

vein and wind pipe, leaving a gaping wound six inches long and two inches across, exposing the spinal column which had been partly severed by the blow from the razor. Nickens had \$300 on his person late last night, and as only \$5 was found on the body after the murder, it is supposed the crime was committed for robbery. Charles Green, employed by Nickens, and who rooms at the latter's house, was arrested on suspicion and over half the money was found hid under his bed. The slain man leaves a wife and three children.

GALVESTON, Jan. 3.—A special to the *Neos* from San Antonio says: The officials and employees of the Southern Pacific Railroad refuse to give any information concerning the collision last Friday evening of the freight train and construction train in the deep cut near Devil's River. Twelve or fifteen lives were lost, nearly all the persons killed being Mexicans. The names of the killed could not be ascertained, as the men connected with the road refuse to give any information whatever. Four or five dead bodies from the wreck were brought in last evening, and several maimed passed through en route for Columbus for treatment at the railroad hospital. When the trains collided they caught fire, and two cars and one locomotive were burned. The most of the injured received their injuries by being burned.

San Antonio, Tex., Jan. 3.—The officials of the Southern Pacific Railroad furnish the particulars of the disastrous collision on that road last Friday night, 200 miles west of here. The accounts of the accident previously telegraphed are corroborated by the officials, who state that nine Mexicans were burned to death among the wreckage. The men were riding on an open flat car when the collision occurred. The car was driven under the heavy laden box car on top of which several others had piled, when the entire wreck took fire, literally roasting alive the Mexicans, who were pinned down on top of the flat car. None of the bodies were recognizable when recovered.

TIFFIN, Ohio, Jan. 4.—The fast train on the Baltimore & Ohio Railroad, which left New York about 9 yesterday for Chicago, with five coaches and four sleepers, all well filled with passengers, collided with an eastern-bound freight, seven miles east of this city, about four this morning. The fast train was about 50 minutes late, and was running at the rate of sixty miles an hour. Passing Republic, a small station, like a flash, it rushed along to a curve one mile west of town, when suddenly the engineer saw the freight train under full headway, within 100 yards of him. He at once applied the brake and reversed his engine, but it did no good and the next instant the crash came, telescoping the coaches and piling them up on each other. To add consternation to the

HORRIBLE SCENE,

a fire broke out in the smoking car, and soon spread to the others. Many were killed outright, while others were wedged in among the broken cars. Slowly the cars were consumed by flames. The screams of the wounded and dying were heart-rending, but no assistance could be given until a farmer, awakened by the crash, came and with other neighbors, worked like heroes to save the perishing. At this writing, nineteen dead bodies have been recovered and they lie burned and disfigured in the snow beside the track. Help was sent from Republic and this city as soon as the news was received. It is a fearful sight and recalls the

ASHTABULA HORROR

of the winter of 1877. It is impossible to give the names of the killed or wounded at this time. The cause of the disaster is as yet unknown.

One of the passengers of the ill-fated train says the train was the B. & O. limited express, which left Washington at 10 a. m. yesterday. At 2:15 this morning he was awakened by being thrown violently from his berth. The train consisted of an engine, baggage car, one coach and two sleepers. The train collided with the east-bound freight, which had got stalled a mile west of Republic. The two engines were utterly wrecked and the forward coach telescoped into the baggage car so completely that the two cars were entirely crushed into the space of one. The two sleepers did not leave the track. The telescoped cars caught fire from the stove and the mangled and crushed passengers, imprisoned in the shattered wreck,

SHRIEKED IN AGONY

as the flames enveloped them. The engineer and fireman of the freight leaped and saved themselves before the collision. The engineer of the express had a leg broken and sustained a severe wound in the shoulder; his fireman was caught between the engine and tender and died in a few minutes. The uninjured passengers and residents of the neighborhood set to work to aid the wounded passengers in the burning cars, rescuing all who could be reached. The baggage man of the express was thrown through the roof of the car, escaping with a broken leg, but the express messenger, who was sitting beside him, was killed instantly. No one in the sleepers was injured in the least. Among the passengers in the sleeper were Mrs. Fish, of Joliet, Illinois, a sister of General Logan, and her son Charles. The shock was

SO TERRIFIC

that farmers in the neighborhood took it to be an earthquake.

In the confusion of the wreck, a hot dispute arose among the train men as to the responsibility for the disaster. It appeared that the freight was running on the blue of the express; the engineer was heard to remark that he had left the last siding with only 30 pounds of steam and on the up-grade, east of Tiffin, his engine went back on him and the train stalled; no danger signals were sent out and the express, running at full speed, down grade and around a curve, had no warning of impending disaster until an instant before the collision.

Toledo, Jan. 4.—The total number of passengers on the wrecked train was 65. Ten dead bodies were taken out and three are believed to be in the ruins. The

NAMES OF THE DEAD

as far as identified are as follows: F. C. Bartley, Washington; Wm. Frederick, Washington, fireman of the express; Jos. Osterman and two sons, of Marlinsburg, W. Va. Mrs. Osterman and two other children were saved. The smoker was entirely consumed and all the passengers in it were killed. All the mail and express matter was destroyed. About a dozen wounded have been taken to Republic, where they are being cared for by the citizens.

AND STILL ANOTHER.

Springfield, Mass., Jan. 4.—The Modoc passenger train on the Boston & Albany road, from Albany, which should have arrived here at 5 this morning, was badly wrecked at West Springfield. It is thought the train collided with a freight train. One passenger was burned to death and one sleeping car was burned. Several people were badly injured.

Later reports say two persons were killed, one being burned to death and ten or more seriously injured. Fourteen first-class Chicago and Western mail coaches and 73 pouches of second-class matter were entirely burned. These contained much registered matter and were destined for all parts of eastern New England. The mail which were saved will be brought to this city. Two corpses were on the train and one of them was entirely consumed. It is now learned that no one was killed, but Charles S. Packard, of Westfield, Mass., was injured internally and it is feared he will die.

LATEST.—Tiffin, Dec. 4.—It is now estimated that 22 persons were burned to death in the train wreck.

St. Louis, Dec. 4.—At 2 o'clock the grand jury handed in their indictments against the accused Frisco train robbers—that of Witrock was for robbery in the first degree, that against Haight for being accessory before the fact, that against Weaver for being accessory after the fact. The prisoners were immediately arraigned before Judge Normille, pleaded guilty to the charge and were at once sentenced—Witrock and Haight to seven years and Weaver to five years in the penitentiary.

New York, Jan. 4.—The condition of John Roach is about the same today. He passed a comfortable night.

ALBANY, Jan. 4.—Both branches of the Legislature assembled today. James W. Husted (Rep.) was elected Speaker of the assembly.

WASHINGTON, Jan. 4.—The President resumed his official duties this morning. He is still suffering from rheumatism, but seems to be improving steadily. He had a long interview with the civil service commissioners this morning; he subsequently received Comptroller Trenchum. The regular Cabinet meeting was held this afternoon, all the members except Lamar being in attendance.

CHARLESTON, Jan. 4.—There was a smart shake here at 6:47 this morning and two sharper shocks at Summerville at 6:40 and 7:50. No injury.

WASHINGTON, Jan. 4.—Charles H. Sherill, who has been for many years the Washington representative of the Central Pacific Railroad company, died suddenly in this city to-day, of heart disease.

HANOVER, N. H., Jan. 4.—Fire broke out this morning in Dartmouth Hotel, which is nearly destroyed. The whole business portion of the town is in danger. Thermometer, 20 degrees below.

Later.—Total loss, \$125,000.

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 sidetrack 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 63 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 to estimate the danger. This was fatal, as at that instant

THE CRASH CAME

and poor Fredericks was pinned and crashed 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 living 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 Haskeil, 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. 923 and sixteen loaded and a few empty gondolas. The smoker contained from twelve to fifteen passengers, some 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 Washington, 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 Wetzel 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 in death depicted the agony of his sufferings before death came to his relief. M. H. Parks, whose address could not be learned, was also

WEDGED IN THE WRECK

and burned to death, after handing his money, letters and cards to one of the railroad employees. 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 1 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 sheets 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 uail.

NINE SHAPELESS TRUNKS

of human beings were stretched out in a row, like so many charred logs. There were Postlethwaite 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 923,099.

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 employees, but whether the blame should be attached to the freight or passenger crew is a matter of conjecture. A thorough investigation will be made. Corrobers 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 railroad worker 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.—Mitteneger 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 burned 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 believed 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. Pickard, 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. Childs, of Syracuse, bruised and badly cut about the knees.

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

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

Mary Sarine, 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.

F. 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.

THE PENITENTIARY SCHOOL.

Editor Deseret News:
The Penitentiary School has just completed its first year of existence. It was organized Dec. 30th, 1885, and has been run continuously since, every week day, with the exception of public holidays. The number of pupils who have attended during the year has been one hundred and seventeen; the average attendance per month has been 31½. The studies have been reading, writing, arithmetic, spelling, grammar, history, and single and double entry bookkeeping. S. C. Kinsey was engaged as assistant teacher from May 7th to December 23rd and his position is now ably filled by Harry H. Hawthorne. The interest taken in the school by the pupils, the advancement they have made, and the support given by the officials have been very gratifying to

Yours respectfully,

T. M. JOHNSON, Principal.

Dec. 31, 1886.

LINES FROM LEHI.

LEHI, January 3, 1887.

Editor Deseret News:
Since the raid last month things have been very quiet. The weather has been fine but very unhealthful. The dreadful disease diphtheria has been among the people and carried several of our little ones to an untimely grave. Our holidays passed off in very good style. Our brass band gave our citizens some excellent music. I understand that a new brass band is being organized, to be instructed by Brother A. M. Fox. Among the Christmas festivities was the wedding reception of Mr. S. H. Southwick and Miss Lettie Austin, who were married in the Logan Temple, and who, with their friends, had a very pleasant time on Christmas. On New Year's morning our worthy Bishop was the recipient of a beautiful present from Mr. George Kirkham, in the form of a chair made of 118 pieces of wood, put together without a single nail, in the form of a puzzle. T. R. C. and 1887 were carved on the back. It is varnished and gilded and makes a very handsome piece for the parlor. On Sunday, Jan. 2nd, Bishop J. E. Booth, of Provo, gave a lecture here under the auspices of the Y. M. M. I. A., on "The Legality of the Trial of our Savior." Respectfully,
SOMER.