

BULLETIN OF THE ST. PAUL GLOBE MONDAY, OCT. 25, 1897.

Weather for Today—Showers and Cooler.

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EVENTS TODAY. Met—Captain Impudence, S. 15. Grand—Superba, S. 15.

MOVEMENTS OF STEAMSHIPS.

HAVRE—Arrived: La Bretagne, New York. QUEBEC—Sailed: Etruria, from Liverpool, New York. PHILADELPHIA—Arrived: Steamer Waesland, Liverpool. NEW YORK—Arrived: La Champagne, Havre; Beendam, Rotterdam; Marsala, Hamburg. BREMEN—Arrived: Barbarossa, New York via Southampton.

Yesterday was really the finest summer day we have had this fall.

Henry George and Tom Platt will know what struck them a week from tomorrow.

If the St. Paul copper would play clubs as trumps a little less often, he would stand higher in the community.

The apple is looming up in Virginia to the size of the pumpkin. One man down there sold his crop this year for \$20,000.

The New York Sun is talking about Tracy's road to victory. Looking at it from St. Paul it seems to be full of boasters.

The notorious Judge Scott, of Omaha, finds himself in conflict with the supreme court of Nebraska. Can't the supreme court resign?

It is queer, Mr. Watterson, that you haven't heard of me. I herewith enclose a copy of the Indianapolis election returns.—Thomas Taggart.

And then, again, the coal man might make more money in the Klondike than in St. Paul, unless he can arrange to collaborate with the weather man.

Carter Harrison is going to New York to talk for Tammany. Carter really appears to have that presidential bee and wants Tammany's vote in 1900.

A pearl worth \$1,000 has been found in an Indiana river. Those Hoosiers will proceed in disorder to dig the bottom out of every river in the state.

Henry Clay has been convicted of murder in the first degree in Missouri. He is merely one of the hundreds of Clays named for the great commoner.

By this time William Jennings Bryan has reached the conclusion that rabbits' feet and horseshoes instead of being mascots work overtime as hoodoes.

It is said Mr. Bryan will go to New York to lift up his voice for Jeffersonian Democracy. If Mr. Bryan is a Jeffersonian Democrat, Mr. Jefferson wasn't.

An Oregon man has started for Dawson with 3,800 eggs and several tons of turkeys. It can easily be imagined that his welcome will be an exceedingly warm one.

The agreement between Mrs. Langtry and her husband was one of the queerest of the age. He was given an ample bounty by his wife, but he was at liberty at all times to deny that he received an allowance from her.

Tachini telegraphed from Genoa to the president of the Yerkes observatory: "Impedito assiere saluta cordialmente collegii." That remark doesn't look well, but it can be translated into a quarter of a yard of first-class sunshine.

Forty Chicago women have offered to marry Luetger. This looks like a direct attempt to commit bigamy, for the belief in the innocence of Luetger implies the further belief that his wife has merely wandered off somewhere and is alive.

A unique man has blown into the Greater New York campaign. He is around asking his friends to vote against him because his nomination was irregular. He can't get his name off the ticket because the time for doing that has passed.

Some of the hardships in the Klondike country have their compensations. One miner on Bonanza creek didn't have bags enough to hold his gold dust, so he filled his moccasins, sewed up their mouths and walked barefooted to Dawson City.

A Jersey City woman has brought a suit for breach of promise against a man who was on her "staff" once, she appears to know his money value. Such uniqueness along the line of matrimony could be found in no other state than New Jersey, however.

HORROR ON THE N. Y. CENTRAL.

Undermining of the Track Causes the Empire State Express to Plunge Into the River.

Twenty-Eight Were Killed. Nearly All Were Drowned Imprisoned in the Submerged Cars.

Very Few of Those Who Went Down Rescued—Passengers in the Rear Three Sleeping Cars Have a Miraculous Escape by the Breaking of a Coupling Pin—Work of Recovering the Bodies Steadily Progressing.

GARRISONS, N. Y., Oct. 24.—From the sleep that means refreshment and rest to the eternal sleep that knows no waking plunged in the twinkling of an eye this morning twenty-eight souls, men, women and children. Into the slimy bed of the Hudson river, a train, laden with slumbering humanity, ploughed, dragging through the waters the helpless passengers. There was nothing to presage the terrible accident which so suddenly deprived these unfortunates of life.

Following is a list of dead as far as ascertained up to midnight: THOMAS RYLEY, St. Louis. FONG GIM, a Chinaman. SEVEN CHINAMEN, unidentified. E. A. GREEN, Chicago. H. G. MYERS, of Tremont, N. Y. WOMAN, unidentified. GUISSEPPE PADUANO, New York. S. BECKER, Newark, N. J. UNKNOWN MAN, died while being rescued. A. G. M'KAY, private secretary to General Superintendent Van Etten; body supposed to be in the wreck.

JOHN FOYLE, engineer, of East Albany, body not recovered. JOHN Q. TOMPKINS, fireman, East Albany; body not recovered. The total number of known dead is nineteen; estimated number of dead is twenty-eight.

The injured are: Conductor E. O. Parish, New York; knocked unconscious; severely bruised. Chinaman, had scalp wound and body bruised; in hospital at Peekskill. Chinaman, face badly cut and legs sprained; in hospital at Peekskill.

Frank L. Degan, No. 233 West Thirty-fourth street, New York; body bruised and face cut. Chinaman, Tong Lee, badly bruised and suffering from shock; in hospital at Peekskill.

Herman Acker, Peekskill, baggage man, bruised and head cut. Shaw, express agent, New York, slight bruises.

John E. Ryan, No. 294 Barrow street, Jersey City, badly lacerated arm and leg; in hospital at Peekskill.

Clarence Morgan, of Aurora, N. Y., broken shoulder; in hospital at Peekskill. S. Langford, Bayonne, N. J., body bruised.

Charles Buchanan, John Smith and John Flood were taken to Flower hospital, New York city.

A number of others were injured, but up to a late hour tonight the list was incomplete. The New York Central train left Buffalo last night and had progressed for nearly nine-tenths of the distance towards its destination. The engineer and his fireman had just noted the gray dawn, breaking in the East, and the light streak of red betokening the sun's appearance, when the great engine, a servant on the rails, a devil off, plunged into the depths of the river.

Neither the engineer nor fireman will ever tell the story of that terrible moment, for with his hand upon the throttle, the engineer plunged with his engine to the river bottom, and the fireman, too, was at his post. Behind them came the express car, the combination car and the sleepers, and these piled on top of the engine.

It is known that it was a trifle foggy and that the track was not visible; but if there was any break in the lines of steel, it must have been of very recent happening, for only an hour before there had passed over it a heavy passenger train, laden with human freight. Neither is there an explanation ready. All is conjecture. The section of road was supposed to be the very best on the entire division. There was a great heavy retaining wall all along the bank, and while the tide was high yesterday, it was not unprecedented. What seems to have happened was that underneath the tracks and ties the heavy wall had given away, and when the great weight of the engine struck the unsupported tracks it went crashing through the rest of the wall and toppled over into the river.

Then there happened what on the railroad at any other time would have caused disaster, but now proved a very blessing. As the train plunged over the embankment the coupling that held the last three of the six sleepers broke and they miraculously remained on the broken track. In that way some sixty lives were saved.

OF EYE-WITNESSES there were none except the crew of a tug boat passing with a tow. They saw the train with its light as it came flashing about the curves and then saw the greater part of it go into the river. Some of the cars with closed windows floated, and the tug, whistling for help, cast off its hawser and started to the rescue. A porter jumped from one of the cars that remained on the track and ran into the yard of Augustus Carr's house, near which the accident occurred, and stood screaming for help, and

of the passengers were asleep, those in the sleepers being in their berths, while the occupants of the coach and smoker were for the most part doubled up in their seats. Just how the train met its awful fate will never be fully known, for the men who first felt the danger, Engineer John Doyle and Fireman John Tompkins, tonight lie dead in the cab of their locomotive at the bottom of the Hudson river. Conductor Parish, who was in charge of the train, and who was making up his report in one of the cars when the crash came, was rendered unconscious by a blow on the head. When he recovered he was three seats ahead of the one in which he had been sitting.

PASSENGERS TALK.

One of the few occupants of the coach who escaped was Frank J. Degan, a wood finisher of New York. His left eye was cut by broken glass and his body was slightly bruised. Mr. Degan made this statement: With my friend, W. H. Y. Myers, of Passaic, N. J., who was killed in the car from which I escaped, I had been to Poughkeepsie. We boarded the train at that place and took a seat in the coach. Three other people got on at Poughkeepsie; one was a woman and the two others were men, one of whom looked like a railroad engineer. As near as I can judge, there were eighteen people in the coach, most of them being women and children, and nearly all were asleep. My-

moaning: "The train is in the river. All our passengers are drowned."

In a few minutes Carr had dressed himself, and getting a boat rowed with the porter to the scene. As they turned a point in the bank they came upon the express car and the combination car floating about twenty feet from shore, but sinking every minute. One man was taken from the top of the car and efforts were made to rescue those inside. A few were gotten out, the passengers left upon the track making a human bridge to the shore to take the wounded on. The day coach and smoker had gone down in the deeper water and rescue was impossible. In the latter coach the conditions must have been horrible. The car turned completely over and the passenger end of it was in the deep water, while the baggage end stood up towards the surface. The men in the lower end must have fought like fiends for a brief period, for the bodies, when taken out, were a mass of wounds.

SCORE OF BODIES.

The closing scene of the first day of this tragedy is drawn around a common car that stands near the scene of the accident where nearly a score of badly mutilated bodies, none of them yet claimed by friends, are lying in a long row, gruesome evidences of the disaster, the greatest that has ever occurred on this railroad.

The wrecked train was known as the State Express. It left Buffalo at 7 o'clock last night, and was due in New York at 7 o'clock this morning. The train was hauled by engine 872, and consisted of one American Express car, one composite baggage and smoking car, one day coach and six sleepers. Poughkeepsie was the last stopping place of the train before the disaster, at 5:10 a. m. At this time there were in the smoker, in addition to the baggage man, Herman Acker, of Peekskill, who was in his compartment, eight Chinamen en route from the Canadian border to New York, and a middle-aged man, supposed to be Thomas Reilly, of 2860 Wisconsin avenue, St. Louis. All of these, excepting the baggage master, perished. The day coach contained eighteen or twenty passengers, many of whom were women and children.

How many of these escaped is not known, but at least twelve were drowned or killed in this car. Behind the coach were the six sleepers, with about sixty-five passengers. The total cargo of human freight consisted of something over a hundred people.

At Fishkill the train lessened its speed, as it is its custom to run from that point to Tarrytown at the rate of about twenty-five miles an hour. Most

ers and I sat in the middle of the car. When the crash came the car gave a great lurch, and I fell on my side. The water rushed in and almost instantly the lights went out. I knew we were in the river, and the car seemed to plough through the water for some time after it was submerged. The car was tilted over on one side and I managed to reach the fan light overhead and cling to it until help came. I heard people in the back part of the car groaning as if they were pinned fast. It was so dark that I could see no one and I think the passengers must have seemed like rats. After awhile, it became a little lighter. I heard a man on top of the car, and an ax crashed through the roof. The noise of that ax was a rather peculiar sound. The sweetest music ever heard in my life. Soon they had a hole cut in the roof and pulled me out through it. A man and a boy (father and son) were also rescued in the same way, but I know of no other occupants of the coach escaping. The car at this time was floating but was fast falling with water and we were put ashore in a row boat. I am sure that my friend Myers was drowned.

Augustus Carr, a German living near the scene of the wreck, gives this description: It was about five minutes before six when I was awakened by some one in my yard calling for help. Looking out of my window I saw a sleeping car porter who shouted: "For God's sake, man, if you own a boat, come quickly. Our train is in the river and people are drowning."

I dressed myself and accompanied by the porter got into my row boat and rowed to the scene of the wreck where the train was in the river. When we reached the cars which were submerged nearly a rather peculiar sound came from the roof of the car, the noise of the tug boats were making efforts to save the passengers. The first Chinaman who was taken out was I think, the agent of the express car. The first persons we succeeded in rescuing were two Chinamen who were sitting on the roof of the smoker. One had his arm broken. We put them ashore and then took three more persons off the top of another car. At the same time people in their underclothes were being taken out of the sleeping cars by the crews of the several tugs. One man on shore with an arm cut off was dying and we made his last moments as comfortable as possible. I want to say that the porter, although frightened, showed great bravery and saved many lives.

One of the trainmen who survived the disaster made it his first duty to run to the first signal tower to telegraph for help. The place where the wreck occurred is a rather isolated place. It is about three miles south of King's cut, three miles south of

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Advice Is Plentiful.

Monetary Commission Has a Mass of Ideas on Which to Begin Its Work.

WASHINGTON, Oct. 24.—When the monetary commission reconvenes on Nov. 3 it will be ready to begin the preparation of its currency measure. The measure itself will not be one of great length, and it is probable that the report, instead of attempting to give a digest of all the suggestions and testimony before the commission, will confine itself to a clear statement of facts and terse argument in support of the measure agreed upon.

The great mass of the suggestions has been from men who have evidently given much careful study and intelligent thought to the currency question. The suggestions range over every possible phase of the subject, and almost make as to the place that silver should hold in the currency of the country.

The commission asked a number of questions of a number of financial experts and men of large experience in financial affairs. The tenor of the replies received is conservative. One of the best known financiers of the coun-

try, who recently submitted his views to the commission on request, said to the Associated Press representative, in discussing the work of the commission: "I think the revenue and finance departments of the government should be completely separated."

"I should like to see our variegated paper currency unified into two sections, coin certificates and silver certificates, the coin certificates to be confined to denominations of \$10 and over \$1 bill, gradually withdrawing all silver certificates of denominations higher than \$5. The treasury should hold a gold reserve equal to 25 per cent of the coin certificates, and the secretary of the treasury should be authorized to cancel all coin certificates when paid in gold. He should have authority to maintain the gold reserve at all times by purchasing gold with surplus cash in the treasury and short time obligations of the government."

"The national banks should be permitted to issue notes to the part of the government bonds held by them. Canada has a fairly good system for the regulation of bank circulation, and it might be studied with profit."

DISASTERS ON THE LAKES.

Dense Fogs Cause a Number of Wrecks and Collisions.

CHICAGO, Oct. 24.—Dense fogs and heavy seas all over the great lakes brought disaster to several vessels today. Eight men reached Chicago tonight after a terrible experience, leaving their vessel as it sank out of sight in Lake Michigan. Four vessels ran on rocks and banks, and one suffered from a collision in the fog.

It was the Chicago steamer J. W. Gifford that foundered in Lake Michigan, but fortunately the crew was picked up and brought safely to port. A can of oil kept the heavy waves from breaking over the little yawl as it drifted before a nasty squall in the fog. After three hours the crew was rescued by the steamer City of Sheboygan.

The steamer Tuscarora, of the Lehigh Valley line from Buffalo to Chicago, missed her course and ran far on the

SPAIN'S REPLY IS READY.

Protest Against Filibustering Will Be Handed Minister Woodford Today.

THREATENING "Spain Cannot Continue Its Forbearance."

A Call Upon the United States to "Fulfill More Strictly in Future the Rules and Duties of International Law."

MADRID, Oct. 24.—A government note protesting against filibustering will be handed to United States Minister Woodford tomorrow. There is no doubt that the government's reply will represent the deep feeling of the nation. The note dwells at length on filibustering and other material and moral assistance which has chiefly contributed to the rise and duration of the rebellion, and which in turn has damaged American interests. It clearly intimates that Spain cannot continue the "forbearance" shown by Senor Canovas del Castillo and the Duke of Tetuan during the past two years, and that she now calls upon the American government to "fulfill more strictly in the future the rules and duties of international law," because "the success of the new home rule policy and the speedy pacification of Cuba chiefly depend upon the conduct of the United States."

El Imparcial publishes a cablegram from Key West asserting that there is a strong party in Cuba "fiercely opposed to Marshal Blanco and the new regime," and that it is feared his task will be very difficult.

According to dispatches from Havana, Lieut. Gen. Weyler has ordered the abandonment of demonstrations that were being prepared there in his favor and against the government.

Mrs. Woodford, the wife of the United States minister, has arrived here. Gen. Woodford has not yet taken an official residence, but will continue to occupy apartments at the Hotel de Lome.

LONDON, Oct. 25.—The Daily Chronicle, commenting editorially upon "the gravity of the situation," says: "Neither Spain nor the United States is likely to yield, and an accident may precipitate events."

The Standard says: "It is highly improbable that the United States will declare war with Spain, but it may recognize the Cubans as belligerents. It would then devolve upon Spain to decide what return to make to that damaging move. It appears, therefore, that the grave risk of rupture between Spain, with cool, dispassionate circumspection, to ask itself what will be the result of hostilities with America. We are thoroughly alive to the courage and patriotism of Spain; but she would be hopelessly over-matched in a such a contest."

The American navy, though of modest dimensions, is of excellent quality and could be increased indefinitely, whereas there are good grounds for believing that the Spanish ships in the West Indies are in a most unsatisfactory condition, and even, in the important matter of speed, fall far short of modern requirements. Such a war would inevitably mean the loss

of Cuba after a costly and disastrous struggle, which Spanish statesmanship ought to do everything in its power to avoid. We believe it is the ideal of dreams for Spain to hope for assistance from any European power. No doubt the United States would manage to leave with Spain the responsibility of declaring war, and Europe has too many burning questions of its own in Europe, Africa and Asia to saddle itself gratuitously with another in the new world."

The Morning Post says: "If Senor Sagasta consistently maintains his present attitude and adopts a more practical conduct of Cuban affairs, he will secure for Spain the sympathy of all civilized nations." After attacking the United States for permitting filibustering, the Morning Post predicts that "the result of Spain's protest will be another dispatch professing anxiety to observe the law, rehearsing the difficulties the American constitution puts in the way of its strict maintenance, and with studied insouciance, reproaching the Spanish government for giving its well-meaning neighbors so much trouble."

FATALITIES IN OIL CITY.

Three Killed and Seven Injured in a Hotel Fire.

OIL CITY, Pa., Oct. 24.—Three persons were burned to death and seven injured in a fire that destroyed the Hotel Brooklyn at Kelleitville, twenty-five miles southeast of Oil City, on Sunday morning at an early hour. The building was a three-story one, roughly built of double boards, and burned like tinder. At 2 o'clock this morning, when the firemen first discovered it, there were seventeen persons asleep in the hotel. Those killed were: PROF. TUCKER, aged about sixty-five years, who traveled about the country giving stereoscopic exhibitions, and is supposed to have come from Sewickley, near Pittsburgh. ANDREW SALSIGIVER, of Tionesta, a mail carrier. MISS KATE MILLER, of Kelleitville, aged nineteen years. MISS EMMA KISER, a teacher in the Kelleitville schools, so badly burned that she may die.

The fire is supposed to have originated by Prof. Tucker knocking over a lamp in his bed room.

Big Sewer Pipe Combined.

PITTSBURGH, Pa., Oct. 24.—Preliminary steps have been taken to form a colossal combine of sewer pipe and terra cotta manufacturers of the United States, with a capital of \$1,000,000. The proposed combine will be controlled by Eastern capitalists. A secret meeting of the combine was held here, and many of the preliminary arrangements were completed. Nineteen manufacturers signed the agreement, and it is expected that the thirty-one others in the country will also sign. Another meeting is to be held shortly in a Western city.

DAWSON CITY FEELS THE RUSH.

Gold Hunters Begin to Arrive in the Klondike Region.

that ratio will be continued all winter. John F. Miller says there will not necessarily be starvation, but certainly miners will suffer extreme privations. Five hundred men intend to come down the river, but that is closed and they cannot get out. There is any amount of gold in Dawson. It is not unusual to see horses loaded with dust. But the mines are owned by men who know their value. There is no doubt that a large amount of treasure will come from the Yukon basin next year, if the miners can get enough to eat to continue mining. The virtue of gold sent out early this year will not be a circumstance to next spring's output of the sluice boxes.

MILLIONS ARE HERS.

San Francisco Girl Finds Herself No Longer a Friendless Orphan. SAN FRANCISCO, Cal., Oct. 24.—After a search for heirs extending over a score of years, the vast estate of Imblay Clarke, now appraised at \$25,000,000, seems about to come to its rightful possessor, the daughter of Clarke, a mine owner who died in Australia over twenty years ago. She is Grace M. Elliott, adopted daughter of William H. Elliott, a saloonkeeper, who took her from the home for the friendless in 1878, when the matron assured him her parents were dead, her father, Imblay Clarke, leaving her at the home, and that he afterwards died in Australia. Local attorneys pronounce her papers faultless.

A few days ago the Elliotts read a dispatch to the papers to the effect that Vice President Hobart and Gov. Griggs, of New Jersey, would make a visit to the building for colonnades connecting with the Agricultural building on one side and the Auditorium on the other, each has a frontage of 185 feet and is 160 feet deep, height, 44 feet to top of balustrade. This makes the total length of building 594 feet. Ample room will be made for a floor space devoted to exhibits will approximate 50,000 square feet.

WOMEN IN PULPITS.

Miss Greenwood Preaches the Annual W. C. T. U. Sermon. TORONTO, Ont., Oct. 24.—Eighty-three of the pulpits of the city churches were filled today by delegates to the World's Woman's Christian Temperance union convention. In the afternoon an enormous crowd assembled in Massey hall to listen to the annual convention sermon, which was preached by Miss Elizabeth Greenwood, of Brooklyn. Miss Frances Willard presided at the meeting.

UPHOLDS ENGLAND'S CLAIM.

Borgu a British Possession, Says Capt. Lugard. LONDON, Oct. 24.—Capt. John Frederick Lugard, British officer in command in the Kalahari desert, South Central Africa, who was for some time in command in British East Africa, and later was connected with the Royal Niger company, has just returned to London from Central Africa. In the course of an interview as to the difficulties between the British and the French in the Hinterland of Lagos, in West Africa, Capt. Lugard said to the correspondent of the Associated Press: "Beyond the fact that the government has telegraphically summoned me for special service in West Africa, I know nothing as to my future movements. With regard to the French claims, however, the case is quite clear. Borgu, of which Nikki is the capital, indisputably belongs to England, by virtue of a treaty concluded with the king prior to any so-called treaties with France or any other European nation. We have also treaties with Ilesha and Kiama, the only two other important chiefs in Borgu."



The building erected by the United States government is situated at the west end of the grounds at the head of the basin and has the seat of honor of the exposition, facing as it does, the main group of buildings. It was designed under the general direction of Charles E. Kemper, acting supervising architect of the treasury department at Washington, Edward A. Crane being the draughtsman in immediate charge. The building partakes of the classic style, the Ionic order being used. It is arranged in three sections, that at the center having a frontage on the lake of 208 feet and a height to top of balustrade over cornice of 68 feet. It will have a depth of 150 feet. The main entrance facing the center of the basin will be reached by a broad flight of steps and through a colonnade. This entrance, along with the entire center section of the building will be very richly treated in color. The entrance is flanked on either side by pavilions capped by richly decorated domes. The main building will be surmounted by a colossal dome, which will tower far above all other buildings. This dome will be capped by a heroic figure representing "Liberty Enlightening the World," and at night this figure will be lighted by electricity; the torch will be 175 feet above the ground. The side sections which are separated from the central part of the building by colonnades connecting with the Agricultural building on one side and the Auditorium on the other, each has a frontage of 185 feet and is 160 feet deep, height, 44 feet to top of balustrade. This makes the total length of building 594 feet. Ample room will be made for a floor space devoted to exhibits will approximate 50,000 square feet.