous information regarding the situation, telephoned to the governor, misled him in judging of the necessities of the occasion. The governor will investigate the matter thoroughly. The governor has received assurance from the Urbana company that they will return to Urbana in a couple of days. Prominent citizens of Urbana have advised against civil action in Champaign county and the talk of indicting the officers of the Urbana militia is now believed will come to naught.

TO BE REPORTED.

Party of Chinamen in Charge of U. S. Marshal. A trio of Chinamen in charge of Deputy United States Marshal Marshall were confined at the county jail between train times yesterday, when a route from Buffalo, to be departed by the 10 o'clock train, one of the Celestials was a woman. The prisoners are said to have illegally entered the United States by a route through the mountains. Deputy Marshal Aldrich left for the West with his prisoners at 4 o'clock yesterday afternoon.

took seat in the presidential chair. So eager was he to meet the dawn of prosperity that he journeyed down to Washington in chilly March to see the Great Apostle and Advance Agent introduced into the chair Mr. Cleveland was vacating. Of the sects of protectionists this manufacturer was of the strictest.

"I have come to the conclusion," said this maker of agricultural implements, "that the McKinley prosperity will not arrive; that is, we will have no more high prices, no return of times when we were only thinking how to make things fast enough, not troubled about sales; when any manufacturer could go over to the bank and draw his check against his credit, and have the banker honor it without question about collaterals, or where collaterals were not closely scanned for soverignty. We are not accepting every order that comes in nowadays, finding out first if the maker is in shape to pay for the goods when his paper becomes due; and where there is any doubt, we are taking the benefit of it ourselves instead of giving it to him, and ask for cash with order or a guarantee. We aren't selling as much, but we are getting better pay. There never has been a time since I have been in business when conditions were so good for manufacturers. Material never was so low and labor never so plenty or so cheap. I think these conditions have come to stay. We have seen the strongest combinations among manufacturers and workmen go to smash. Pools and trusts have formed and got what they thought was a cinch on the markets and run for a while and gone broke. Tariffs couldn't keep them up. There is something at work stronger than their constituency. Montana is a state so splendid in resources and in future possibilities that it ought to get rid of such small fry, mere bargaining politicians like Carter, and narrow-minded and ignorant men like Mantle, and send to Washington others who, if they do not rise to the high level of legislation for the interests of the whole country, will, at least, be able to comprehend the smaller problem and not insist upon legislation exactly hostile to the prosperity and development of the state.

AT THE THEATERS.

Another large and fashionable audience gathered at the Metropolitan opera house last evening for the presentation of a double bill by the Giffen-Neill stock company. As the season here of this admirable organization lengthens, the list of patrons increases proportionately. Discriminating theater-goers are not only a distinguished and an appreciative assemblage at St. Paul on any occasion. It is gratifying to be able to thus record St. Paul's substantial testimonial to true worth and genuine art, exemplified in the achievements of the Giffen-Neill company.

The bill last night comprised "The Grey Mare," an ingenious and laughable farce by George R. Sims and Cecil Raleigh, and a one-act comedy by Under Matthews, entitled "The Decision of the Court." There is no suspicion of sentiment in "The Grey Mare." It is farce, pure and simple, a trifle tame throughout the first act, increasing in animation the second, and extremely funny in its final climax, and seems to have been written as a warning to liars, as well as to illustrate that a successful prevaricator must possess not only a good memory, but a presence of mind, and a ready wit. The hero—if farces have heroes—punches the idea that successful lying requires cleverness, so he tells a lie—a harmless little fib about his dog, a grey mare, that he never saw. That lie cost him much money and all his peace of mind. It also involves the peace of mind of several others.

The second performance of this farce will undoubtedly show an improvement over last night's presentation, not in the quality of the acting, which is always good in this company—but in point of familiarity with the lines and celerity of action. The first performance of a farce is generally a more exuberant and more comical comedy than the second, and the success of farces depends so vitally upon briskness of dialogue and alacrity of movement. Upon first nights the players, in their desire and effort to make their respective parts quite naturally being more or less nervous, lose a line or two or stumble over a word here and there. These defects, however, are usually incidental to the first performance, and they are always corrected in subsequent ones that in plays of any class.

The dialogue of "The Grey Mare" is not corrupted with brilliant gems of wit, nor is it, on the other hand, cheapened by conventional bon mots and obvious funnisms that are not funny. It is a dialogue of bright and snappy, and never coarse or questionable. The leading roles were entrusted to James E. Wilson, who impersonated John Maxwell, M. D., the amateur Mr. Robert Drouet, played by David Maxwell, his married brother; Stan Hampton, who appeared as Miss Kate Stanhope, betrothed to Dr. Maxwell, and Kate Blanche, who portrayed the jealous and suspicious wife of David. Wilson and Mr. Drouet, upon whom depends the main interest of the play, were successful. They effectively contrasted the individualities of the two brothers and acted with commendable spontaneity. Miss Hampton favored the rather light role of Kate Stanhope as a winsome person, and her acting was vivacious, while Miss Kate Blanche gave an excellent characterization of the suspicious and jealous Mrs. Maxwell.

Another enjoyable impersonation was that of Col. Adams, a big Irish army officer, retired and occupying the office of county constable, contributed by W. P. Owen. Charles Kent appeared only twice, in the role of a smooth and breezy lawyer, and John E. Maher was seen for only five minutes in the part of a miserly and miserly Daly was entirely acceptable in the role of Algeon Maxwell, who really rode the grey mare and caused all the trouble. An indescribably comical characterization was that of the invisible French count, by William Sampson. Miss Blanche's beauty was the sole virtue of the role of Helena, the eloping daughter of the French count, for Helena doesn't appear until the last moment, and then speaks less than half a line. The Anns Blanche was amusing as the French maid.

Brander Matthews' curtain raiser, "The Decision of the Court," in which James Neill, Anne Blanche and Blanche Blanche played the three characters, is not without merit, though it is hardly bright and clever enough to sustain the interest, for the comedietta is deficient in its basic sentence. A "tendency" to exaggeration causes unpopularity. "Most" do not object to exaggeration. The exaggeration of the muggumps is "weak and unmanly." Good, stiff exaggeration, consequently, is popular. Therefore, a "mere tendency" to it cannot be cause of unpopularity. The Sentinel's usual lucidity is lacking.

Those yellow-tinted Republican prosperity supplements still appear with old-time campaign regularity in our gold-bug exchanges, really a much more meagre showing than is usually supposed, the fatalities from accident of every sort, including sudden deaths from disease, constitute a never-ending procession. Grim intruder, it is of an individual life lost or of a hundred, and even the highest minded, most conservatively conducted, journals always present the sad facts just as they occur. Nothing is possibly more strictly "news" than this record of disaster, for the sudden and awful departure of human souls is something of which every sentient being has the keenest desire to know.

It has long seemed as though a fitting accompaniment to this chronicle of accidental deaths would be a record of the number of the fact that the victims' lives were or were not insured, and if so to what exact amount. The fact that a man died, whether he was poor or rich, married or single, is usually stated, with such other details as to his standing in life, or the peculiar circumstances of the death itself, as the case may seem to demand. This is proper enough, but quite as much so would be the added information as to his life insurance.

When a fire has occurred in city or country, the amount of the loss and the totality of the insurance is published as a matter of course. When a man, or a score of men are killed out of the world by a senseless fate, the loss is sadly enough "total" in more senses than one—total to their earthly hopes, ambitions and careers, and often, almost total to the peace and happiness of those whom they leave behind. Surely, the evidence of such a loss should be as complete as that of a fire, and as a matter of fact, the insurance on a man is quite as noteworthy as that upon a barn.

A Poer.

Bertie—Please, auntie, was every living thing drowned in the flood, or did it go to the ark? Auntie—Yes, Bertie. Bertie—Flies?—Pick-Me-Up.

bling over each other to get out from under the shadow of the coming events.—Lake Crystal Union.

Valiant lot of fellows they are; running away from a shadow.

One thing is certain, and that is that the men who fell in defense of their country's flag knew their duty and did it.—Austin Transcript.

Here is something sensible from the Minneapolis Tribune.—Freston Times.

Whenever else the Republican high taxers may do for their hides they are busy getting ready for a tanning next year.—La Crosse Chronicle.

The important question is, on whose fence will they be hung?

For heaven's sake, don't spring the national race in 1898. See what it did for the Republican party in 1894.—Ankara Union.

Give the Melican man a chance. Let us have Peace, for instance.

EX-COUNTY SUPERINTENDENT OF SCHOOLS BRINGS COUNTY COMMISSIONERS TO TIME.

When County Superintendent of Schools Hogan starts out to get possession of anything, whether it be an office or the emoluments of that office, he comes off victorious. Yesterday Mr. Hogan went after the emoluments of his office for the month of December, 1896, which County Auditor Sullivan had seen fit to withhold for reasons of his own. Those reasons did not strike the board of county commissioners as sufficient. Accordingly, the commissioners passed a resolution directing the auditor to draw a warrant for Mr. Hogan's salary for the month of December, 1896, as well as for the month of December, 1897, on the expressed condition that Mr. Hogan release any claim or claims against Ramsey county for salary for the months of January, February, March and April, 1897.

Mr. Hogan did not appear in person before the board at its adjourned meeting yesterday afternoon, but he was represented by his attorney, J. C. Michael. Mr. Michael explained to the board that Mr. Hogan had not yet received his salary for December, 1896, and that he had declined to do so because Supt. Hogan's report of his school visitations during the year 1896 was irregular in form and failed to show that he had performed the duties of his office required by law.

Mr. Michael insisted that that had nothing to do with Mr. Hogan's salary, and that he was entitled to it. The county board's only remedy in case a county official did not do his duty was to withhold the salary from him; his salary could not be withheld.

"I have seen Mr. Sullivan about this matter," continued Mr. Michael, "and he has always treated him courteously, but he has done nothing but quibble with me and put me off with indefinite excuses and evasive answers. Now I say right here that, if this board will pay Mr. Hogan his salary for December, 1896, and May, 1897, everything will be satisfactory, but, if not, I promise you gentlemen the county will have to pay nothing but interest for the time that Mr. Blake illegally occupied the office, namely, during the first four months of the year."

Mr. Michael's explanation of the matter was that he understood that there was a feeling on the part of some of the commissioners against Hogan, because he had been in the office in ousting Blake, the Republican, who was declared ineligible to hold the office. Commissioner McCarron then offered a motion providing that a warrant be drawn to pay Hogan his salary for December and April.

The amendment was carried by a vote of 4 to 3, and then the resolution amended was adopted unanimously.

County Auditor Sullivan didn't approve of the action a bit, but the mayor said that he would not be troubled by it. "Don't you see, Mr. Sullivan, we can't hold up Mr. Hogan's December salary for an offense committed in July, can we?" he asked, and the auditor replied that the salary was conceded and the board would have to pay it.

A communication was also received from Superintendent Hogan informing the board that the court had decided that he was the county superintendent of schools, and notifying the board not to authorize the payment of any further salary to Mr. Blake, who was ousted.

Bids for Improving the Lake Washburn road through Keller marsh were opened at 10 o'clock yesterday morning. P. H. Thornton proposed to do grading for 19 cents per cubic yard, and furnish the necessary lumber for \$20 per thousand feet. N. Feyen, 14 9-10 cents for grading, and \$16 for lumber. C. F. Huebner had a bid, but it was not accompanied by a bond, and the cost of the work will be about \$1250.

Mr. Kellerman moved to reject all bids on the ground that they were too high. The motion prevailed, and on the motion of Mr. McCarron it was decided, by a vote of four to three, to advertise for new bids, to be opened at the July meeting.

The county surveyor reported that the estimated cost of macadamizing the Rice street road from the end of Rice street for a distance of one mile, would be \$107,470 for a road twenty-four feet wide, and to make the road sixteen feet wide would cost \$37,710. He also stated that \$10,000 would macadamize the road one mile and one-half wide to a width of sixteen feet. Referred to the committee on roads and bridges.

The county treasurer reported that the amount of the present property taxes for last year amounted to \$84,816.73. The sheriff reported that his office had collected \$2,910.21 of this sum. The report was referred back to the sheriff with a request for a summary as to districts.

Ex-Sheriff E. S. Bean served notice on the board of county commissioners of an action to recover \$3,562 fees claimed for the return of warrants for the collection of personal taxes.

REBELS ANNIHILATED.

Three Hundred Brazilians Killed in a Desperate Battle. NEW YORK, June 8.—A dispatch to the Herald from Rio de Janeiro, Brazil, says: "Canada, the stronghold of the Fanatics under Antonio Conselheiro, has fallen, the federal troops having captured it after a desperate engagement with more than 6,000 of the rebels. The Fanatics were strongly entrenched. At the beginning of the battle they gained some advantage and the first hurried reports to the government presaged defeat. The Brazilian artillery, however, turned the tide and in the end the Fanatics fled precipitately from their cover. They were pursued with great vigor and were almost annihilated. The victory of the federal troops was not gained without serious loss, more than 300 Brazilians being killed and many wounded. Among those who were killed was Col. Telles.

NEW YORK, June 8.—A dispatch to the Herald from Rio de Janeiro, Brazil, says: "Canada, the stronghold of the Fanatics under Antonio Conselheiro, has fallen, the federal troops having captured it after a desperate engagement with more than 6,000 of the rebels. The Fanatics were strongly entrenched. At the beginning of the battle they gained some advantage and the first hurried reports to the government presaged defeat. The Brazilian artillery, however, turned the tide and in the end the Fanatics fled precipitately from their cover. They were pursued with great vigor and were almost annihilated. The victory of the federal troops was not gained without serious loss, more than 300 Brazilians being killed and many wounded. Among those who were killed was Col. Telles.

NEW YORK, June 8.—A dispatch to the Herald from Rio de Janeiro, Brazil, says: "Canada, the stronghold of the Fanatics under Antonio Conselheiro, has fallen, the federal troops having captured it after a desperate engagement with more than 6,000 of the rebels. The Fanatics were strongly entrenched. At the beginning of the battle they gained some advantage and the first hurried reports to the government presaged defeat. The Brazilian artillery, however, turned the tide and in the end the Fanatics fled precipitately from their cover. They were pursued with great vigor and were almost annihilated. The victory of the federal troops was not gained without serious loss, more than 300 Brazilians being killed and many wounded. Among those who were killed was Col. Telles.

NEW YORK, June 8.—A dispatch to the Herald from Rio de Janeiro, Brazil, says: "Canada, the stronghold of the Fanatics under Antonio Conselheiro, has fallen, the federal troops having captured it after a desperate engagement with more than 6,000 of the rebels. The Fanatics were strongly entrenched. At the beginning of the battle they gained some advantage and the first hurried reports to the government presaged defeat. The Brazilian artillery, however, turned the tide and in the end the Fanatics fled precipitately from their cover. They were pursued with great vigor and were almost annihilated. The victory of the federal troops was not gained without serious loss, more than 300 Brazilians being killed and many wounded. Among those who were killed was Col. Telles.

NEW YORK, June 8.—A dispatch to the Herald from Rio de Janeiro, Brazil, says: "Canada, the stronghold of the Fanatics under Antonio Conselheiro, has fallen, the federal troops having captured it after a desperate engagement with more than 6,000 of the rebels. The Fanatics were strongly entrenched. At the beginning of the battle they gained some advantage and the first hurried reports to the government presaged defeat. The Brazilian artillery, however, turned the tide and in the end the Fanatics fled precipitately from their cover. They were pursued with great vigor and were almost annihilated. The victory of the federal troops was not gained without serious loss, more than 300 Brazilians being killed and many wounded. Among those who were killed was Col. Telles.

Continued From First Page.

and Northern divisions, respectively, down the east-bound track. This order, with his name affixed to it, stands part of the record, and a grim pointer to his terrible mistake. In spite of the order sending the two freights down the east track from North Wisconsin Junction to Hudson, so that he might have the west-bound track clear, Conductor Owens started his train out of Hudson in the direction of the junction on the very first morning after the accident to have the freights use. The result is his engineer and fireman are lying in the hospital, and the engineer, the watchman of his train lying cold in death, and four poor fellows killed with the suddenness of electricity, ground to atoms, and remains incinerated in the burning mass of demolished wood, oil waste and other inflammable material.

The work train, made up as stated above, was backing out of Hudson after the men had finished their noon-day meal. The distance to the junction is three miles. When the train was about the engineer of the train discovered the lumbering freight train on its way down the grade to Hudson. It was too late to stop, and the engineer realized in a moment. He blew his whistle and waited, with his heart standing still, for the dreadful finish. Back came the answer from Engineer Brogan, "Halt!" the engineer, who called for brakes, and turned off his power. There was time for even a word with his fireman, William Kellogg, and the train was stopped.

The two men knew what was to be the result, and when they made sure that the backing work train was on their track, they leaped from the engine, jump for their lives. They were dead, Engineer Wallace escaping with scarcely a scratch, while Fireman Kellogg, who was injured about the knee, how anybody could be so stupid as to hop instant death is miraculous and cannot be satisfactorily explained.

Engineer Brogan and his fireman were too badly injured to give a coherent account of the matter, but Engineer Wallace, of the freight, who came up to the general offices to report, is of the opinion that the train was backing, but when it was all too late, the freight train with its immense momentum struck the caboose of the work train and immediately started to roll, as if the two were eggshells. Those who heard it say that the report of the collision was tremendous and sickening. The freight train, which was pushing the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a short distance. Four of the men in the working train, including Foreman Hurd, were never seen again. The bodies of the trains struck. Rising above the hissing steam came the pitiful groans of the poor fellows buried beneath the wreckage, and the faint cries of the train not only stopped the progress of the other train, after a second, but actually ground the two cars into small pieces. The freight train, which had reached the junction, was stopped, and the crumpling mass back a