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GENERAL NEWS.

Latest Details of the Great Railway Horrors.

AND ANOTHER IS REPORTED.

A Batch of Advices from Washington.

STEWART CHOSEN IN NEVADA.

Several Other Dispatches from Various Points.

By Telegraph to the NEWS.]

Further Details of the Railway Horrors.

CLEVELAND, Jan. 4.—A special dispatch to the *Leader* from Tiffin, Ohio, gives the following graphic account of the collision: One of the most horrible and heart-rending accidents ever chronicled occurred near Republic, about eight miles east of here, at 2 o'clock this morning. At 1 o'clock an east-bound freight train, in charge of Conductor Fletcher, pulled out of this city, having received orders to side-track at Scipio Switch, to allow the east-bound express to pass. After the passenger train had gone, the conductor being without special orders, exercised his own judgment and determined that inasmuch as he had half an hour to make the switch at Republic, a little less than five miles distant, before the arrival of the fast express from the east, due at that point at 2 o'clock, he pulled out. The night was

BITTER COLD

and much difficulty was experienced in keeping up steam in the engine. Finally at a point half a mile west of Republic the train came to a standstill, being unable to move further. Just here was made the horrible mistake which resulted in the loss of many lives and the destruction of thousands of dollars worth of property. Although the conductor must have known that he was encroaching dangerously near the time of the express, he did not send out a signal until after his train had come to a standstill and he found it impossible to move further. He then started forward with a lantern himself. At this point there is a sharp curve, and Conductor Fletcher had not proceeded more than the length of twenty cars, when he saw the headlight of the approaching express rounding the curve not more than 40 rods distant, and running at lightning speed 60 miles per hour.

HORROR STRICKEN

with the knowledge that the frightful accident could not be averted, he flashed his light in the face of Engineer Lem Eastman. The latter at the same moment saw the lights of the freight engine, and giving a wild shriek of the whistle for brakes, he reversed his engine and jumped for his life, crashing through the window of the cab carrying the glass and sash with him and alighted in a heavy snow drift. He escaped serious injury his hurts being confined to a slight wound upon the knee. As he realized the danger he called to his fireman, William Fredericks, to save himself. The latter was engaged in stoking the fire and raised up and hesitated a moment to glance forward as if to estimate the danger. This was fatal, as at that instant

THE CRASH CAME

and poor Fredericks was pinned and crushed by a mass of wreck. The effect of the collision can be better imagined than described. The engines of the two trains reared in the air like a pair of infuriated monsters and then settled down upon the track driving into each other until the cylinders touched. The force of the impact jammed the baggage car into the tender of the first train, the express car into the baggage and the smoker into the express. In less than five minutes from the moment of the collision and before any organized effort at rescue could be made, the fire caused by the overturned stoves communicated to the woodwork and the flames leaped high in the air, their roar mingling with the cries of anguish of the imprisoned victims, to whom death was coming in its most terrible form. The train men and uninjured passengers were powerless and could do nothing to

RESCUE THE SUFFERERS.

The express train was in charge of Conductor Tom Haskell, Engineer Lem Eastman and Fireman Wm. Fredericks, with engine No. 726, a mail and baggage car, express, smoker, coach and two sleepers.

The freight train was in charge of Conductor Fletcher, Engineer Kreer and Fireman W. J. Culbertson, and consisted of engine No. 925 and sixteen loaded and a few empty gondolas. The smoker contained from twelve to fifteen passengers, none of whom were immigrants. Three men escaped alive, but their names were not learned. Baggage-master W. F. Gates, of Newark, was the only man in his car, and he was hurt in both legs, the left leg being cut in several places, and splinters of a rod had been run into his right foot. C. P. Bradley, of Wasington, D. C., was found hanging from the window of the smoker, but his legs were fast and he could not be removed. There he remained until he was

BURNED TO DEATH,

and his charred remains fell to the ground a black and shapeless mass. He was conscious and gave his address to the bystanders, and also said he was an officer of the Knights of Labor organization. He gave his watch and other valuables he could get from his pockets to Conductor Fletcher, of the freight train.

Joseph Postlethwaite, aged 57, and his sons Spencer, aged 18, and Henry, aged 11, were sitting in the same seat in the smoker, and their charred remains were found in the ruins. With Postlethwaite were his wife, two boys, a 7-year-old girl by a former wife, a little boy of 5 and a baby girl of 2 years. He had sold their farm of 180 acres in Wetzell County, West Virginia, and was moving to Chillicothe, Missouri, near where Postlethwaite had a brother living, and where he could make his future home. He had about $500 in cash, a check for $600 and several notes in his possession, and these were burned with his body, leaving the poor widow

WITH THREE CHILDREN,

no clothing except what she wore, and 50 cents in money. Her husband and two boys had left her but a few moments before and gone from the coach to the smoker. Postlethwaite, as a half-melted medal found in the wreck indicated, was a soldier in the Union ranks in the late war, being a member of Company A, Seventeenth Regiment, West Virginia Volunteer Infantry.

William Fredericks, the fireman of the express, was caught between the tender and engine and lived for two hours, but it was found impossible to effect his release. His mother is a widow and lives in Washington, D. C. He was a member of the Brotherhood of Firemen, which organization took charge of his remains, which were removed to Chamberlain's undertaking establishment and prepared for burial. His face is ghastly depicted the agony of the sufferings before death came to his relief. M. H. Parks, whose address could not be learned, was also

BURNED TO DEATH

and burned to death, after handing his money, letters and cards to one of the railroad employes. His body was consumed, as were those of several others whose names are not known and perhaps will never be.

When your reporter reached the scene of the holocaust at 6 o'clock today, the ruins of the baggage car, express, smoker and coach were still burning, and scores of hands were endeavoring to clear the track. Here and there could be seen pieces of blood and pieces of half-burned and frozen human flesh, and workmen were still finding portions of bodies in the burning wreck. All the mail, express and baggage were burned, including large sums of money. The scene at Chamberlain's establishment was one calculated to make the stoutest heart quail.

NINE SHAPELESS TRUNKS

of human beings were stretched out in a row, like so many charred logs. There were Postlethwait and two sons side by side, and seven others, none of whom could be recognized, and near them a mass of flesh and bones that may have been parts of bodies of different people.

At the depot was found Wm. F. Smith, of Waynesborough, Pennsylvania, who was a passenger in the coach next to the sleeper. He was sitting in the front part of the car, and when the collision occurred he was thrown violently against the front door of the car, but was not injured in the least. He said he did not think there had been a collision, but that the train had run off the track. He helped the ladies in the car gather up their wraps, and said when he went back to his seat to get his hat he noticed the smoker in flames and saw an immigrant jump from the car through the roof and a

WALL OF FLAMES.

He said no one in the coach was hurt seriously. One man had his hand burned slightly by falling against the stove. After getting out of the car he helped to uncouple the two sleepers and push them down the track so they would not be burned. He then picked up Postlethwaite's little girl, who was wandering around in the snow, and carried her to the depot at Republic. W. S. Price, baggage master, was burned to a crisp. His home is in Wheeling. There were, no doubt, many more perished in the wreck, as the number of persons who escaped and whose remains were recovered is not equal to the number reported in the car. The number actually lost may never be known. A number of watches were found in the wreck, and one of them is described as follows: Open face, marked I. W & Co. on barrel bridge, three ounce case, jewel mounted, Springfield movement, case number 223,099.

Cincinnati, O., Jan. 4.—The *Commercial Gazette's* Tiffin, Ohio, special reports a diversity of opinion regarding

THE REAL CAUSE

of the accident. The reports agree that there was carelessness on the part of the railroad employes, but whether the blame should be attached to the freight or passenger crew is a matter of conjecture. A thorough investigation will be made. Coroners have taken charge of the dead.

The *Commercial's* correspondent gives 27 as the number who were killed, and says that out of 15 passengers in the smoker not one escaped.

Chicago, Jan. 4.—The B. & O. long-delayed wrecking train did not arrive at the depot here until 12:30 this morning. One of the first men to be helped off was Harry C. Forrester, of Chicago. His head was bandaged and his left arm was broken. No sooner had he alighted from the coach than a burly railroader grabbed him. The wounded man was hustled into the baggage room and left there, while the railroad man

STORMED AT THE REPORTERS

and yelled at Forrester not to say anything to them. Forrester nearly fainted from exhaustion, but at a late hour was taken away. He escaped almost miraculously from the wreck, being one of the four men who was not killed in the smoking car.

Fred Betzold, a lumber dealer at Rushville, Nebraska, was another of the four men who escaped from the fatal smoking car. Betzold found his legs fastened between two seats. By the greatest exertions he dragged them out and crawled from the car. A passenger who was unable to free himself, seized Betzold, and nearly prevented his escape. Betzold could do nothing for the imprisoned man, who sank back and was burned to death.

THE B. & A. DISASTER.

SPRINGFIELD, Mass., Jan. 4.—Mittineague station was the scene of the frightful railroad accident at an early hour this morning. "The Modoc," a train from Albany, approached the depot an hour behind time and running at the rate of about thirty-five miles per hour. When within a few rods of the depot five of the six cars in the train were thrown from the track by a broken wheel under the baggage car. The train consisted of the engine, an express car, a baggage car, smoking car, day coach and two sleepers. The engine and express car kept on the main track, but the baggage car was thrown against the engine of the local west-bound freight train, which had just pulled in and was standing on the west-bound main track. The freight engine was thrown on its side and completely wrecked. The baggage car, smoking car and day coach immediately took fire and were consumed. When the cars could be searched, the charred remains of a man

BURNED TO A CRISP

were found, the only means of identifying him being the letters "U. S." on his cap. An hour later half of the mutilated corpse of Mr. Jenks of Ludlow was found. The loss of life would have been much larger if the sleeping cars had not escaped.

An unknown body is believe to be that of a soldier who was on the train and who has not been seen since. The following is the list of the injured.

Charles S. Eckard, printer, of Westfield, probably fatally injured.

Mrs. Jane Jenks, of Troy, badly bruised.

Mrs. F. M. Chandler, of Troy, severe sprains and injured ankle.

Marcus Smith, of Springfield, cut about the legs and fingers.

James B. Cahls, of Syracuse, bruised and badly cut about the knees.

Francis F. Thompson, of Campello, Massachusetts, hurt about the hips.

T. and Emiline Dwyer, of Honolulu, badly bruised and cut.

Mary Surine, of Honolulu, flesh wound on the side of the face.

E. A. S. Whitford, of Providence, badly bruised.

Mrs. Whitford, bruised.

Leslie Worden, of Springfield, terribly cut about the legs.

John Sanders, of West Springfield, cut on the forehead and cheeks, and shoulder dislocated.

Conductor G. A. Chapin, bruised on the head and face.

E. Rawson, of Mount Hope, Kansas, cut on the right leg and ankle dislocated.

Charles H. Clark, colored, of Windsor Locks, Conn., cut and bruised.

Charles Van Wyck, of Lockport, N. Y., teeth knocked out and scalp torn.

P. J. O'Reilly, of Ashford, P. Q., bruised.

Dexter Drury, of Framingham, bruised.

Mrs. Jenks and daughter, and Mrs. Chandler of Troy, were on their way to Ludlow, with the body of Mr. Jenks, which was burned. The through Chicago, and other Western mail for all New England points, (five pouches) were entirely destroyed. All the Westfield and Pittsfield mail and Albany letter mail was also destroyed. There were about eighty sacks of newspapers, and all but seven of them were burned.

AND STILL ANOTHER.

CHICAGO, Jan. 4.—The *Inter-Ocean's* Oconomowoc, Wis., special says: The east bound passenger train which arrives at Pewaukee at 6 o'clock, when passing the mammoth ice house which borders Pewaukee Lake, ran into a sleigh load of ice laborers and instantly killed three and fatally injured several others. The men were returning home to supper and did not hear the approaching train.

Washington Words.

WASHINGTON, Jan. 4.—The Secretary of the Treasury to-day transmitted to the House a communication from the Director of the Mint bearing on the issue and redemption of minor coin. The Director says that the experience last year has shown conclusively that minor coins may accumulate in the Treasury and sub-Treasuries of the United States, at present the only agencies for the redemption of minor coin, while at the same time there may exist a pressing demand for the same class of coin in parts of the United States remote from the Treasury and its branches. Again, he says: There may be an accumulation at the Treasury or at certain sub-Treasuries, while at the same time there may exist a demand at the commercial centres even where certain other sub-Treasuries are located; yet no specific appropriation is available for the transfer from one sub-Treasury to another of the minor coin found to be in excess of the demand at the locality where any such excess may happen. The Director adds that part of the demand for

MINOR COIN

(which has arisen to an unprecedented extent during the latter part of the past year) is at least unreasonable, it having appeared that in the exercise of a preference for coin, applications to the Philadelphia Mint for large sums of minor coin have been made from various cities where an accumulation was reported at the Sub-Treasury. To facilitate the transfer of coin and its recoinage and cleaning for reissue, certain amendments to the Revised Statutes are suggested, conferring on the Secretary of the Treasury authority to transfer coin from the Treasury to the Mint, and allowing him to retain from the balance of the minor coinage profit fund, which is now covered into the Treasury, a sum not exceeding $25,000 in any one year, to defray the expenses of distribution.

The *Evening Star* says: "Though the announcement has not been formally made, it is known that

COX, OF NEW YORK,

is to be appointed to fill the vacancy on the ways and means committee caused by Mr. Hewitt's retirement. He is expected to be a very active member of the committee, of which he may be chairman in the Fiftieth Congress. It is reported that he intends to take an aggressive part in trying to bring about a reduction of revenue this session. In this it is thought that he will act in accord with the Administration, as he is closer to the President than are any of the members of the committee. It is said that he has an idea of bringing about a compromise by which enough votes can be had to take up the consideration of the tariff question. He and Mills, of Texas, will be rival candidates for the ways and means chairmanship in the Fiftieth Congress, and the result will indicate whether it is the disposition of the party to adopt a bold and aggressive tariff policy, or one more conciliatory. If Cox fails to show a

PRETTY GOOD HAND

during the two months he will be on the committee this session, Mr. Mills will probably be before him in the Fiftieth Congress, if Carlisle is re-elected Speaker, as no one seems to doubt he will be. In the event of an extra session, and there is a pretty general impression now that one may be called, the appointment of a successor to Mr. Morrison is not to be made. The organization of the next House and the formation of its policy may begin very soon after the session ends."

The *Star* to night also says: "Senator Brown, of Georgia, will arrive in this city to-night or to morrow morning. A reporter was assured to-day by a party competent to speak on the subject that Senator Brown, if he resigns at all, will not do so until the meeting of the Georgia Legislature next summer. The reporter's informant added that Senator Brown had not yet

DETERMINED TO RESIGN;

that his health has been impaired and the probability of his being compelled to abandon public life in order to restore his physical strength had been suggested by the Senator's physicians, but they had not advised an immediate resignation.

Referring to the criticisms that Senator Gordon brought upon himself by placing his resignation in the hands of the Governor instead of submitting it to the representatives of the people of Georgia, a Democrat who gave the facts to the reporter said, Senator Brown will profit by the experience of Gordon and will wait until the legislature meets to resign. Meantime, if his health improves or if he has reason to believe that he can retain his seat without positive injury to it, he will not resign at all."

The President has commuted to five years in prison the death sentence of Jon W. Parrott, of Arkansas,

CONVICTED OF MURDER

and sentenced to be hanged January 14th. He made the following endorsement on the application for Parrott's pardon: "I am not quite willing to pardon absolutely this convict after his conviction of murder and after a denial of the motion for a new trial, based substantially upon all the papers now before me. I am entirely satisfied that he ought not to suffer the extreme penalty of the law, but I do not think that when he killed Elder McAdams he was driven to the wall by the attack of his assailant to clearly excuse the taking of life. I do not think the convict invited the attack, but in considering an application for his pardon, I cannot overlook the fact that he armed himself and went to the place where the man was who had threatened to kill him before night. In the belief that the prisoner should be punished for the part he took in this homicide, and that he is guilty of a crime much less than murder, I have determined to commute his sentence to imprisonment at hard labor for the term of five years."

THE CIVIL SERVICE COMMISSIONERS

to-day had a long conference with the President concerning appointments and promotions in the New York Customs House. They submitted to him a set of rules which, if approved, will give them supervision and control for the first time of all examinations, appointments and promotions in the customs service at the Port of New York. Promotions there are not governed by what is known as the Hayes rules. The new regulations in the hands of the President are the result of an investigation made by Commissioner Oberly several weeks ago, and if adopted will change the existing practice in the following particulars:

First—They will make examinations for promotion compulsory instead of optional.

Second—Under the proposed rules the names of all persons eligible for promotion in the New York Customs House are to be submitted to the appointing officers instead of only four names as now required.

Third—Under the present rules regulating appointments to all branches of

THE CIVIL SERVICE,

a person after an examination is eligible for appointment to the highest grades of the service. The proposed regulations provide that certifications for appointment to the customs service at New York shall be only to the lower or $1,200 class, and that after any person has entered the service he shall be required to pass an examination for promotion to each succeeding higher grade, until the fourth class is attained, which includes employes of the Customs House receiving a salary of from $1,800 to $5,000.

The President took all the papers under advisement. It is thought that the regulations will be approved substantially as proposed by the Commission.

Revenue Combination.

NEW YORK, Jan. 4.—A Washington dispatch to the *Post* says: A movement is in progress among Southern men who are in favor of a reduction of the surplus in the form of a combination by which the taxes on fruit brandy and tobacco and its manufactures shall be abolished, and there is some expectation that Randall will co-operate in this scheme. It is also said by Democrats who ought to know, that Mr. Morrison, during the holiday recess, has become convinced that it will be expedient for him to move again to consider the revenue bills, and that it is not improbable that he will have a larger vote than he had before. The fact that two New England Republicans, nearly every interest of whose constituents is protected, voted for the Morrison motion, it is ascertained had a very considerable effect upon the Western Republicans, who, while they have constantly voted with the Prohibitionists

FOR PROTECTION'S SAKE,

have recently stated that if the New England Congressmen can afford to break ranks upon this subject there is no reason why the Western men, the industries of whose sections are practically without protection, should not also exercise their independent judgment.

A prominent New England Congressman who voted against the Morrison resolution says he has discovered that this feeling is quite prevalent in certain sections of the West, and he is apprehensive that if Morrison shall again make his motion the result will be different. It is now definitely known that Randall's plan is the total repeal of the internal revenue tax, which would involve for the full fiscal year, a diminution of receipts by $120,000,000, which is at least $12,000,000 more than the expected surplus for the fiscal year.

A Railroad Sold.

TROY, N. Y., Jan. 4.—A sensation was caused in business and railroad circles to day when lawyers, bankers and others, liable to know, stated as a fact, that the Troy and Boston Railroad had been sold within a few days to the Fitchburg Railroad Company. A reporter learned that the majority of bonds and stock of the Troy & Boston road had already been transferred to the Fitchburg Company. There were about $4,000,000 in shares. The first, second and third mortgage bonds it is understood were assumed by the Fitchburg Company at par. The selling price of the Troy and Boston was $3,400,000 in Fitchburg stock. It is not known whether the sale means that the Fitchburg Company have secured the Hoosac Tunnel and are to use the Troy and Boston for a through line to Troy, or whether they make the purchase to prevent other roads from purchasing the tunnel from the State.

Decision Overruled.

LOWELL, Mass., Jan. 4.—The decision in the arbitrators' suit of W. H. Benn vs. The Erie Telephone Company, has been overruled by Judge Thompson in the Superior Court on the ground of illegality in the papers extending the time of hearing. General Butler appealed the case to the Supreme Court.

Jealousy and Death.

CINCINNATI, O., Jan. 4.—A special from Morehead, Kentucky, says: Last night, at Judge Menix's house, Mason Keeton saw his rival, John Rogers, dance with a Miss Martin, to whom he was paying attention. He followed Rogers into the street, where Rogers saluted him in a friendly way. Keeton replied with a revolver shot which took off one of Roger's fingers. Keeton then ran into an open door, but not soon enough to escape a volley from Roger's friends, who had seen Keeton shoot. Keeton was instantly killed, but who fired the shot could not be told. The men belong to the opposite factions which have kept Rowan County in a state of terror for a long time.

A Modest Claimant.

NEW YORK, Jan. 4.—The case of Sarah Brannon against Wm. P. Smith, the former coachman of the late A. T. Stewart, has been pending for months. The plaintiff is Irish, and claims to be the sole heir of the Stewart estate. Benjamin F. Butler is her counsel. It is claimed that Mrs. A. T. Stewart gave the house in East Thirty-fifth Street to Smith in return for his signing for Stewart his name to a paper which was probated as his will. Plaintiff claims to have a number of letters from Stewart proving her intestacy. She brought an action for Smith's ejectment from the Thirty-fifth Street house. Her amended complaint, filed September 29th, 1886, shows that Stewart died intestate April 10th, 1876, seized of the premises in question. That plaintiff is heir and next of kin of the said Stewart. That defendant is in possession of the premises in question, claiming to be the owner thereof, adverse to plaintiff. Defendant demurred to the complaint on the ground that it failed to state facts constituting a cause of action. Judge Wallace to-day in his decision sustains the demurrer, but gives the plaintiff an opportunity to amend the complaint upon payment of costs.

Cholera Raging.

NEW ORLEANS, Jan. 4.—Telegrams from Buenos Ayres, Jan. 3, received yesterday, announce that during the past 24 hours, 56 new cases of cholera and 20 deaths occurred. During the last month there have been 700 cases and 352 deaths in Mendoza and during the last 24 hours, 43 cases and 22 deaths.

Stewart Wins.

CARSON, Nevada, Jan. 4.—The Republican Legislative caucus to-day selected Wm. M. Stewart as the nominee for United States Senator. The balloting for United States Senator will take place Tuesday next, and as the Legislature is Republican, Stewart's election is assured.

Heavy Snow.

NEW ORLEANS, Jan. 4.—A *Picayune* special from Arcadia, Farmerville and Minden report the heaviest snow-storm ever experienced. Snow has been falling since noon. It is now four inches deep. The prospect is that there will be a foot of snow by morning.

Took Prussic Acid.

CINCINNATI, O., Jan. 4.—W. W. Workins, a boy 17 years of age, employed by Jacob Peake, printer, as collector, was to-day charged by his employer with having embezzled money. The boy promptly acknowledged it and asked that his father be sent for to make it good. While waiting for his father to come, Mr. Peake having left the office, young Workins swallowed prussic acid, and in less than two minutes was dead. The boy had no bad habits, and is said to have used the money in buying books and skates. His father is a resident of Bond Hill, and would readily have made good the deficit. The boy had two vials of poison in his pocket.

PACIFIC COAST NOTES.

CULLED FROM LATEST WESTERN EXCHANGES.

Farmers on the Pacific coast were recently busily engaged in plowing.

The State of California has 38,000,000 acres of unoccupied land. Room for several people there yet.

An eleven-months-old child was thrown from a second-story window in San Jose, Cal., on Wednesday, Dec. 29th, by Mrs. Chalfers, while in a fit of insanity. The child fell on an awning and from thence to a pile of dirt, receiving fatal injuries. The woman was taken to jail and will be committed to an asylum.

At San Francisco, Dec. 30, W. S. Moak, the hackman jointly charged with Wm. Rowan, with the killing of M. J. Doles, surrendered himself to Sergeant Houghtaling in the old City Hall, and was booked for murder. It is claimed that Moak has been seen on the streets daily and has twice visited the old City Hall since Coroner O'Donnell's warrant for his arrest was issued.

Paso Robles, December 30th.—Yesterday at about 4 p. m., A. A. Grismore, foreman of the carpenters in the employ of the railroad, who had been to San Miguel on business, boarded the construction train for the purpose of coming to Paso Robles. When the train was a short distance south of San Miguel he attempted to pass from one flat car to another. He slipped on a chip and fell on the track, one truck passing over his left leg and arm, crushing both the legs from the knee down. He was taken back to San Miguel, where medical assistance was given, but he gradually sunk until death came to his relief, at about 8 o'clock the same evening. He was a single man, and a member of the Monterey Lodge of Odd Fellows. He has one brother here, and a father and brother in Kansas.

FALL AND WINTER 1886.
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We have now ready for your inspection one of the BEST SELECTED STOCKS OF
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Boots, Shoes, Slippers, Hats and Caps,
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We wish to call your particular attention to our lines of
Ladies' AND Gents' $2.50 AND $3 Shoes.
You will find them FIRST CLASS in every respect.
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Is Complete in KID, GOAT, VELVET, BEAVER CLOTH and FELT. We invite Inspection.
A NEW AND COMPLETE STOCK OF
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A Complete Revolution in Clothing!
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