

BY TELEGRAPH.

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AMERICAN.

CHEYENNE, Feb. 3.—Reports more or less sensational have gone abroad that the present winter has been severe on range cattle, and that the losses in Wyoming have been more than the average of past years. A correspondent has taken some pains to ascertain the fact regarding the matter, and has interviewed a number of gentlemen who are interested in cattle and whose herds range at widely separate portions of Wyoming and Dakota. All reports agree that so far as this Territory and Southern Dakota are concerned, the range cattle business has suffered no unusual loss during the present season. Should the spring be as favorable as the winter has been, the season will close with a remarkable small loss. Up to the present the range cattle have wintered remarkably well. The native stock is in better condition than usual at this season of the year.

BRESLAU, L. I., Feb. 3.—This village and vicinity were thrown into great excitement over the horrible discovery this morning in a house in the backwoods about a mile and a half from this village, of the dead bodies of a man and woman (Germans), whose names have not been ascertained. The house is situated some distance off the main roads. The man's body was in a pool of blood on the floor with his throat cut from ear to ear. The woman was found in a bed room up stairs with her head severed from her body. Both had evidently been dead for five or six days as decomposition had already set in. It is supposed that they were murdered and robbed. There is no clue to the perpetrators of the deed.

SAN FRANCISCO, Feb. 3.—Another murder and suicide occurred to-day. Andrew Fettes shot his wife and then himself. Both died in a few minutes. Mrs. Fettes kept a saloon on Fifth Street. She had separated from her husband. Jealousy was the cause.

HARRISBURG, Feb. 3.—The Senate to-day passed a bill providing for the submission of a prohibition amendment to the State Constitution to a vote of the people.

ROME, Feb. 3.—The Chamber of Deputies discussed the bill submitted by the Government for a credit of 5,000,000 francs for sending reinforcements to the Italian garrison at Massowah. Deputies Mussa and Costa, members of the extreme Left, opposed the policy of the government and urged the recall of the troops from Soudan.

Signor Spaventa, member of the Right, moved a vote of credit without delay and an inquiry into the conduct of the minister.

Afterwards a general discussion closed the excited debate, the extremists demanding that the ministry resign.

The House then adjourned. The ministry feels confident the credit will be voted by a large majority.

PITTSBURG, Feb. 4.—Last night detectives Hoehne and Hulligan, of Cleveland, left here, having in charge Harry McMunn, charged with complicity in the extensive fur robbery in that place, amounting to \$10,000. When the train reached Alliance, Ohio, five men got aboard and when Ravenna was reached made a concerted attack on the detectives with a view of rescuing the prisoner. A desperate fight ensued and one of the detectives, Hulligan, received seven bullet wounds and Hoehne five. Some of the assailants were also wounded. The rescuers succeeded in escaping with McMunn. Both the detectives were sent to Cleveland. They are all living but are not expected to recover.

CINCINNATI, February 4.—The river reached fifty-four feet six inches at 10 this morning and is still rising at the rate of an inch an hour. The apparent deflection to the north of the cold wave increases the possibility of a disastrous flood here. Access to the central depot is now cut off. Freight movements are also seriously endangered, and a little more rise will cut off some of the freight depots. Disastrous floods are reported in Big Sandy, Little Miami and Licking rivers.

WASHINGTON, Feb. 4.—The treasurer admitted to-day that Secretary Manning is to be president and that he (Jordan) is to be vice-president of the Western National bank of New York. The resignations of both officials are in the hands of the President and will be accepted in due time.

WASHINGTON, Feb. 4.—As a result of the conference, lasting all day, on the anti-polygamy bill, the representatives of the two Houses are reported to be slowly approaching an agreement on the measure more nearly resembling the House bill than that passed by the Senate.

PHILADELPHIA, Feb. 4.—Some sensational evidence was presented before the New Jersey Assembly election committee in Camden to-day by the Republicans to prove that the ballot box of Centre township was opened by the Democrats and enough votes changed from Haynes to Surley to insure the election of the latter to the Assembly on the recount.

Wm. C. Chamblay, a locksmith of Philadelphia, testified: "I was sent for to come over to New Jersey to open a box, and went and opened it. It was in last November, and on an awful dark and stormy night. I crossed by the ferry. There was one man with me. When we got across we got in a carriage. I don't know the man. We drove around the corner, then another man got in with a friend who came

across the river with me. We drove up the country a good distance and stopped when we got to the place where the box was. It was a private dwelling. All three got out. I was the last one in. No one else was there. I carried my tools, lock picks, files, screw-drivers, etc., with me. I

OPENED THE BOX.

It was that box (pointing to the Center township box). That is the one I operated upon. It had three locks. I picked it open. There were papers in it, but I didn't see what they were. I unscrewed the locks and made the keys to fit them. Those keys I gave to the men. After I opened the box and made the keys, I was paid \$10 by one of the men. Then I entered the carriage, and was driven to the railroad station and I went home."

On cross-examination by Mr. McDermott, counsel for the Democrats, witness said he had never been arrested, and had never opened but one ballot box before. He thought he was merely doing an ordinary piece of work and had no idea he was committing a crime. Mr. McDermott asked that the witness be detained and Chairman Matthews directed the sergeant-at-arms to take him

INTO CUSTODY.

The Republican counsel objected to what they claimed was an attempt to terrorize the witness.

Ex-Judge Faucaust, Mr. Haynes' counsel, said:

"It is not within the province of this committee to attempt to terrorize a witness. I protest against it in the name of law and justice. If you order him committed to the custody of the sergeant-at-arms, you do so at your peril. I demand his instant release."

By a vote of 3 to 2, the committee sustained Chairman Matthews and the sergeant-at-arms was instructed to take the witness in charge and see that he did not leave the State.

The committee then adjourned till later in the afternoon. The Republicans claim they can sustain Chamblay's evidence by other testimony and that they have discovered details of Democratic conspiracy to change the result in the Third District.

NEW YORK, Feb. 4.—At the headquarters of the Ocean Association to-day it was said that Smith and McNeill, restaurant keepers, had agreed to supply a quantity of provisions for the families of the strikers and that many landlords had agreed not to press them for rent. Supplies were offered also by the butchers and bakers.

The strikers on the pier of the New Haven and Hartford Railroad, East River, were to-day admitted into the union. This makes over four hundred admitted this week.

The caulkers and joiners at work repairing the *Guayandotte*, the old Dominion steamer that was damaged by the explosion of an infernal machine, struck to-day. They had no grievances, but struck out of sympathy with the freight handlers. Their places will be filled to-morrow by non-union men.

THE COOPERS

employed along the piers with the mill-rights, joined the strike to-day.

The painters and mechanics on the Guion line steamer struck to-day.

The Italians who took the places of the strikers at Hudson River depot quit work this afternoon.

The Lehigh Valley Company closed its gates at 3 p.m. The Pennsylvania and Jersey Central and in fact all the other lines along the river front had the same blockade and difficulty in moving freight.

In the course of his reply to a toast at the annual banquet of the Amherst Alumni Association to-night, Rev. Henry Ward Beecher said: "This abomination, the Knights of Labor, is the result of this infernal idea of paternity of government. Because a few men in New Jersey think their employers have wronged them, all this nation is called upon to suffer on the order of this paternal government of the Knights of Labor. This is from want of intelligence."

THE COMMITTEE

of the State Legislature to investigate the coal handler's strike, met to-day and listened to the evidence of a number of strikers. Their evidence was concurrent to the general effect that the top men could earn about \$28 per month and the trimmers about \$10; that trimming is highly injurious to the lungs, necessitating heavy outlays for medicines and causing death in a few years; that the coal companies take from 15 to 25 per cent. out of their wages for collecting money due them from the captains of the boats loaded; that the same deductions is made when the boats loaded belong to the company itself. They consider this an unnecessary charge and asserted the necessity of an advance in wages in order to enable them to support their families.

Boston, Feb. 4.—A meeting of representatives of eleven local assemblies of longshoremen, coal handlers and kindred laborers' organizations, representing in all

OVER 3,500 MEN,

was held to-night in South Boston. Resolutions were adopted endorsing the action of District Assembly 49 for issuing the "no rent" manifesto, and requesting all members of labor organizations who may become involved in the strike to comply with the import of said manifesto; also a resolution calling upon the legislature to petition the General Government to take possession of all mines under the right of

eminent domain and operate them for the good of the people; also calling on all Knights of Labor to refuse to unload vessels known to have been loaded by non-union men.

The Boston longshoremen of Provident Union to-night adopted a resolution endorsing District Assembly No. 49.

SPRINGFIELD, Mass., Feb. 5.—The night express train for Montreal, which left here at 8:15 o'clock last night, ran off the bridge at Woodstock, Va., two miles north of White River Junction, and the sleeping and passenger cars and the bridge were entirely burned. It is reported that there are a large number of persons injured, and the number killed and wounded is also reported to be large. Conductor Sturtevant was fatally injured. The accident occurred probably between one and two o'clock this morning on the Central Vermont road.

SIXTEEN KILLED.

TROY, N. Y., Feb. 5.—It is reported here that sixteen persons were killed by the accident last night on the Vermont Central Railway near White River Junction.

Springfield, Mass., Feb. 5.—The accident to the Montreal express at Woodstock bridge assumes frightful proportions as further particulars are learned. The train was the Boston and Montreal express on the Vermont Central Railroad, with connection at White River Junction with the Montreal express from Springfield, with one sleeping car and one passenger coach, which were attached to the Boston and Montreal train. Frank Wesson, a son of D. B. Wesson, of this city, of the firm of Smith & Wesson, pistol manufacturers, was killed, and it is reported that the loss of life is large.

THE FATALITY INCREASES.

SPRINGFIELD, Mass., Feb. 5.—The train consisted of one sleeping and one passenger coach from here, one Chicago sleeping car connected at White River Junction, one Boston sleeping car, one mail car from Boston, another passenger coach, one baggage and one express car. There are rumors that 50 lives were lost.

FURTHER DETAILS.

Bradford, Vermont, Feb. 5.—The express which left White River Junction bound for Montreal, was filled with passengers. The coaches and two sleeping cars plunged over a bridge sixty feet into the river. Before the engineer or anyone could get to the wreck, the cars had caught fire and burned; the bridge was also burned, and inside of twenty minutes all were destroyed. It is estimated that fifty persons were killed. Henry Tuxbury, of West Randolph, Vt., a well known lecturer, is among those killed. Edward F. Dillon, of Springfield, Vt., was killed. He was a member of the sophomore class at Dartmouth and pitcher for the University nine.

Springfield, Mass., Feb. 5.—Frank L. Wesson, who was killed, was about 35 years of age and leaves a wife and three children. He was a brother-in-law of John W. Lowell, the New York publisher. The latest reports received here state that the number killed reaches 20 and that about as many more were injured.

HORRORS ACCUMULATE.

The rescuers met with another and unexpected obstacle in the heat which had become so intense that they were obliged to relinquish their efforts to save the sufferers and were compelled to retreat to a place of safety for themselves and to become unwilling and horror-stricken witnesses of the awful holocaust. In addition to this and to add to the horror of the suffering passengers, the weather was intensely cold and the heroic rescuers were hindered thereby in their work. No water could be obtained with which to check or extinguish the flames. The ice was several inches thick on the river and there were no appliances at hand to break it.

THE LIST OF KILLED.

so far as learned, is as follows: Edward Bangs, brakeman; F. L. Wesson; S. S. Westcott; Cephas Mills, and E. F. Dillon, nephew of Sidney Dillon, of New York. On the ice below the bridge site are twenty-six charred and unrecognizable bodies. Doubtless many were entirely cremated. The Central Vermont Railroad officials were at the scene at an early hour and are doing everything possible to relieve the sufferers.

CINCINNATI, Feb. 5.—The river at 10 o'clock this morning had reached the stage of fifty-six feet, one inch, which was a rise in the past nine hours of five inches. The diminution in the rate of the rise is encouraging, especially as there is yet no rain, but with a cloudy sky and the thermometer above 32, there is still ground for apprehension of a rise. As it is now it causes serious inconvenience to railroads and to river transportation, besides interfering with many manufacturing on the river front. Every additional foot of the increase magnifies the loss at a much higher rate. Until a rain fall comes, however, the condition will remain hopeful.

NEW YORK, Feb. 5.—The freight blockade on the river front is worse this morning than it was yesterday afternoon. In many instances the truckmen left their wagons in line last night, took the horses to the stable and came back and slept on the trucks, the truckmen having waited all day yesterday and then unbitched their horses and returned home and reported that there was no sign of their being able

to discharge. The merchants saw how useless it was to attempt to ship freight in large quantities.

CHARLESTON, S. C., Feb. 5.—A tug has arrived here from the wreck of the schooner *Fred. W. Chase*, and reports the vessel under water and being lashed by a tremendous sea, which prevents the approach of either of the tugs or life boats. Three of the crew were seen in the rigging. No other persons were visible.

BERLIN, Feb. 5.—Sixty-eight thousand, two hundred men belonging to the infantry and four thousand eight hundred to the jager, or riflemen, regiments of the German reserves, together with such number of non-commissioned officers as the war department shall decide upon, have been summoned to twelve days' service for the purpose of being drilled in the use of the repeating rifle, with which the whole army is being equipped.

SPRINGFIELD, Mass., Feb. 5.—Thirty-nine bodies in all have been taken out of the wreck and only five of this number are in any manner recognizable. It will be impossible to tell how many were on the train, as the conductor had only begun taking up the tickets after leaving here. Many bodies have probably gone into the river and under the ice.

At this hour (midnight) thirty-nine bodies in all have been recovered from the wreck, and there is a probability that a number of other corpses will be found in the wreck or under the ice in the creek. Just how many persons were killed cannot be ascertained while there exists so much uncertainty as to the number on the train. One of the wrecked cars on the ice has not yet been overhauled, and it is thought that at least twenty bodies are in the debris. Should this prove so, it will run the list up

TO OVER SIXTY.

This will not include those who may have been carried into the river through the ice. The latest computation as to the number of persons on the train, places it at over 100. When the last car on the ice is overhauled to-morrow and further identification takes place, a more complete list of the killed will be obtainable. A score of the bodies already recovered are so disfigured by being crushed and burned as to preclude any possibility of being identified. Many of the survivors will probably die of their wounds. Considering the height from which the cars fell and the speed at which the train was running, it is regarded as a mystery that any aboard escaped.

One of the first passengers to escape from the

BURNING WRECK

was Joseph Malghnet, a French-Canadian boy. He was with his father, Dave Malghnet, on their way from Holyoke to their home in Canada. The boy sat three seats behind his father in the third car from the rear. He was dozing in his seat when he felt the car shiver. This motion was kept up for a few seconds and then the car dashed over the bridge upon the ice. By hard work he succeeded in getting out of one of the windows. He at once went in search of his father and discovered him by the light of the burning wreck, just above him, pinned down by a part of the top of the car, which had fallen directly across his chest and legs. The old man was as firmly held as if in a vise. Joseph was the only one who escaped from the car, as he says. He rushed to his father's assistance and spoke words of encouragement to him. The father was very cool and told him to get him out as soon as possible. The boy seized his father and struggled with all his strength to extricate him.

BUT IN VAIN.

The flames were approaching rapidly. "Joseph," said the father, "run and get an axe or saw," but the boy could not find either. "Pull me out, then," said the father, "even if you have to break my legs to do it." Joseph tugged away with all his might, but could not stir his father an inch. With wonderful coolness the father gave himself up to his fate. "It's no use, boy," he said, "there is no hope for me. Remember the dying words of your father. Always be a good boy. Fare well, my son, I will meet you in the other world."

The flames were then so close at hand that the boy could remain no longer. He left his father and got out of reach of the flames and watched his parent slowly burn to death in the debris.

The first to go to the rescue of the passengers generally were Engineer Charles Pierce and his fireman. By the time they reached the

IMPRISONED PASSENGERS

the wreck was all on fire. They hurried to the first coach and discovered Conductor Sturtevant pinned down under the weight of timber. They sprang to his rescue and bravely sought to rescue him. They broke one car window to get at him, but in vain. They tried another with the same result. They hammered away at the frame of a third. This time they got at him. Each got hold of an arm and pulled with all their might, and at last got him out, but not before his legs and body were fearfully burned. His ribs and thigh bones were broken. He was laid out upon the ice and the rescuers hastened to extricate the other unfortunates. They now went to Marie Sadler, of Armstown, province of Quebec. She was pinned down by her legs by heavy broken timbers and was unable to move. The men go

hold of her and pulled with all their strength. At last they got her free, but they broke her ankle in doing so.

SAN FRANCISCO, Feb. 5.—The schooner *Greyhound*, which arrived here from Taniti to-day, brought the news of the wreck and the total loss of the bark *Astracan* on Melbourne Island on the night of December 17th. The *Astracan* was bound for the United Kingdom from Astoria. All the crew were saved. Ten of them arrived here on the *Greyhound*.

NEW YORK, Feb. 6.—The committee of parishoners of St. Stephen's held to consider the matter of the suspension of Rev. Father McGlynn from the priesthood, make public a long report the gist of which is in advocacy of the Henry George land theory. Dr. McGlynn did not violate any canon of the Church of Rome, that he merely followed the teachings of many other Catholic ecclesiasts; that the interference of the church with political opinions must not be submitted to, and that a fund for the support of Dr. McGlynn be raised. The committee divided on the subject of further withholding contributions from St. Stephen's, now that Father Donnelly has gone from it. Six of them favor and six oppose it.

SPRINGFIELD, Ill., Feb. 6.—The city was visited by an earthquake shortly after 4 o'clock this morning. A difference of opinion as to the number of shocks exists; some claim five shocks following each other in rapid succession, while others claim they were but three. The time between the first vibration to the last was from 2 to 20 seconds. The first shock was the most distinct, the ones following diminishing in intensity until the vibrations closed. No damage was done.

St. Louis, Feb. 6.—A slight shock of earthquake was felt in this city between 4 and 4:10 this morning. The movement being barely noticeable, the central portion of the city, but the outskirts and suburbs several persons were awakened by the shock. In the southern parts of the city, pictures moved from the wall, but no damage of any kind is yet reported. Reports from southeastern Illinois, also southern Missouri, state that the shock was also felt in those localities, but seems to have been no more severe than here.

CHICAGO, Feb. 6.—A special to the *News* from Littlefield says an earthquake shock was felt there this morning about four o'clock. The shock was quite severe, causing buildings to vibrate considerably, though damage was reported. At Vandalia similar phenomena were observed.

CHICAGO, Feb. 7.—A special to the *News* from Terre Haute, Ind., says this city was visited this morning by two severe shocks of earthquake which, according to the testimony of those who experienced them were more severe than that of last fall. The shocks came in quick succession and were followed by a heavy rattling sound which awoke the soundest sleepers. The direction seemed to be from southeast to northwest, and the shocks were felt most in the eastern part of this city. Houses were shaken severely, causing window panes to rattle and chandeliers to sway perceptibly.

WHITE RIVER JUNCTION, Vt., Feb. 4.—Probably 8,000 persons visited the scene of the railway accident to-day. The only trains run were for the accommodation of officials and for carrying the wounded and dead, consequently all manner of conveyances were brought into requisition, many teams coming from a distance of 40 to 50 miles and centering here in large processions. Seven or eight bodies were to-day identified by friends, and many heart-rending scenes were witnessed. It is utterly impossible to identify more than ten or twelve of those recovered, the clothing being entirely destroyed and the bodies disfigured.

BURNED TO A CRISP.

Conductor Sturtevant died to-day at his body was taken to his home in special train. Mr. Tewksbury, of Randolph, whose leg and arm were broken, was taken home last night by special train and is reported as doing well. The work of recovering the wreckage and bodies has been pushed vigorously all day. The ruins have been minutely searched and probably all recovered that can be. The iron work of the cars has all been pulled over and cleared away. The total number of bodies recovered to-day is five—two women and four men. Drs. Gruntz and Bingham, of Burlington, have already thoroughly examined the charred remains of victims thus far recovered for the purpose of ascertaining the number; they report it to be 27 to 30, merrily, which with five found to-day makes 32 recovered thus far. This

STATEMENT IS VERIFIED

by Lieutenant-Governor Fuller. Fuller is doing everything in his power for all the sufferers. He has been instrumental in establishing a bureau of information. All collected communications regarding passengers should be addressed to Henry E. Tinker, station agent, White River Junction, Vt. Mr. Fuller also endorses the statement that from the information obtainable at present from connecting road ticket agents and survivors of the disaster, it is believed the total number of souls on board the ill-fated train, including train men, was 81; of these 32 were counted for as above, 35 are in care of surgeons, one died to-day and one left on the same train with the wreckage, leaving only four unaccounted for. It is understood there were