

RAILROAD DISASTER.

The following is a dispatch from Boston, dated Aug. 19.—One of the most disastrous railroad accidents that ever occurred in the vicinity of Boston, and one that rivals the famous Wollaston disaster of October 5, 1878, occurred this afternoon, and on the same road, the Old Colony, and very near the same locality. In the Wollaston disaster fifteen were killed and nearly 150 injured. Today fifteen persons were killed, twenty-three seriously injured, three fatally, and several more sustaining slight injuries.

The train wrecked today was the Woodsboll express, which is due at Boston at 1:50 p.m. It consisted of a locomotive, baggage-car, smoker, Pullman car and four ordinary coaches, heavily loaded. The train had passed Quincy station, running ten miles per hour, and just beyond President's Bridge the engine left the track, from a cause at present unknown, and plunged into an embankment twelve feet high. The tender, baggage-car, smoker and Pullman passed by the engine, and were stretched along for a distance of 100 feet beside the track. The foremost passenger coach left the rails and fell upon its left side upon the engine. The lower forward portion was torn to pieces and of the passengers in the cars, some fifty in number, many were thrown into a corner, from which eleven dead bodies were afterwards taken out. The escaping steam and smoke from the engine instantly filled the car. The forward cars were forced up over the outward-bound train, completely blocking traffic all day and night.

Only three persons on the train of the head passenger coach were injured. These were the fireman, who was instantly killed and buried under the engine, and the engineer and Pullman car conductor. Benson, who were both badly injured. In three rear passenger coaches the occupants received no worse injuries than a slight shaking up. The first passenger coach was the principal scene of death and agony, and the experiences of the unlucky occupants were probably never exceeded in horror and suffering in any railroad wreck in recent years.

The killed are Mrs. Ericutt Allen, Philadelphia; Mrs. Mary E. Tannemy, aged 70, Louisville; E. J. Johnson, Montpelier, Vt.; John Ryan, fireman of the train; four women, two men and two children unidentified; Mrs. A. C. Wells, Hartford, Conn.; a daughter of H. L. Welch, Waterville, Conn.; Alice and Catherine Terrell.

The following were critically injured: Mrs. Oscar Fennely, Louisville, scalded over the whole body; C. M. Coop, Cleveland, Ohio, scalded over the whole body, not expected to live; E. C. Bailey of Dorchester, formerly proprietor of the Boston Herald, scalded on the face and hands.

Those seriously injured number thirty, and the condition of two or three is critical. It is reported that the name of one of the unidentified

dead is W. H. Grady and that the two others are Mrs. E. P. Johnson and her fifteen-year-old boy. It is also reported that a niece of Mrs. A. Wells of Hartford is among the unidentified. The engine set fire to the coach, but the fire was soon extinguished. A number of physicians were summoned to the spot, and as soon as possible those living were taken from the wreck, and those most seriously hurt taken to the hospital. The dead were laid on the grass until the undertakers arrived. All that human skill could accomplish was done to soothe the last hours of the dying or quiet the pain of those suffering from burns and wounds.

Among those seriously injured are Mrs. Martha E. Chase, at the head of the Santa Rosa Female Seminary, Santa Rosa, Cal., face and left arm slightly burned; Rev. T. M. Dimmick, Los Angeles, Cal., face, arms and hip scalded. His wife, a sister of Mrs. Chase, had her face and hands scalded and suffered a compound fracture of both bones of the left leg, between the knee and ankle.

In the afternoon the crowd became so great about the wreck, tearing the remnants of the cars to pieces and securing mementoes, that the officers were compelled to drive them away and erect a guard of ropes. The general impression seems to be that the wreck was caused by the spreading of rails.

The most unfortunate party was the Fennelly family. His wife, three children, mother and maid were in the party. His mother and two children were killed and his wife so seriously injured that she may die any moment. The other child and the maid were both injured.

Three persons so far have not been found, and five may die, making twenty persons in all as the victims of the terrible wreck. Electric lights and gasoline lamps were erected as soon as it began to grow dark, and the work of clearing away the wreck continued all night.

ANTI-MORMONISM IN CANADA.

The accompanying paragraph is going the rounds of the press, after the common fashion of anti-"Mormon" news, and is receiving the usual rabid and senseless comments. It started as a press dispatch, but has found its way into several papers as editorial matter:

"The people of the Canadian Northwest are taking a decided stand against allowing Mormon settlers to come into the country, and threaten to take the law in their own hands and run them out unless the government takes some active means to prevent the country from being populated with these undesirable people. It is said that the government has been deceived, and not only is polygamy practised in its worst form, but owing to the close proximity of the Mormon settlement at Lees Creek, with the Blackfoot Indian reserve, their influence upon the Indian population has been most demoralizing. Arrangements are being made at the present

moment, for the arrival of several hundred Mormons from Utah, and there promises to be serious trouble if this sort of immigration continues."

There is not the slightest reason for the excitement which some fanatical persons, backed by a few selfish individuals, are trying to raise against the handful of "Mormons" who have settled in Alberta, Canada. It is not true that "several hundred Mormons" are moving into that region. Neither is it true that those who reside there are practicing or teaching polygamy or that they are "demoralizing" the Indians.

Some papers have gone so far as to state that our friends in Canada have been persuading the Indians to take more wives than one, and that this is contrary to the policy of the Canadian government, which seeks to teach the Indians the beauties of monogamy.

The simple truth is that a few Latter-day Saints have colonized a place in Alberta which they found suitable for farming purposes, and they have improved and beautified it in the manner usual with our people in opening up new settlements. They have started a co-operative institution, and that has aroused the jealousy of some of the business men in the towns adjacent, who fear that it means a monopoly of trade or something that may be detrimental to their material interests.

Then there are sectarian influences at work in hostility to the religion of the new settlers, the promoters of which know nothing of "Mormonism" and are imbued with the mistaken idea that it means polygamy, and these two forces are in operation, working up the minds of the ignorant and threatening to make a disturbance that would be very disgraceful to the province, and to the Canadian government—if it permits this lawless spirit to prevail and effect its purpose.

This matter should be officially investigated. Fair and thorough inquiry will demonstrate these facts: That the "Mormons" in Alberta are industrious, peaceable and thrifty; good citizens in every sense, and obedient to the laws of the land in which they live. That they have but one wife each, if married. That they do not inculcate plural family relations. That if they come into contact with the Indians in any way, their influence will be in the direction of order, honesty, sobriety and peace. That the Indians will become more law-abiding and less savage, and be led to settle down as