

MARK MURPHY'S LAST RUN.

BY WM. T. SHAFFER,

(Editor of the Uinta Chieftain.)

The express train was late in arriving;
The tempest had held it back;
The wind was howling and driving
And packing snow on the track.

Shades of the night were gathering;
And the storm rose wild ahead;
When "All aboard," came the warning,
"The C. P. is waiting," 'twas said.

Then Mark Murphy stepped to his station
In the cab of the engine—his wife,
And the drivers responded in motion,
As he opened the throttle valve wide.

Serene at his old post of duty,
To which he was always so true,
His heart bore a reflex of beauty,
Of loved ones, waiting he knew.

Thro' the cautions soon he would pass,
And the light of his home would see;
The wife of his bosom caress—
With children share greetings of glee.

As the train moved out of the station,
It gathered steam very fast;
The wheels made rapid rotation,
As out of the village it passed.

Men watched from the hotel veranda,
Till the view was lost in the storm;
Then the dining-hall being quite handy,
Went in where 'twas cozy and warm.

A feeling of peace and contentment
Stole o'er us by the fire's ruddy light;
And none of us there had presentiment
Of the horror just out in the night.

But who is it comes up the railway?
With a lantern he hurries along;
Now he stops in the hall-way;
Surely, there's something gone wrong.

What is the story he's telling
That makes the men hold their breath?
Wherever he speaks, all the laughing
Is changed to the stillness of death.

The train is wrecked at the junction,
Only a mile or two down.
The cars are piled up in confusion,
We're needing help from the town.

Out in the storm and the dark,
Men ran to the Almy switch;
We were thinking of Engineer Mark,
And hoped he was not "in the ditch."

Our hope was of briefest duration,
And soon turned dark, like the night;
As we made our hurried notation
By the aid of a lantern's dim light.

There lay the broken switch bar;
The engine had gone down the bank;
Also the baggage and mail car,
And underneath these lay the tank.

The engineer, Mark, was missing;
He did not respond to our call;
The snow on the fire-box was missing,
And the storm hovered o'er like a pall.

We had no need to search farther—
And the glimmer of hope all sank,
As we found the remains of our brother
Resting peacefully under the tank.

Oh! merciful God, why is this?
You have taken the best of all.
The question was answered in stillness,
Yet clear as a conscience call.

The answer that came, with our pardon,
Was warm with the purest of love:
"We gather our own from the garden;
There's a place for good men above."

Evanston, Wyoming, Feb. 11th, 1887.

GENERAL NEWS.

ST. LOUIS, March 14.—The *Republican* this morning says the railway official whose connection with the New York and Boston end of certain trans-Mississippi roads gives him a most excellent opportunity to know what is going on behind the curtain, said last night that no one need be surprised if, when the smoke of the Baltimore & Ohio deal cleared away, the Atchison, Topeka & Santa Fe is found to be the owner. He said it was no secret that the Atchison used its influence in Garrett's favor when the Arthur Killbridge bill was pending and that the success of that measure was due largely to the Atchison's efforts. It was asserted by this gentleman that negotiations have been pending between the Atchison & Baltimore officials for more than six months and that the hitch in the deal last week was wholly due to the Gould party who wanted to defeat it because the Missouri Pacific did not like the idea of its most powerful and

ENERGETIC RIVAL

controlling a continuous line of road from ocean to ocean. The Atchison's plan was, it seems, to secure the Baltimore & Ohio through the Richmond Terminal Company, so it could perfect its plans for reaching Staten Island under cover, but uncovering the scheme will not defeat the original purpose. Contractors are pledged to have the Chicago extension of the Atchison completed by 1888, and the work of Arthur Killbridge will be begun this spring and the structure completed before the year is out. This would leave a link between Philadelphia and the bridge to cover, which could very

easily be done by the time the Chicago is reached from the west, when Atchison would have a continuous line of its own between San Francisco and New York, much shorter than any other transcontinental route.

LONDON, March 14.—The service in the Russian chapel was crowded with diplomats in full uniform, conspicuous above all being the members of the Russian embassy, who were congratulated by all present that the rumor of the attempt on the life of the Czar was unfounded.

PHILADELPHIA, March 13.—The wages of the employees of the Philadelphia & Reading Railroad were increased from 8 to 15 per cent. The increase begins to-day and will affect about 500 men exclusive of those at Port Richmond and the freight and coal handlers at the depots. This action of the company is the result of a conference which was held Saturday between the arbitration board. It is represented and the general superintendent understood that a similar advance in wages be granted employees at other points along the road.

BOSTON, March 14.—Hon. Ebon F. Pillsbury, died at his residence at Melrose last night. He has been in poor health for some time.

SOFIA, March 14.—Karaveloff, Tzanov and Nikiforoff, who were arrested for conspiracy in the revolt, have been released on bail.

LONDON, March 14.—The report printed by the *Standard* that an unsuccessful attempt to assassinate the Czar of Russia had been made, is utterly discredited by De Staal, the Russian ambassador here. In an interview this morning, the ambassador said he had received no telegram in relation to such an attempt and this was sufficient evidence to convince him that the report was unfounded. "If it were true, he would have received a dispatch long ago." The *Standard*, commenting on the reported attempt on the Czar's life, says that such an event might be sufficient to turn the scale in the direction of war; from this point of view the outrage is of the gravest possible insignificance.

LONDON, March 14.—In the Commons this afternoon Ferguson, parliamentary secretary to the foreign office, stated that the government had been informed that some persons with explosives in their possession had been arrested in St. Petersburg yesterday, on the route which the Czar was to have taken to attend the service which was to have been performed in commemoration of the late Czar, it being the anniversary of his death. Sir James Ferguson said he was glad to be able to announce that no attack was made on the Czar.

Dispatches from Frankfurt, Berlin and Vienna say the bourses at those places were weak to-day in consequence of the rumors that an attempt had been made to kill the Czar.

The Berlin correspondent of the *London Times* has received a cipher telegram announcing the failure of an attempt to kill both the Czar and Czarina with dynamite bombs. The *Berliner Tageblatt* has received a similar dispatch which adds that the leader of the plot has been arrested and imprisoned in the fortress of Peter and Paul.

LONDON, March 14.—Gladstone, replying to the request of a number of his adherents for information as to the concessions offered to the unionists, declined to enter into details, but says the liberals may rely upon his firm adherence to the principles and basis of his home rule policy. The radical unionists attribute the failure of the conference negotiations to Gladstone's decision to abide by Parnell's demands. There are articles which many believe tend to show that Sir William Vernon Harcourt misled Chamberlain and Sir George O. Trevelyan causing them to believe that Gladstone accepted Chamberlain's proposals. It is thought probable that Gladstone was on the point of assenting when he was warned that such a step would result in a Parnellite revolt. Since the breaking off of the negotiations the demands of the unionists have grown. As formulated they comprise the

FOLLOWING ESSENTIALS:

That Ireland be represented in the Imperial Parliament; that Ulster be separated from the jurisdiction of the Dublin Parliament; that the Irish Parliament be subordinate and not coordinate with the imperial body; that the subordinate powers of the Irish Parliament be strictly defined and limited; that the maintenance of law and order remain under the control of the imperial authority; that Gladstone's financial proposals be abandoned; that his proposition that the Irish Parliament be composed of two orders be abandoned; that the British credit be not pledged for the benefit of Irish landlords. The Parnellites and Gladstonians scout those demands as unworthy of consideration.

Gladstone has been asked to explicitly define his position and to state upon what terms reunion is possible.

GLASGOW, March 14.—The Lanarkshire miners have resumed work, the masters yielding the six pence advance in wages demanded by the men. The agitation is ended.

TANGIER, March 14.—The Sultan of Morocco has prohibited the sale or purchase of intoxicants of all kinds, and has abolished the state tobacco monopoly. The Moorish tobacco and snuff shops have been closed. Large quantities of leaf tobacco were publicly burned by the Sultan's order. Several

Moors have been stripped and flogged through the streets for smoking in defiance of the Sultan's order. The populace of Morocco can see no sense in the Sultan's commands and are angry at his interference with their habits, as these prohibitions are enforced only against the poor.

PITTSBURG, March 14.—Since the death of Captain Eads was announced there has been considerable speculation as to whether the great ship railway of which he was the projector, will be completed. Pittsburg parties interested express the opinion that the project will be carried out. The engineers in charge, Colonels Andrews and Corbitt, are thoroughly competent to complete the work and all that is needed are charters from the United States and the Mexican governments. Sufficient stock has been subscribed to almost complete the work, independent of the appropriations which have heretofore been requested. The bill before the last Congress did not ask for an appropriation, but simply asked that a charter be granted. The Mexican government will be requested to grant the company a charter. The stockholders are confident that the request will be promptly honored, and the great Tehuantepec Canal project will be completed.

HELENA, Mont., March 14.—Owing to the heavy washouts on the Northern Pacific Railroad both east and west of this city, there have been no mails or trains arriving since last Thursday night until this afternoon, when one arrived from Portland. The delayed trains from St. Paul are expected tomorrow or next day. It will be several days before the trains can pass over the Montana Union between this place and Butte.

Marcus Sealy, in charge of the immense smelters at Anaconda, has withdrawn a large force to aid in repairing the railroad, so the smelters will not have to shut down.

The members of the legislature, which adjourned Thursday night, are unable to leave to-day.

DENVER, March 14.—Nathan Falk, traveling salesman, was this morning arraigned before Justice Sayles charged with the larceny of 3,000 cigars and held in \$500 bonds to appear before the grand jury. After the decision was pronounced, the prisoner, in company of Constable Levy, started to the Chamber of Commerce library for the purpose of procuring the security. The pair ascended the stairway to the third story, when Falk turned around suddenly, said "Good bye, Levy," threw himself over the banister and fell to the basement floor seventy feet below.

In the terrible flight he struck the balustrades of the lower landings, from which he was thrown head first upon the stair post in the basement. The scalp was completely torn from the left side of his head and his skull was fractured, from which a portion of the brain protruded. Besides this no bones were broken, but he was injured internally and cannot recover.

DENVER, March 14.—Joseph Pratt, a livery stable keeper, had a difficulty in his stable yesterday morning with George Curtis over the ownership of a bayrack, which Curtis was driving away with and upon which Pratt claimed he had a mortgage. As the driver undertook to start the horses, Pratt seized the reins of one of the horses' heads. The team started forward suddenly and Pratt was struck by the rack and thrown backwards into a well and drowned before fished out. Curtis has been held to await an investigation by the coroner.

NEW YORK, March 14.—The New York Central Railroad Company has begun to take steps to do without lamps in their cars, and so lessen the danger of fires. At the Grand Central depot to-night an electric company gave an exhibition of lighting cars by incandescent lamps, with the aid of storage batteries. A drawing-room car was fitted up with twenty-four lamps and the batteries stored to run two days.

LONDON, March 14.—News has been received from Emin Bey to the effect that in November last he went to Uganda, and that King Awaraga refused to permit him to go through the country. Then Emin Bey tried to effect a passage out through Karagum, on the western shore of Lake Victoria Nyanza. In this he failed also. He then returned to Madella, leaving a detachment of soldiers at Unyaro, under the command of Casati, his sole European companion.

NEW ORLEANS, March 14.—A special to the *Picayune* from Lake Providence, La., says: About 9 o'clock this morning full sixty feet of the bank in front of the Elton plantation sank gradually down into the river, carrying with it the Elton store and most of its contents. The caving was complete within one hour and but a few of the plantation supplies were saved. Mr. Robinson, lessee, has lost a large amount of supplies. The furniture and valuable effects belonging to General McMillan, stored in the building, were also lost. The water over the bank is fully two feet deep, and there is constant apprehension that the levee might drop in at any point and cause a disastrous overflow. The police jury has summoned 500 additional hands to build a run round if found necessary.

BOSTON, March 14.—All day a large corps of surgeons has been at work attending to the injured, who are more numerous than was at first reported, it being now estimated that nearly thirty persons received severe wounds. Of these it is said a number will probably die. A curious feature of the disaster is found in the fact that the bridge went down with the wreck. Not a scrap of iron remains attached to the

abutments and but for the chasm and awful wreck beneath there was nothing to indicate that the bridge had once spanned the river. The wreck of the bridge lay under the debris of the train, almost completely shut out from view. Lying by the side of one of the splintered cars was one of the main

IRON GIRDERS

of the bridge, which showed a clean, new fracture through its entire breadth. This girder was composed of two parallel plates of heavy wrought iron, and bolted together. The opinion is generally expressed by those who have personally inspected the wreck, that the breaking of this girder was the immediate cause of the disaster, but there is much doubt as to the cause of the breaking of the girder. It is stated by some that there was a jarring and bumping sensation just previous to the crash, which gives color to the statement that the fourth car, the first to go through the bridge, was derailed, and thrown from its trucks to the ties on the bridge.

WITH SUCH FURY

as to cause its heavy iron supports to give way. At the point where the parallel pieces of iron were bolted together, there was found a fracture in the iron, part of which was rusted, and indicated an old flaw, while other portions showed a clean fracture. This might, in the opinion of some persons, indicate that the old flaw had weakened the truss of the bridge to such an extent that when the full weight of the train came upon the bridge it caused the remaining section of the truss to give way, thus allowing the entire structure to fall. Another fact bearing upon the cause of the disaster is the condition of the cars which went overboard with scarcely less damage than was inflicted upon the cars that went through to the highway.

THE FIRST SIGN

of violence is upon the woodwork of the second truck of the first car of the train. A very violent blow from underneath, as before mentioned, fractured the very heavy 4 and 10-inch oak timber in the frame of the truck midway between the rails and the two axles. The blow was so heavy that it lifted the truck from the track and derailed the car.

Engineer White says that when going across the bridge he felt a shock, which he thought might have been caused by a broken axle. This, however could not possibly have been the first cause of the accident, for the trucks of the first two cars are in good condition, except in regard to the fractured oak timber mentioned above. The only remaining

POSSIBLE CAUSE

of the accident is a broken rail, and it is doubtful, as before stated, whether an investigation into this point could result satisfactorily, for there are many pieces of broken and twisted rails scattered up in the wreck. The probable cause of the smashing up of the three cars nearest the engine, which remained on top of the embankment, is that they must have jumped the track when the rear cars went through the bridge.

The Bussy bridge was built fifteen years ago, and during the past ten years has been repaired three times. Workmen have been busily engaged all day in removing the debris from the street and from the embankment. The wreck is so complete that no attempt was made to save any portion of the train.

ADDITIONAL EVIDENCES

were found of the terrible nature of the disaster, at a late hour, as the work of removing the wreck progressed. In some places there were fragments of flesh and pieces of clothing which had belonged to some victim whose remains had been previously cremated. There was blood over everything. Most of the pieces of clothing found were from the garments of women, and the fatality among them will be proportionately greater. In one place the bodies of seven were taken out, all of them horribly mangled. A pitiful sight was that of two girls with their arms around each other, clinging together in the embrace of death.

In many instances axes and crowbars were necessary in order to

FREE PERSONS

who were plucked in the wreck. In two cases it was necessary to cut bodies in two in order to get them out. They were already crushed out of any resemblance to human shape, and so thoroughly wedged in that they could be removed in no other way. An old lady was taken from the car uninjured, with her clothing torn to shreds. She saw one woman dying in a seat, while another woman had her head pillowed on the dying woman's breast. The headless trunk of a woman was found lying across the timber on the street under the bridge, with one arm completely gone and the lower limbs all

CUT AND MANGLED.

The head was found among the tangled iron and fragments of the car a few feet away. One man was seen to walk from the wreck in the direction of Roslindale, after the wreck, and when he had gone a dozen yards he fell dead, either from excitement or internal injuries. Everybody seemed to be dazed and could not realize what had occurred.

Daniel Roundy, of Roslindale, had a most remarkable experience. He was in the smoking car playing cards with Ed. Snow, Harry Gay and Sergeant

Laller. The crash came and the next thing he knew he was in a muddy stream uninjured and holding in his hand the queen of diamonds, which was covered with blood. His three companions had all been killed.

LIST OF THE KILLED.

The following is the revised list of the killed and those who have died of their injuries:

Conductor M. Tilden, of Dedham.
Alice Burnett, Roslindale.
Wm. Johnson, Roslindale.
Mrs. H. Cardinal, Roslindale.
Mr. Clapp, Central Station, West Roxbury.
Miss Norris, West Roxbury.
Edward Snow, West Roxbury.
Waldo B. Lallier, West Roxbury.
Lizzie Mandeville, Dedham.
Lizzie Walton, Dedham.
Wm. S. Strong (died after removal to the hospital).
Wm. H. Durham, Roslindale.
Stephen Toughton, Roslindale.
Harry Gay, Boston.
Miss Odiorde, Dover, N. H.
Ida Adams, Boston.
Lizzie H. Price, Dedham.
Miss Sarah E. Ellis, Medfield.
An unknown woman, about 30 years of age.
Albert E. Johnson, Boston.
Peter S. Warren, Central Station.
Emma P. Hill, Boston.
Hattie J. Dudley, residence unknown.
Laura Price, West Roxbury.
H. Welch, West Roxbury.

THE FATALLY INJURED

are: Joseph Metcalf, West Roxbury; W. F. Bowman, engineer, Dedham; Henry P. Barnshaw (possibly), West Roxbury; Alice Adams, Roslindale; C. W. Hayes, Roslindale; Mary Murphy, Roslindale; John Murphy (possibly), Roslindale; W. W. Smith, brakeman, West Roxbury; Webster Drake, conductor, Dedham.

It is impossible to obtain an absolutely correct account of the number injured, but it will reach one hundred or more. Of these at least twenty-five are badly hurt and the remainder received only slight bruises.

Albert E. Johnson was seriously injured but is not dead. The unknown woman at Grave Street morgue has been identified as Rosabella Welsh. The others who were more or less injured in to-day's railroad accident, as far as can be ascertained, number one hundred and fourteen.

BOSTON, March 15.—The revised list of the injured in the railroad accident yesterday shows that 114 were wounded.

ST. PETERSBURG, March 15.—The Imperial court yesterday attended the funeral service before the late Czar's tomb in the cathedral of St. Peter and St. Paul. Services were held in all the churches and at the shrine over the spot where the Czar was interred. In the evening the city was illuminated in honor of Alexander III, and all theatres, grogshops and other places of resort of the people were closed.

PARIS, March 15.—A large number of intimate friends of Count de Lersseps met him at the railway station on his return from Berlin last night. In an interview he expressed the greatest pleasure at the kind reception accorded him by everybody in Berlin. As a result of the conversation he had with Emperor William and Bismarck, he said he could affirm that there would be no war. The Emperor told him on Sunday that Germany would never attack France. The Empress asked him to leave his plan of the Panama Canal with her. Prince Bismarck spoke highly of Derbette, the French ambassador to Berlin, who, the Prince says, is making himself liked by everyone.

NEW YORK, March 15.—Albert Parr, 16 years old, a messenger boy employed by the Wall Street firm of Obrigg & Winter, was seized with a desire to become a tramp a few days ago; accordingly, when he was sent to the bank Monday with \$296.50 in checks and some cash to deposit, he did not go to the bank, but started out on his travels. He got as far as Williamsburg, when he met some tramps of the real kind; they soon spent all the cash Parr had and then discovered they could not cash the checks. The boy, accordingly tore them into small pieces and threw them away. He and his companions have been arrested and the Wall Street firm is trying to get duplicates of the checks.

NEW YORK, March 15.—Secretary Daniel Manning sailed for Europe on the steamer *Arizona* this morning. He was accompanied by his wife and daughter. Manning said the journey was taken in the hope that the tonic of sea air would benefit his health. He was feeling strong, and the cold he caught in Washington had almost entirely left him. His old complaint had not troubled him for six months. C. N. Jordan sailed on the steamer.

PHILADELPHIA, March 15.—Representatives from nearly every state in the Union participated in the deliberations of the United States Veterinary Medical Association here to-day. The subject of pleuro-pneumonia was discussed at length, and the views of the association were embodied in the following:

Resolved, That this association is convinced that inoculation for contagious pleuro-pneumonia is inapplicable and should not be allowed in the United States; that no animal should be placed in infected stables until a thorough disinfection has taken place, and that all animals exposed to or having the disease, shall be destroyed.

ST. PETERSBURG, March 15.—The *Official Messenger* publishes the following statement: "The Czar and family attended requiem services in memory