

The Centre Democrat.



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QUEEN VICTORIA is a modest woman, but she insists that ladies at her receptions shall appear in such courtly dress as would make the average American blush with shame. — Express. Yes the average American can blush because she is modest and chaste, its the American that is above the "average" who does not blush.

THE Mifflinburg Telegraph whose editor holds some little position under the House at Harrisburg has an attack of dependent passion bill in the stomach, and howls louder than a whole household of stomach aches. Oh George Washington Schock you make us weary, cease your babbling put on more paste and do your folding better.

SOME fellow in Milesburg is running John A. Logan for President through the columns of the Gazette, and has busted Grover Cleveland's chances for the Presidential nomination in 1888. Such a batch of gush and nonsense is rarely seen in the columns of a newspaper. Of course Gen. Logan is dead, but if any fellow wants to run his spirit for President let him do it. Any thing to beat Grover.

PHILADELPHIANS propose to build the finest Hotel on the Continent. We are glad the Quaker city is waking up to the necessities of the country editor. We have never yet found a Philadelphia Hotel large enough for us, and have been compelled to spread ourselves around town rather promiscuously as it were, eating at soup house, picking our teeth at the Continental, and sleeping at the Central Station. When the new Hotel is built we will visit that city often unless our pass runs out. By all means build the Hotel.

BROTHER FEIDLER of the Gazette, takes Prof. Beard of the Lock Haven Normal to task for omitting in the school catalogue, the names of those who graduated under Prof. Raub, and intimates that the alumni of that institution ought to raise its voice against an appropriation from the state. That would be poor grounds for refusing an appropriation and the legislature would treat such a proposition as a huge joke. We don't know whether brother Feidler is an alumnus or not, if he is he should not go back on his alma mater because his name is not found in the catalogue. There may be some very good reason why it is not there, or it may have been an oversight, either of the person getting up the catalogue or of the printer. Or there may have been some men who graduated that their names would make the catalogue too cumbersome. We have no doubt but that the whole matter can be satisfactorily explained, and if it is not the world will move along just as well. At any rate it is a tempest in a teapot.

The Traction Bill.

THE Philadelphia papers and the people of that Republican misgoverned city offer up daily prayers to the Governor of Pennsylvania to protect them from their legislators. The traction bill if passed will give to that company a monopoly of the streets and an almost absolute control of her passenger railroad traffic. The bill is a bad measure in itself, and Gov. Beaver, perhaps ought not sign it. But he has a weapon in his hand to punish the quaker city for sending roosters and bummers to Harrisburg, to legislate for them and it might be a good thing for her people in the future if he signed the bill. He has found out what they don't want and if he gives them a good bad dose it may have the effect of banishing the Philadelphia rooster from the legislative halls entirely. Rural Pennsylvania is about sick of the childish complaints of Philadelphia and has no sympathy for her. Every session she must send her committees to Harrisburg to bother the Executive about a matter that she could control and regulate at the elections, and legislation needed by the state at large is held back for Philadelphia legislation, which her citizens do not want. As long as she sends to Harrisburg the class of men she does she will get vicious legislation. As a punishment for sins of omission and commission Gov. Beaver ought to sign the bill. He might say to them if your members don't know what is good for you what evidence have I that your committees know. We don't care whether the governor gives Philadelphia an emetic or not. Make her sick James and she will learn to send honest men to the legislature.

THE Philadelphia Times of Friday last gives a full expose of the systematic blackmail of the gamblers of that city by the authorities at "5th and Chestnut," and implicates the city editor of the Press, who received \$50 each week to "sing mum" on the gamblers. It is well known that the conservators of the peace of great cities, in addition to their regular salaries, blackmail every gambling house, opium joint house of ill fame and all law breakers on their beats. It is not surprising that the Philadelphia police should do this when the Chief Executive, Mayor Smith has wrung each year from them thousands of dollars in political assessments, and subscriptions to his book. There is reason to believe that the Times chuckles in its sleeve at the discomfiture of its neighbor the Press. Of course the Press is not responsible for the short comings of its employees and city editor Hoekley deserves his exposure. The Press has been put in a hole by its brilliant contemporary and will have to wriggle out as best it can. Mr. Hoekley is not likely the only man about that establishment who has been engaged in the blackmailing business. For a city controlled by the "God and morality" party Philadelphia is "a daisy".

Wales Avoids a Scandal.

OTTAWA, Ont., March 13.—The suit recently entered in England by Miss Allan, of Montreal, of one of the best families in that city, against His Royal Highness, the Prince of Wales, for the recovery of \$25,000, due in a contract made and entered into on account of the betrayal of the plaintiff by the defendant in 1861, while he was in this country, has been brought to a close by an early settlement before trial. The Queen's solicitors were last week instructed to pay to the counsel for the plaintiff the sum of \$2,000 sterling, as well as all costs so far incurred. The bill amounts in all, including the damages, to over \$110,000. It is understood that this sum has been accepted by the plaintiff, and that the action has been dismissed.

AUGUSTA, March 15.—The repeal of the capital punishment law has been effected. Imprisonment for life is substituted for death in all cases of murder in the first degree.

Big Railway Gobble.

THE BALTIMORE AND OHIO TO PASS IN TO OTHER HANDS.

NEW YORK, March 9.—It transpired to-day that arrangements are about completed by which President Garrett will sell his interest in the Baltimore and Ohio road. The understanding is that Garrett has acquired the stock held by Johns Hopkins University—about 15,000 shares—and will transfer them, together with those previously owned by the Garrett family, and with whatever amount of stock additional may be necessary to give control of the property, to syndicate headed by Alfred Sully, General Samuel Thomas and Calvin S. Brice, the leading spirit in Richmond terminal. It is understood that the syndicate, when it comes into possession of the property hopes to negotiate a contract with the Pennsylvania railroad by which the line built by the Baltimore and Ohio between Baltimore and Philadelphia will be sold to the Pennsylvania, and a contract with the Western Union telegraph company by which it will acquire the Baltimore and Ohio telegraph lines. As an additional consequence of the change of control of the railroad company the express business will be absorbed by one of the greatest express companies of the country. The object of these will be to relieve the company of the heavy floating debt, stated by some as high as fifteen millions and hardly claimed by any body to be less than nine or ten millions, which has been run up in the course of Garrett's management. This is the greatest and bids fair to be the most influential railway deal that has taken place in this country within many years. By the acquisition of the Baltimore and Ohio railroad—the one railway of the land that has ever been considered out of the market—Mr. Sully and his friends become controllers of what is probably the most extensive railway system in the world. It stretches from New York almost to the uttermost parts of the south and far into the west. It includes the Central railway of New Jersey, the Philadelphia and Reading system, the Richmond terminal and Richmond and Danville properties, the East Tennessee, Virginia and Georgia lines, the Central railway of Georgia, and now, last of all, the Baltimore and Ohio. And of all these properties there is to be made one great trunk line with 16,000 miles of track. All the facts of stories that have passed current in Wall street for months past rumoring schemes of settlement between President Garrett and Jay Gould are now shown to have been idle and baseless. It is considered probable that Mr. Garrett will continue in the presidency. These are some of the strongest and most influential moneyed interest in this country and Europe with Mr. Sully in his new venture or else about to be affiliated with him.

Alfred Sully declined last night to give any positive assurance in regard to the reported purchase of the Baltimore and Ohio road. "It is too early yet for me to discuss this subject," he said; "in a day or two I may be able to tell an interesting story. I am bound now by circumstances not to reveal what negotiations may be on. You see they may not be successful, and what I might say might be premature."

Colonel McClure Sued for Libel.

PHILADELPHIA, March 13.—Criminal proceedings were on Saturday instituted by A. B. Hoekley, city editor of the Press, against A. K. McClure, as editor, and Frank McLaughlin, as proprietor, of the Times, for the publication of an article in the latter paper yesterday, asserting that Mr. Hoekley received pay from gamblers as a consideration for withholding attacks in the Press upon gambling houses. Mr. Hoekley also instituted civil proceedings against the Times Publishing Company for damages.

The Deadly Bridge.

ANOTHER STRUCTURE FALLS WHILE A TRAIN IS PASSING.

BOSTON, March 14.—Another railroad horror in the east. Death lurks again at a bridge and counts his victims by the score. The accident this morning occurred at the Dedham branch of the Boston and Providence railroad between Forest Hill and Roslindale at what is known as Bussey Park bridge. The 7 o'clock train from Dedham, consisting of seven cars and a baggage car under charge of Conductor Tilden, broke through the bridge. The engine and three cars went over safely but the five others fell through the bridge to the road beneath, a distance of thirty feet. The last car, which was the smoker, turned completely over and struck on top of the others, all being crushed almost out of shape. The cause of the accident is said to have been the breaking of the bridge.

It is stated that the bridge where the accident occurred this morning is comparatively a new one and that the accident was caused by a truck on one of the cars giving away, causing the car to strike against the abutment of the bridge. The smoking car after it fell caught fire, but the fire department was promptly on hand and prevented any spread of the flames. The train was crowded with working people, and the most intense excitement prevailed, among their friends, who are anxious to learn the names of those killed and injured. There are no reliable details of the number of the dead as yet. The police say that twenty-three were killed outright and that nearly as many will die. A Webster Clapp died in the Forest Hill hotel where he had been taken.

The engineer, when his engine broke from the train, kept right on to Forest Hill and gave the alarm, instead of stopping to ascertain the extent of the accident, and on that account it was impossible to get assistance at once. The officers of the road are present and are doing all they can. Many doctors are there, doing everything in their power. Superintendent Folsom says he does not know how many were killed or injured. The bodies of the killed were horribly mangled, some of their heads being entirely severed from their bodies and many of the bodies are crushed beyond recognition.

The scene of the accident is about a mile from Jamaica Plain, where the main line of the Boston and Providence railroad branches off to the left to Roslindale and Providence, while to the right runs a sweeping curve, the Dedham branch. This arm is built through a valley and the embankment for a long distance is a high one. South street, which leaves Newton street near the Buzze woods runs diagonally under the track of the branch and it was into this cut that the cars of the train plunged from the bridge which crossed it. It has been stated that, owing to the peculiar arrangement of the abutment, the bridge was really the weakest on the concave side of the curve, where the heaviest strain was experienced.

An inspection of the wreck reveals the fact that the cars comprising the train are jumbled into a complete wreck not one of the coaches escaping almost perfect demolition. From the location of the wrecked cars it would seem that the first three cars passed over the bridge safely. The structure evidently gave way when the fourth car was passing over it. The five rear cars went through to the roadway, landing in a mass of splinters in the street. The strain of the five falling cars pulled the three coaches in advance from the rail. They remained on top of the embankment, but were pulled off their trucks and the floor of each was forced nearly to the roof, while the seats were jumbled together in great confusion.

The end of the second coach was a mass of splinters caused by the car ahead grinding against it when the others went down the embankment. The third coach was flattened to the ground as if it had fallen on the truck, from a great height, although it remained on the edge of the embankment. The roof of the fourth car also remained on the embankment, having evidently been shaven clean from its fastenings where the coach went through. The next four cars went down in a heap, the smoker which was on the rear of the train falling in the midst of the coaches and being actually ground into splinters. The inmates of the smoker were all

either killed or injured, not one escaping without injury of some kind. Two of the coaches went clear across the roadway, landing against a stone wall that bounded a large field at the foot of a hill. As the cars lie in their present location they present a picture of such absolute demolition that it seems remarkable that any person in them escaped alive. Cushions from the seats are scattered over the roadway and into the adjacent pasture, while car wheels and trucks are distributed in all directions. In the mass of splinters in the roadway are pools of blood, and occasionally a portion of a body can be seen, although such connected portions of human remains are hurried away to the morgue. Still there are pieces of flesh to be seen, sometimes fastened between timbers, as if actually gouged from some victim.

A curious feature of the disaster is found in the fact that the entire bridge went down with the cars. Not a scrap of iron remained 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 abyss.

The only person known to have been an eye witness of the disaster, who was not on the train was J. H. Lennon, a fish dealer, whose stable was on the hill just above the bridge. Lennon was harnessing his team when the train came along and turning to see it pass he was horror-struck when he saw the train take its awful plunge through the bridge. For a moment, Lennon says, there was perfect quiet, and then the cries of the injured were heard issuing from the debris. Seizing an ax from the barn Lennon started for the wreck. He climbed into a window of one of the coaches that had landed against a stone wall and set to work to release those persons who had been pinned down by the broken timbers. Lennon with his ax released four men who were badly hurt and handed them out of the window to other men who had come to the rescue. He also handed out the bodies of two dead women, one of whom was nearly decapitated and had both arms severed from the body.

During all this time, Lennon says, the shrieks of the wounded and groans of the dying made a pandemonium around him that was nothing short of horrible. In the meantime other passengers from the coaches that had remained on the top of the embankment and who had escaped serious injury, had joined in the work of the rescue. The engine had remained on the track, and had proceeded at once to Forest Hill station, whence the engineer sent out an alarm to the city. In a short time a corps of rescuers and surgeons arrived. As the dead were removed they were laid on cushions, which were hastily gathered together. Ambulances and hacks had been sent from the city within half an hour after the accident occurred, and as these conveyances reached the scene they were at once started back to the city laden with the dead, bound to the city morgue, or with the injured, destined to the hospitals. A large number of the injured were also taken to the residences in the vicinity, while others were sent to the depots of Forest Hill and Roslindale. Those passengers who escaped serious injury were taken to the junction at Forest Hill and then forwarded to their destination in the city proper.

It is believed that the accident was caused by the breaking of one of the main girders composed of two parallel plates of heavy wrought iron. As the work of removing the wreck was progressing additional evidence was found of the terrible nature of the disaster. In one place the bodies of seven women were taken out in a row all horribly mangled. One woman was cut in two, the upper half of her body being found. A pathetic sight was that of two girls with arms around each other clinging together in the embrace of death. Both had been killed by blows upon the head.

In two cases it was necessary to cut two of the bodies in order to get them out. They were already crushed out of any semblance to human shape and were so tightly wedged in that they could be removed in no other way. One old lady was taken from the cars uninjured, but with the clothing torn to shreds and presenting generally a forlorn appearance. She said that the women in her car seemed to be panic stricken at the moment the crash occurred. They screamed and shouted,

praying for release. She saw one woman dying in a seat, while another woman had her head pillow on the dying woman's breast.

One of the most terrible scenes at the accident was that presented to those who first hurried to the street under the bridge. The headless trunk of a woman was found lying across the timber with one arm completely gone and the lower limbs all cut and mangled. The head was found among the iron and fragments of the car a few feet away. Some of those who were slightly injured were so dazed after being taken out that they could not realize what had occurred. One man was seen to walk from the wreck in the direction of Roslindale. When about a dozen yards from the wreck he fell dead, either from excitement or internal injuries.

Daniel Roundy, of Roslindale, had the most remarkable experience, and his escape from death is considered miraculous. He was in the smoking car and was playing cards with Ed. Snow, Harry Gay and Sargeant Alloy. The crash came and the next thing he knew he was in the muddy street absolutely uninjured and holding in his hand the queen of diamonds, which was covered with blood. His three companions had all been killed.

Miss Anderson Dead.

MT. HOLLY, March 13.—The death of Mary Anderson was announced in Mt. Holly yesterday morning and was everywhere received with expressions of surprise and regret, as it was generally supposed that her condition was improving. Dr. Brown thought so last night about 9 o'clock when he returned from a visit to the girl whom he described as having rallied considerably, her pulse, temperature and respiration all showing marked improvement. Her eyes opened several times during the visit and her expression seemed quite intelligent, but she made no attempt to speak or change her position. The fact is she has not moved a muscle since Wednesday's operation, having lain in exactly the same position she assumed on being removed from the operation table after the search for the bullet in her brain.

The fact that she had not rallied since this operation caused her father to feel rather unkindly towards the surgeons, as he thought it was useless to attempt to recover the ball, but yesterday he had changed his mind. "I am satisfied," he said, "that all was done for the best. My poor girl wanted to live—we all wanted her to live, but it was not to be. But for the operation she might have died before. I feel that she had the very best of care and surgical skill, but it availed her nothing. Her death is a severe blow to me. She was my favorite daughter, you know, always bright and cheery. And that scoundrel—but I won't say any more."

For some time after the shooting Mr. Anderson would not express his opinion as to the guilt or innocence of Peak, but since he has become convinced he feels very bitter towards him, and they who know him say that Peak's life wouldn't be worth a rush if he were acquitted.

Three Children Burned to Death.

CAMDEN, N. J., March 13.—Fire destroyed Korn's Hotel last night. Three children were burned to death. Charles, Fred and Eddie Baerle, aged from about 7 to 10 years, were the names of the victims. The father and mother were severely burned by attempting to rescue them from the flames.

The President Contributes to the Hendricks Monument.

WASHINGTON, March 13.—Mr. R. C. J. Pendleton, of Indiana, representing the Hendricks Monument Association, yesterday received from President Cleveland a substantial contribution toward the proposed monument, with an expression of hearty sympathy for the movement.