

OCTOBER 1891

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THE NEWS IN BRIEF

POINTED NOTES CHRONICLING THE WEEK'S HAPPENINGS.

Record of Crimes, Accidents and Other Matters of General Interest to the Public, at Large, Given in Few Words for the Benefit of Those Who Are in a Hurry.

At Greenville, S. C. Miller's evaporator and the Export mills were totally destroyed by fire. Loss estimated at \$125,000. There is \$70,000 insurance on the mills and contents.

The grand jury at Louisville, Ky., returned two indictments against Major William Tillman for grand larceny and embezzlement, charging him with stealing \$7,000 from the Fells City bank.

Charles Wagner, 60 years old, was struck by a switch engine at East Rochester and the wheels of the locomotive passed over his body cutting him in two.

The trial of Robert Howe, alias De Ford, and Miss Nettie Hamburg, for the larceny of \$7,000 worth of diamonds from Carl Wernicke on Feb 6 last, was begun in New York before Recorder Smyth.

Washington Notes.
At the close of business Monday the treasury department had redeemed \$17,500,400 4/4's and continued \$25,093,350.

Comptroller Lacey has issued a call for the report of the condition of national banks at the close of business Friday, Sept. 25.

A special to the New York Post from Washington says: Secretary Tracy, while declining to make any statement relative to the conference at the White House, said that he had no interest in sending any message to Chili, and that he did not regard the situation there as threatening.

Sporting Topics.
C. W. Williams of Independence, Ia., wired an acceptance of Don J. Leathers' proposition to match Allerton and Nelson for a purse of \$10,000, the winner to take the whole amount and the race to occur Oct. 6 at Grand Rapids.

Edge, the champion bicyclist, has broken the bicycle record by riding from London to Edinburgh, 397 miles, in 38 hours and 44 1/2 minutes.

Foreign News.
It is believed in political circles in Berlin that the government is secretly encouraging the newspaper press in opposing the taking of the new Russian loan by German financiers.

The twenty-fifth anniversary of the formation of the Han-Seatic regiments in Germany was celebrated at the banquets of Bremen, Lubeck and Hamburg by torchlight processions and martial music Saturday night, and by attendance at divine worship yesterday.

The ministry of public works at Berlin is consulting experts for advice as to the best practicable means of improving the railway service at the great industrial centers of the empire.

It is officially stated that only 699 buildings remain standing in consequence of the fire which broke out at the city of London last Tuesday morning.

A London dispatch says: By passing Fast-night light Tuesday morning the steamship Teutonic beats the record from New York to Queenstown. The voyage was made in 6 days 21 hours and 22 minutes, beating the records of the City of Paris and the City of New York by 1 hour and 23 minutes. The Teutonic is queen for both ways.

The firm of Arthur Levy & Co., merchants of No. 25 St. Mary & E. C., with branch houses at Liverpool, Manchester and Bradford, are in difficulty as heretofore reported, though they are filling their contracts. They have not stopped payment pending the issue of a statement today.

TALKING CIVIL SERVICE.
Yesterday's Meeting of the Reform League at Buffalo.

BUFFALO, Oct. 1.—It was after 9 o'clock yesterday afternoon when the members of the Civil Service Reform league got together. President Curtis occupied the chair and there was a fair attendance.

Charles J. Bonaparte, who is appealing as well as effective speaker, presented the report of the committee on grievances which had been addressed to Mr. Maryland executive in the matter of violations of civil service law in Baltimore by the action of the federal officials at Republican primary elections held on March 30, 1891.

It was charged that postoffice and other federal officials had used factional influence in the collection of contributions for political purposes and for patronage. The Johnson-Airay faction figured as one hand and the Henderson-Scott faction on the other in a contest for control of the party organization. Official position was subordinate to control the political action of subordinates. Mr. Bonaparte emphatically denounced such conduct.

The report was referred to executive committee with power to take such action as might be deemed best.

William Gould Sentenced.
BUFFALO, Sept. 30.—When the United States court assembled yesterday the first thing done was the passing of sentence upon William Gould, Jr., last week convicted of aiding and abetting George P. Whitney in embezzling from the Albany City National bank. Accompanied by his counsel, Mr. Hoyt, the defendant came into court. Mr. Hoyt gave notice of an appeal would be taken. Judge Cox in a few words sentenced the latter to six years in the Albany penitentiary. The prisoner appeared calm and collected and heard the sentence with wondrous composure. He was delivered into the hands of Deputy Marshal Watts. None of Gould's relatives or friends accompanied him to court.

It Was Ida Dearborn.
BUFFALO, Sept. 30.—The badly mutilated body of the woman found near the Flat Rock yesterday, has been identified as that of Mrs. Ida Dearborn, wife of Charles Dearborn, 40 South Division street. She had been missing since Monday. The woman's face was horribly mangled. The opinion is quite generally expressed that she was probably murdered and her body put on the railroad track where it was sure to be frightfully mutilated and thus cover up, to a certain extent, the horrible crime. The authorities are investigating the case.

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LOSS NEARLY HALF A MILLION.
The loss will aggregate some \$400,000, with an insurance of \$250,000. Several hundred barrels of flour stored in the warehouse were destroyed. A panic was caused when it became known that a powder car was standing on the railroad track beside the mill. Several people were run over, but no serious injury resulted in the rush. The car was removed by means of a chain. Several buildings adjacent were scorched, but were saved with but little damage.

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WHERE IT ORIGINATED.
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An engine from the big lake was sent to respond to each of the alarms, lessening the force which would considerably, the flames springing up afresh. Neither of the above fires from the three alarms were of any consequence, however, the total loss aggregating \$5,000.

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A strong south wind was blowing during the whole fire and it was under great difficulties that its progress was checked. Later, the two firemen supposed to have been buried in the ruins have been found. They are seriously injured.

The total loss by the two fires is estimated at \$2,000,000.

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James S. Hagen, assistant foreman.
Edward Donohue and Fireman Filbert and Porter, No. 21, and Frank Bowrey of Truck 4. None of the injuries are serious.

A rough estimate of the loss places it at over \$500,000, the insurance being a little over half of the loss.

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He is Renominated by the Democrats of Massachusetts.

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In the evening the Opera house was packed to listen to Mr. Fassett's speech. He was introduced by Major W. S. Daniels, chairman of the St. Lawrence county Republican committee. Mr. Fassett talked nearly an hour and a half and was frequently interrupted with applause. Mr. Vrooman also delivered an interesting speech.

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The passenger train was the Michigan section of the Olin family excursion, members of which were going to the national reunion of their kindred at Bennington, Vt. Many other Michigan people took advantage of the low rate to visit friends in the East. It was foggy and the collision occurred on a long hill, thirty feet high, in the middle of which was a bridge sixty feet long over the Pittsburgh and Western tracks. Part of the passenger train was on the bridge when the collision occurred. The freight train was each other and reared high into the air, but the cars crushed together like cardboards.

LITERALLY GROUND TO PIECES.
William Maxwell of Meadville, traveling engineer of the second division, who was riding in the passenger engine, had started back over the tender just before the collision. He was caught between the tender and the baggage car and was ground into a jelly. Engineer Brown of Meadville, who was on the freight, and passenger engineer H. F. Nichols of the same place, jumped and saved their lives. Fireman Stephens of the passenger train followed suit and was badly hurt in tumbling down the embankment. Fireman Clayton Glass of Meadville was caught in the wreck and crushed to death.

The passenger train consisted of five sleepers, five day coaches and a baggage car. The latter and first day coach were jammed into bits, and the occupants buried in the debris. The second day coach was badly wrecked, seats and timbers being heaped up almost to the ceiling in the center of the coach. The rear portion was kept almost intact, but jammed into the forward portion of the third day coach, which was lifted off the track and pushed skyward at an angle of 45 degrees. The second day coach was occupied by women and children. Mrs. Willoughby Devery of Richland, Mich., aged 45, who sat in the forward part of the coach, met instant death, the heavy timbers crushing her head.

BURIED UNDER THE TIMBERS.
Other passengers were buried in the promiscuous pile of seats and timbers. The stove was overturned and the timbers took fire, the flames bursting in an instant. The shrieks of women and children who were wedged in close to the burning timbers, summoned workers to that part of the wreck, and a score of men were soon cutting away through the debris.

Mrs. Alice M. Sedgewick, with both legs broken, lay close to the red hot stove, pushing against it with all her might to keep it from crushing and burning her little daughter who lay just by her side. Her clothing was burned off and one side of her body was exposed.

Close to her lay Laura Van Anken, a frail girl of 11 years, who was doing a little service for her mother. She lay almost under the stove, her arms pinioned and broken. Breaking into the car from the rear, the men brought water from the drinking tanks and passed it to the imprisoned women. In five minutes the wood work was drenched and the fire was checked out of its prey. For a half hour more the men worked like Titans rescuing the women and children, some of them with legs dangling helplessly.

SETTING OF THE BROKEN BONES.
The Revere hotel and several nearby houses were thrown open and Dr. Sherman, Evans and Davis of Kent and Railroad Surgeon Lashell of Meadville began setting broken bones and binding up the wounded. Mrs. A. M. Johnson of Muskegon, Mich., was the most seriously injured and cannot live. Both legs are broken. Following is the complete list of injured:

Mrs. Alice Sedgewick of Parma, Mich., right leg fractured, right thigh and foot burned, left hip dislocated.
Mrs. G. C. Thompson of Montague, Mich., severe injury to back, still unconscious from internal injuries.
Physicians say the injuries of all three will probably prove fatal.

Mrs. Rev. G. A. Buell, compound fracture of left leg, lacerated hip and internal injuries.
Lucille Buell, aged 8, bruised hip and back.
Mrs. Caroline Reed of Richland, Mich., leg broken.
Mrs. Thomas Reicher of Muskegon, Mich., spine and hips injured.
Miss H. Van Anken of McDonald, Mich., right arm broken.
Miss Laura Van Anken, 11 years, both feet injured.
Nellie Stanford of Galesburg, Mich., back and hip injured.
G. C. Thompson of Montague, Mich., wounded on scalp, left shoulder, breast and right arm.
Mary Richard of Muskegon, Mich., legs bruised.
J. D. Hart of Rockford, Ill., right hip bruised, left ankle and right shoulder sprained.
Edward M. Moody, Shelby, Mich., left hip and both legs broken.
Frank M. Caldwell, second division passenger agent of the New York, Pennsylvania and Ohio, scalp wounded and other serious bruises.

Charles E. McKinley, badly bruised by falling through the trestle top to the track, thirty feet; no bones broken.
Miss Edith Sommers of Grand Rapids, Mich., both bones left leg fractured.
Miss Hulda Wescott of Bangor, Mich., bruised back.
Miss Rebecca Clark of Bangor, Mich., hip and back hurt.

CAREING FOR THE DEAD.

The remains of the three dead were taken to Kent and Mrs. Dewey's body was sent to her late home. Coroner Sherman held an inquest this morning. Superintendent Matson, who went from Meadville to investigate the accident, says that the blame rests with the crew of the freight train. They had instructions to wait at Ravenna until the sixth section of the excursion train passed. Conductor Blagott of the freight claims that there were no lights on the fifth section to tell.

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