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GENERAL NEWS.

The Reported Attempt on the Czar's Life.

LEADS' RAILWAY DISCUSSED.

Suicide and Homicide in Denver, Col.

OTHER IMPORTANT NEWS NOTES.

By Telegraph to the NEWS.]

The Attempt on the Czar.

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 Frankfort, 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.

Gladstone's Reply.

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 that Sir William Vernos 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.

Horses.

LONDON, March 14.—The war office authorities have made arrangements for the transportation from Canada to London, during the coming season, of 300 horses for artillery trains.

Students Arrested.

LONDON, March 14.—A dispatch from St. Petersburg says that six students were arrested on the Newski prospect near Anitchkin Palace, having on their persons a quantity of explosives. They were awaiting the coming of the Czar on his way to the cathedral to take part in the anniversary services.

Wants His Wife

NEW YORK, March 14.—Washington Irving Bishop, a mind-reader whose wife has been in Boston, received a telegram from her three days ago, dated at Detroit. He was at a loss to understand it and intimated to a reporter that an attempt was being made to alienate her affections from him, and he expressed the opinion that she had been abducted, as he could get no satisfactory reply from her relatives as to her whereabouts. To-day he telegraphed to Detroit and to-night the following note was received from him, dated Plainfield, N. J.:

"In answer to a telegram sent to the proprietor of the Kirkwood Hotel, Detroit, asking if Mrs. Bishop had registered at his hotel, and if so, to inquire of the lady if she intended leaving the city, a response has just reached me, which reads as follows: 'Mrs. Bishop leaves here to-night at 10:50 for New York. She missed the noon train to-day.' This is the only direct evidence I have received as to the whereabouts and intentions of my wife. Am anxiously waiting her arrival in order, with her assistance, to expose a most contemptible act of forgery and attempt to alienate from me the affections of my wife. The developments of to-day will warrant my retaining the ablest of counsel and lawyers to bring an action which I venture to state will astound even those familiar with the methods of the most unprincipled of rogues."

Advance in Wages.

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.

A Good Sultan.

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.

What of Eads' Railway?

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 Corthell, 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.

Washouts.

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 to-morrow 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 town.

Cardinals Congratulated.

ROME, March 14.—From 10 a.m. till 1 p.m. to-day, Cardinals Gibbons and Taschereau received congratulations from the lay and ecclesiastical diplomats in the large hall of the propaganda, where the cardinalial congregations assemble. Near them stood Bishops Kean and Ireland, secretaries Donohue and Abbe Maries and representatives of 21 cardinals. About six embassies to the Pope presented their respects. Foreign embassies and ministers were received in the adjoining hall, which the cardinals entered with their secretaries and gentlemen in court costume. Among other notable visitors were the Armenian Patriarch of Constantinople, Monsignor Jacobini, secretary of the Propaganda, rector of the French seminary, the rectors of the Scotch, English and Irish colleges, superiors of the African missions, superiors of the Trappists, Sulpician, Augustinian, Franciscan and Dominion orders, the Bishop of Versailles and Archbishop Carr, of Melbourne.

Desperate Suicide.

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 fight 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.

Drowned.

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 hayrack, 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.

The Czar and Family.

ST. PETERSBURG, March 14.—The Czar, Czarina and Czarovitch left this city yesterday for the imperial palace at Gatschina.

From Uganda.

ROME, March 14.—News has been received from Uganda to January 24th, showing that the Catholic and Protestant missionaries were all well, that quiet had been restored, and that the convicts were still in hiding.

A Step in the Right Direction.

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.

Emin Bey.

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

New Telegraph Enterprise.

MINNEAPOLIS, March 14.—Articles of incorporation of the Polar Telegraph Company were filed to-day. The company has $100,000 capital and proposes to construct telegraph lines between the states and the Dominion of Canada. The incorporation dates from March 24th. The gentlemen interested in the scheme are H. G. Fletcher, Preston King, A. C. Loring, W. H. Dinwoodey and W. H. Eustis, all Minneapolis capitalists. Mr. Fletcher is president of the new company and W. H. Eustis secretary. It is thought to be a branch of the North American.

Another Bell Suit.

BOSTON, March 14.—The government began suit against the Bell Telephone Company in the United States Circuit Court this morning, before Judge Colt. The suit is to annul the two patents claimed by A. G. Bell on the ground that he was not the original inventor, and that the patents were fraudulently obtained. The defense moved to be allowed to demur and plead at the same session. This setting was adjourned pending Judge Colt's decision on this point. The counsel for the government were ex-Solicitor-General John Goode, Wm. C. Strawbery, of Philadelphia, and Jeff Chandler, of Washington; for the telephone company, J. H. Storry and Chauncey Smith.

Disastrous Cave.

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.

—It is claimed that at the time of the Riel Rebellion in the Northwest a member of his followers moved over the line into Dakota, with horses and cattle. They have been taxed in conformity with the local laws and have persistently refused to pay. Seizures by the sheriff have excited the half-breed and the chances of a miniature war are excellent.

THE BRIDGE HORROR.

Further Details of the Appalling Catastrophe.

SOME SICKENING DETAILS.

Complete List of the Killed and Wounded.

CAUSE OF THE AWFUL WRECK.

By Telegraph to the NEWS.]

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 snarled 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 pinioned 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 Lallier. 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. E. 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.
B. Welch, West Roxbury.

THE FATALLY INJURED

are: Joseph Metcalf, West Roxbury; W. F. Bowman, engineer, Dedham; Henry P. Earnshaw (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.

DAVIS STAKE CONFERENCE.

FARMINGTON, March 13, 1887.

Editor News:

Yesterday and to day the Saints of Davis Stake of Zion met in quarterly conference at East Bountiful.

The large hall at that place was well filled on Saturday which has not always been the case on the first day of conference.

The Bishops gave very favorable reports of the people under their care as also of the several organizations existing in their wards. We had no visitors on Saturday except Marshal Dyer and two deputies who called at about 3 p.m. to see who was in attendance.

They watched the people as they passed out of the house, but saw no one whom they wanted.

On Sunday we were favored with the presence of Elders A. M. Musser, C. W. Stayner and S. W. Richards. The counsel given by these brethren as well as that by the home Elders was timely, pointed and accompanied by a rich outpouring of the Holy Spirit.

The topics mainly treated on were the necessity of home manufacture and the need of ceasing to build up, by our patronage, those who are fighting against Zion. The necessity of restitution being made where wrongs have been committed, that confidence may be restored and perfect fellowship exist among the people that lead into a reformation that shall spring from a desire to perform every duty and a shunning of all evil, was earnestly desired.

The duty of a Latter-day Saint does not end with "treat thy brother as thy brother" as thou wouldst be treated, but comprehends doing unto all men as we would be done by.

We were also given some items by a missionary from our Stake to the Utah penitentiary, who bore a strong testimony to the truth of the Gospel and the ultimate triumph thereof.

Very respectfully,
J. H. WILCOX, Clerk.

If we trust in Providence and keep St. Jacobs Oil, all will be well with us.

DEAFNESS Its causes, and a new and successful Cure at your own home, by one who was deaf twenty-eight years. Treated by most of the noted specialists without benefit. *Cured himself* in three months, and since then hundreds of others. Full particulars sent on application.
T. S. PAGE, No. 41 West 31st St., New York City. dec6&w

NOTICE.

Z. C. M. I.,
SALT LAKE CITY, UTAH,
March 5th, 1887.

THE STOCK TRANSFER BOOKS OF this Institution will be CLOSED on March 15th, and RE-OPENED on April 6th next.

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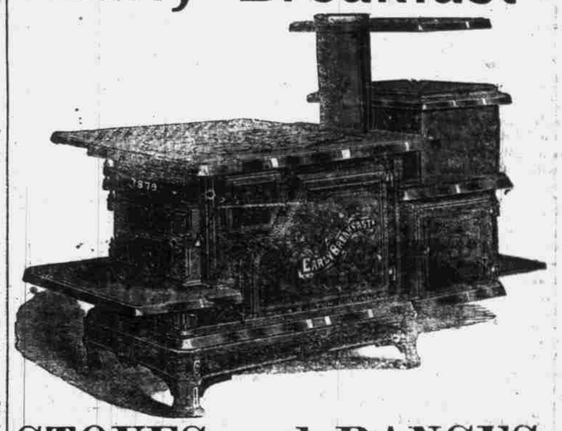

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