

THE OMAHA BEE. COUNCIL BLUFFS OFFICE, NO. 12 PEARL STREET. Delivered by carrier in any part of the City at Twenty Cents per Week.

IT WAS A RACE WITH DEATH. The Milwaukee Wreck Caused by a Careless Engineer. FORGOT TO WAIT AT GLENDALE. Later Particulars Concerning the Fatal Railroad Accident Last Monday Night—Result of the Coroner's Inquest.

The Milwaukee Wreck. "I'll show that 'Rocky' that he don't know anything about running an engine, and I'll show him the way to New in a way he never saw before."

Stopped the Prayers. One of the oddest cases on record has lately been heard by a justice's court at La Crosse, Wis. An elderly German with a young wife was the plaintiff.

A Great Apple Country. One who is thoroughly conversant with fruit culture in the northwest has furnished the estimate that 90,000 bushels of apples have been barreled at Hamburg and shipped in every direction.

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MINOR MENTION. N. Y. P. Co. Glenside coal. Council Bluffs Lumber Co. coal.

The Union Pacific railway company is removing all the passenger coaches from work at the dummy depot that were used before the opening of the new freight house on Ninth avenue to Omaha, where it will again be used.

The case of State vs Kissell and Smith has been dismissed for want of evidence, and Fred Kissell has been granted a new trial of the case in which he is the sole defendant, to answer to a charge of highway robbery.

Dr. Duray's address at the Broadway M. E. church last evening was listened to by a large audience. The meeting Friday evening will be held in the First Baptist church, as the Methodist church has been engaged by the Nashville students.

The ladies of the Rebekah lodge entertained a social at Odd Fellows' hall last evening, at which a large number of members of the order and their friends were present. The occasion was a most delightful one, and the evening passed very pleasantly.

The remains of Engineer James Pullen who met his death in the railroad accident east of the city Monday night, were yesterday incensed in a handsome casket, and taken to Perry last evening in charge of A. J. Cook and J. J. Stock, of St. Alban's lodge, K. P. of which order the deceased was a member.

The Pullman restaurant, 554 Broadway. Dwelling for sale on easy payments. Also building lots at lowest market prices. Call and examine our list. E. H. Sheafe & Co.

Birkby has removed to Merriam block. Always on Time. If you wish to purchase a good and reliable watch 25 per cent less than any other place, on easy terms, then call at once and make your own selection at C. B. Jacquemin & Co., 27 Main street.

1890. Ledgers and journals, special ruled, extra first class paper and well bound, by Moore & Co., Pearl St. Council Bluffs.

Let Rasmussen beautify your house in best style and cheap. 12 North Main. Swanston Music Co., 333 Broadway. Sheet music 10c, 538 Broadway.

C. B. P. Co., Stephan & Harner, 32 Pearl. C. B. steam dye works, 1013 Broadway. Personal Paragraphs.

Mayor Rohrer is visiting Phil Armour at Cherokee, Ia. Peter Bartelle has removed to Seattle, Washington territory.

Mrs. McKune has returned from Western Springs after a four months' absence. John Lindt, esq., of Myntner, Lindt & Sankroff, left yesterday for Colorado.

Mrs. J. H. Hershaw, of O'Fallon, Neb., is visiting her parents, Mr. and Mrs. McCrory. H. H. Clark and wife, of Boise City, Idaho, have returned home after a visit with Dr. F. C. Clark.

Forrest Smith is preparing for another trip to Pierre, Dak., to look after his real estate interests. Harry Birkinbine, chief engineer of the Council Bluffs waterworks, is home from an extended business trip through the northwest.

Miss Belle Gibson has returned home after a four weeks' visit to Harrison county, accompanied by her sister, Mrs. J. J. Weston, and children.

C. B. Brown, superintendent of the Iowa lines of the "Q," was in the city yesterday, accompanied by J. M. Bechtel, division passenger and ticket agent, of Burlington.

Mr. and Mrs. E. Hotz returned yesterday from a southern trip. Mr. Hotz was one of the delegates to the convention of postal clerks held in New Orleans. On the return he stopped at Chattanooga and inspected the big brewery established there by Mr. Geise, formerly in that business here. He reports the enterprise as proving profitable.

E. H. Sheafe & Co. give special attention to the collection of rents and care of property in the city and vicinity. Call on E. H. Sheafe & Co. Office Broadway and Main streets.

Meschendorf's popular meat market, finest in the Twin Cities. 333 Broadway. New Opera, largest and best hotel in western Iowa. Special attention to commercial men.

A few maps of Cass, Guthrie, Adair, Harrison, Shelby and Pottawattamie counties for sale by C. R. Allen, civil engineer, room 235 Merriam block.

Three dollar cabinets only \$1.75, Schmidt's, 230 Main. Money loaned at L. B. Craft's & Co.'s loan office on furniture, pianos, horses, wagons, personal property of all kinds, and all other articles of value, without removal. All business strictly confidential.

New Officers of the I. O. G. T. The following were elected officers of Council Bluffs Lodge, No. 175, I. O. G. T., last evening, for the ensuing quarter: W. C. C. C. Kearney; W. V. C. Miss Clara Stencher; chaplain, G. H. Gabe; W. M. Plummer; D. J. H. Bell; financial secretary, G. W. DeLong; I. G. F. G. Prouty; G. G. V. Van Patten; trustees, C. W. Brown, C. M. Burgess, G. H. Gabe.

Western Lumber and Supply Co., 13th and 14th streets and 3d and 3d avenues, carry the largest stock of lumber, pine, poplar, lime, cement and building materials in the west. E. W. Raymond, manager.

Desirable dwellings for rent at moderate prices. E. H. Sheafe & Co. rental agents, Broadway and Main streets, up stairs.

"The Famous" cash bargain house, 300 B'y Fine dressed chickens. G. Mottaz, Tel. 173. Steam and hot water heating, first-class plumbing. Work done in both cities. John Gilbert, cor. Pearl st. and Willow ave.

Finest market in city—J. M. Scanlan's. J. G. Tipton, real estate, 527 Broadway. Water Notice.

October 31 is the last day for paying water rents for the fourth quarter. Water supply will be cut off from all premises where rent is not paid on or before above date, and a charge of \$1 in addition to the water rent will be collected before the water will be turned on. Office will be open until 9 o'clock p. m., Thursday, October 31.

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The freight train consisted of twenty-two cars of time freight billed to the coast. The rear half of the cars, about a dozen, were pulled back to Weston, but the others were torn almost completely to pieces. The shock was hardly felt in the sleeper, and some of the passengers scarcely realized what had happened.

The place where the wreck occurred is about three-quarters of a mile east of Paris' mill, where the embankment is about twelve feet high. The smoking car was thrown into the ditch, but the others remained on the tracks and all were buried.

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The Rock Island train backed up from Weston, and the passengers were unable to obtain a full list of passengers. The following is a list of the injured: BAGGAGE MAN JOHN WILLIAMS, of Marion, Express Messenger STUART, of the Milwaukee; and Mrs. H. C. Kemper, Wapakoneta, Mo. Mrs. SARAH WHITE, Fayette, Mo. Mrs. SARAH P. FARLEY, Oxford Junction, Ia. M. GREEN, Oxford Junction. GEORGE WATLIE, Waukesha, Wis. MISS EMMA HOWLAND. MISS MARY ANN YOUNG and SAMUEL YOUNG, Monticello, Ia. JOHN PETERSON, Manilla, Ia. PETERIO PALVA, GIUSEPPE MORRIS, ANTONIO BIANCHI. J. B. Kress, Jersey Shore, Pa. Mr. Kress had a bad cut on one wrist and his right arm was severely sprained and lacerated.

Among the other passengers on the train were Thomas Hassett, wife and daughter, of Portage, Wis. The freight train was in charge of Conductor Thomas Lilley, Engineer William Wright and Fireman Fred Weston. The engineer and fireman jumped, and were not injured. The freight was running about fifteen miles an hour, having just started to make the siding. The first car was loaded with coffins, and this was burst open, and the coffins strewn over the track and all were buried.

The freight train consisted of twenty-two cars of time freight billed to the coast. The rear half of the cars, about a dozen, were pulled back to Weston, but the others were torn almost completely to pieces. The shock was hardly felt in the sleeper, and some of the passengers scarcely realized what had happened.

The place where the wreck occurred is about three-quarters of a mile east of Paris' mill, where the embankment is about twelve feet high. The smoking car was thrown into the ditch, but the others remained on the tracks and all were buried.

Passenger engine No. 658 is a total wreck, the cab being burned and the tender torn to pieces, but the freight engine, No. 662, was not seriously damaged. The engine completely filling the cab. The entire back portion of his head was torn away and he was thrown through the side of the car to a spot thirty feet away from the wreck. He is now in the undertaking rooms of Field & Estep where the inquest was being held.

At 10 o'clock the coroner began an inquest upon the body of the unfortunate engineer and the blackened mass of charred bones and vertebra about two feet long that represented the inclined plane of the Italian laborer. The only witnesses summoned were the crews of No. 7, the passenger, and the first section of No. 7, the freight. The first witness called was R. Cornelius, conductor of the passenger. He produced copies of the orders for the movement of the train, and the first section of the freight was late, but the first order was to pass it at the city depot. When the train pulled up at the depot, the engine was delayed, and all the train crew knew that special orders had been given regarding the meeting of No. 7. He told the jury that the operator and read them. They directed the meeting of the trains at Glendale. He took both copies and delivered them to the engineer, at the same time telling him that the train was to meet at Glendale. The engineer took the orders, but witness did not know whether or not he read them. He immediately after the train started he began the work of taking tickets, commencing at the smoker. In this car were nine passengers. Two seats were occupied by two Italian track workers riding on a pass. They were four other passengers near the center of the coach, and were in the traveling engineer's office, in the employ of the company. The second day coach contained four passengers, and the half through it when it occurred to him the train should be near the Glendale siding. He looked through the window, but did not see the engine, and he saw the engine through the window a second time, and an instant after felt the air brakes, but before he could reach the engine the train had struck the engine. Thomas Campion, fireman for the passenger train, gave the first important information. He had been firing for Pullen for the last few minutes, and he saw the train started and the engineer quarreled, and Pullen threatened to throw him off the engine. He was very angry, and he would not speak. The quarrel arose over Campion's leaving Pullen in Omaha on Monday afternoon, and neglecting to wait for him while he stopped at a photograph gallery on Farnam street. He did not hear the conductor tell Pullen what the orders were. Pullen did not read his orders, and he crumpled them in his hand and dropped them in a box at the top of the cab. He did not know the meeting point was at Glendale, and for nearly a length ahead, and thought there would be a collision on that road. Told Pullen, but he said "after you saw the engine, called to Pullen to jump, but he did not answer. Saw him turn on the air and throw her over, and then jumped. Pullen did not see the engine back at the depot. Brakeman Hollis, of the passenger, testified that he saw the conductor deliver the orders to the engineer, and that he saw the meeting point was at Glendale. He had received the orders, and for the probable reason that he was angry and excited neglected to read them, and paid no attention to what the conductor said to him. His awful consequences were so clearly the result of the engineer's own neglect, that he heard and saw nothing of the matter. The jury returned a verdict exonerating every other employee and fixing the responsibility upon him. The following is the form of the verdict: "That the said James Pullen and Angelo Gillette came to their deaths from injuries received in a collision between the Milwaukee & St. Paul railroad near Glendale, Monday evening, October 28, 1879, and that the said collision was the result of the neglect of the said conductor Pullen to observe his train orders."

The dead Italian was identified by his fellow sufferers, who are being cared for at St. Bernard's hospital, as Angelo Gillette, aged twenty-nine. He, with his three fellows, had lived in Omaha for some time past, and had a room on Thirtieth street near Webster. The injuries of the others are but slight. Traveling Engineer Orie is also at St. Bernard's. He is badly bruised on the legs and hips. He will be taken to his home in Mineral Point, Wis., as soon as the doctors give permission for his removal.

The report, then, is that Pullen was drunk when the collision occurred is stoutly denied by the Milwaukee officials. A searching investigation was made by the Milwaukee whatever is said to have been found upon which to base such a rumor.

Morehouse & Co., mfg blank books, bank and commercial work. Get Fountain's Book, next to Eisenman's. Slow Grinding in District Court. Yesterday was a busy day in the district court, still the amount of business disposed of was small as compared with what it is expected to accomplish. Motions for new trials in three cases were assigned to be argued, but only one of them was heard, which was that of State vs Fourhaken, and the matter was taken under advisement. The injunction case of T. T. Snow vs A. O. U. W., to restrain the committee appointed for the purpose of reporting on his case, was also argued and taken under advisement. To-day the arguments for new trials in the case of State vs Brooks and State vs Melanich were heard. It was removed to tomorrow morning, at which about half a dozen criminals will receive their just deserts.

WANTED—Rooms furnished or unfurnished for doctor's office in good locality. M. 29, Bee office.

That Police Investigation. That much desired police investigation does not seem to be forthcoming at a very lively rate, and it is now a matter of conjecture whether the mayor intends to look into the situation at all or not.

Express Messenger Stuart was seriously and dangerously injured by a severe fall inflicted on his head, and besides numerous other lacerations and bruises he sustained internal injuries, which, it is feared, may