

TWO CENTS.

SCRANTON, PA., MONDAY MORNING, OCTOBER 25, 1897.

TWO CENTS

TWENTY-EIGHT PERSONS KILLED

Terrible Wreck on the New York Central Railroad Near Garrisons.

TRAIN IN THE RIVER

Engine and Two Cars Submerged in Fifty Feet of Water.

PASSENGERS ARE DROWNED

Awful Struggle of Victims in the Coaches.

The Earth Under a Hudson River Railroad Track is Loosened by High Water and Gives Way at a Point Near Garrison Station and the Engine and Two Cars Plunge Into the River—Passengers in the Sleeping Coaches Escape—Many of the Victims Were Chinamen—Accounts of the Wreck Given by Eye Witnesses—Acts of Heroism by the Rescuers.

Garrison, N. Y., Oct. 24.—From the sleep that means refreshment and rest, to the eternal sleep that knows no waking, plunged in the twinkling of an eye this morning twenty-eight souls, men, women and children. Into the slimy bed of the Hudson river, a train laden with slumbering humanity, plunged, dragging through the waters the helpless passengers.

There was nothing to presage the terrible accident which so suddenly deprived these unfortunates of life. The New York Central left Buffalo last night and had progressed for nearly nine-tenths of the distance toward its destination.

It is known that it was a trifle foggy and that the track was not visible, but if there was any break in the lines of steel it must have been a very recent happening, for only an hour before there had passed over it a heavy passenger train, laden with human freight. There is no explanation ready. All is conjecture.

The section of road was supposed to be the very best on the entire division. There was a great heavy retaining wall all along the bank and while the tide was high yesterday it was not unprecedented.

yet claimed by friends, are lying in a long row, gruesome evidences of a disaster the greatest that has ever occurred on this railroad.

The wrecked train was known as the state express. It left Buffalo at 7 o'clock last night and was due in New York at 7 o'clock this morning. The train was hauled by engine 672, and consisted of one express car, one composite baggage and smoking car, one day coach and six sleepers. Poughkeepsie was the last stopping place of the train before the disaster, at 5.10 a. m.

At this time there were on the smoker, in addition to the baggage man, Herman Acker, of Peekskill, who was in his compartment, eight Chinamen en route from the Canadian border to New York, and a middle aged man, supposed to be Thomas Reilly, of 2860 Wisconsin avenue, St. Louis. All of these were in the baggage car.

At Fishkill the train lessened its speed, as is its custom, to run from that point to Tarrytown at the rate of about twenty-five miles an hour. Most of the passengers were asleep. Those in the sleeping cars were in the Alpha, while the occupants of the coach and smoker were for the most part doubled up in their seats.

STATEMENT OF A PASSENGER. One of the occupants of the coach who escaped with his life, was Frank F. Deegan, a wood finisher, of New York. His left eye was cut by broken glass and his body was slightly bruised.

LIST OF THE DEAD. Following is the list of dead as far as ascertained up to midnight: THOMAS REILLY, St. Louis. E. A. GREEN, of Chicago. W. H. G. MEYERS, of Tremont, N. Y. GUISeppe PADANO, of New York. JOHN BECKER, New York. UNKNOWN MAN, died while being rescued.

One of the trainmen who survived the disaster made it his first duty to run to the nearest signal tower to telegraph for help. The place where the wreck occurred is rather isolated. It is just at the entrance to what is known as King's cut, three miles south of Garrisons, and five miles north of Peekskill.

engine which brought him there steamed to Cold Spring and returned with Doctors Winslow, Pillsbury and Murdock. In the meantime Doctors Charles and Perley, Mason, R. Tilden, P. C. Snowden and E. D. Lynn had arrived, and all the doctors were soon at work among the injured.

HORROR OF THE SITUATION. Of the dramatic horror of the situation in the combination car when it left the track and struck the water, perhaps the best account is had from the story of Herman Acker, of Peekskill, the baggage man and mail-sorter. Acker was suffering badly from shock when seen, but the scenes he graphically described. He said:

The first victim of the disaster found was lying on shore dying. He was badly lacerated about the head and body, and his right arm was cut off near the shoulder, the bleeding stump alone showing. The member was not found.

LANGFORD'S HEROISM. W. S. Langford, of Bayonne, N. J., was in one of the last coaches which remained on the track. He secured an axe, and, climbing simultaneously on the partly submerged cars, he helped to rescue four people.

THE AMERICAN EXPRESS COMPANY had a number of its agents at the scene early in the day. They were powerless to do anything, as no attempt was made to raise their car. It was said that this car contained thousands of dollars' worth of valuables, but the officials said that all would be recovered, as the valuables were in a stationary safe attached to the car.

THE CHINESE BOARDED THE TRAIN at Malone, N. Y. There were fourteen in the party, three of whom are still missing. From the time the bodies were taken from the ill-fated cars thousands of morbidly curious persons assembled about the improvised morgue.

MURDERER LOCATED. Presenting Attorney Claims to Have the Assassin of Lafayette Ladd. Adrian, Mich., Oct. 24.—Presenting Attorney Bird and Sheriff Ferguson say they have captured the murderer of Lafayette Ladd early on the morning of April 7. It is said to be John Higgins, alias William Woodard, now residing in the penitentiary at Columbus, O., for burglary.

DRUGGED AND ROBBED. A German Who Acted Like a Maniac, Probably the Victim of Thieves. Middletown, N. Y., Oct. 24.—Jacob Pfaff, German, aged 45, was taken from an Ontario and Western train here last night because he acted maniacally. Investigation shows that the man is on his way from Bismarck, N. D., to Odessa. The police have a list of the names of the drugged and robbed passengers on the Ontario and Western train. Papers on the train show that he had made arrangements for sailing, but there was neither money nor ticket on his person. He had a Western Union receipt for \$6.

THE INDUSTRIES OF PENNSYLVANIA

Advance Sheets from Report of Captain Clark. EARNINGS OF WORKING PEOPLE. Manner in Which Actual Figures Were Obtained—Glance at the Total Products in Iron Industry. An Interesting Feature of the Report Prepared by M. M. Garland.

Harrisburg, Oct. 24.—The advance sheets of the annual report of Captain James M. Clark, chief of the bureau of industrial statistics, have just been issued. The report was prepared under the direction of Captain Clark and Secretary of Internal Affairs Latta and it is the most complete and comprehensive ever issued by the department.

THREE PERSONS ARE BURNED TO DEATH. Seven Others Are Injured in the Fire That Destroyed Hotel Brooklyn at Kelleterville, Near Oil City. Oil City, Pa., Oct. 24.—Three persons were burned to death and seven more severely injured in a fire that destroyed the Hotel Brooklyn, at Kelleterville, near Oil City.

THE YELLOW FEVER SITUATION VARIES. Decrease in the Number of Deaths and New Cases Yesterday—A Police Commissioner Among the Victims. New Orleans, Oct. 24.—The usual variation in the yellow fever situation today, yesterday there were forty-nine cases and seven deaths. At 7 o'clock this evening the new cases had only reached twenty-four and the deaths were three.

CHURCH DEDICATED. Gettysburg, Pa., Oct. 24.—The new United Brethren church, of this place, was dedicated today. Rev. Dr. Kephart, of Annville, Pa., bishop of the division of Pennsylvania, presided, and was assisted by President Baker, Anthony, of the Chambersburg district. Among the clergy present were Rev. George M. Glenn, of the Methodist Episcopal church, Gettysburg; Rev. J. R. Hutchinson, of York; Rev. Meyer, of Holling Springs; Rev. Clippinger, of Harrisburg, and Rev. Ayer, of Shippensburg.

RETURN OF THE WHITE SQUADRON. New York, Oct. 24.—The white squadron, consisting of the cruisers New York and Brooklyn, and battleships Massachusetts, Texas and Iowa, arrived here today from an extended visit in western waters. The New York proceeded up the bay to the navy yard, and the Brooklyn anchored off Tompkinsville, S. I.

THE NEWS THIS MORNING. Weather Indications Today: Threatening Weather and Rain. 1 General—Twenty-eight British on the New York Centre steam coal ship.

DR. SWALLOW'S CHALLENGE. Would Like to Discuss the Issues of the Day with Republican Speakers. Harrisburg, Oct. 24.—The following letter has been sent to each of the candidates for state treasurer, Hon. James S. Deacon and Mr. M. E. Brown:

STRENGTH OF THE NAVY.

Discouraging Report of Chief Constructor Hiebhorn. Washington, Oct. 24.—In his annual report to the secretary of the navy, Philip Hiebhorn, chief constructor of the navy, says that the strength of the navy on Oct. 1 was 147 vessels, all told, including the ships of both old and new navies.

SEPLAH THREATENS SHERIFF MARTIN. A Lattimer Striker Intimates That He Will Get Even with the Officer by the Aid of Dynamite. Wilkes-Barre, Oct. 24.—John Seplah, one of the strikers who was shot and wounded at Lattimer by Sheriff Martin's posse, was arrested at Plains Saturday night charged with making threats against the life of Sheriff Martin.

AN INTERESTING FEATURE. An interesting feature of the report was prepared by M. M. Garland, of Harrisburg, president of the Amalgamated Association of Iron and Steel workers. It is a statement giving a comparison of the wage scale and selling rates of iron and steel products in 1897, when the first iron was made there, up to the close of 1896.

OPERA COMPANY STRANDED. Miss D'Arville Has to Pawn a Diamond Brooch to Get to New York. Troy, Oct. 24.—The Camille D'Arville opera company, which is said to be backed by Sam Houston, of New York, and Peiper, broke here yesterday. The company appeared at Rapp's opera house in "The Wolfington," a new comic opera by Victor Herbert, and after a performance was enthusiastically received by a small but fashionable audience.

PLEA OF BIMETALLISTS. A Heated Reply to the Protest of British Business Men. London, Oct. 25.—The Madrid correspondent of the Daily Mail says: The Spanish press unanimously supports the attitude of the government, which it calls eminently sober and dignified, but the impression is that controversy with the United States has reached a critical stage which may be the prelude to a rupture.

VESSELS BLOWN ASHORE. Philadelphia, Oct. 24.—The local weather bureau issues a severe storm warning east of Norfolk, Va., and along the Middle Atlantic coast. Wind of hurricane violence is predicted. The schooner H. W. Laws and an unknown vessel are ashore near Lewis, Del., and other shipping is anchored within the harbor.

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AN ANSWER TO WOODFORD

Spain's Energetic Reply to the Note Recently Presented. LOUD NOTE OF WARNING. There Must Be No More Filibustering.

UNCLE SAM ADMONISHED TO KEEP HIS SUBJECTS FROM INTERFERING IN THE CUBAN WAR—SPAIN THREATENS TO SEARCH AMERICAN SHIPS—THE GAUNTLIT HURLED AT OUR FEET. New York, Oct. 24.—A special cablegram to the Sun from Madrid says: The note prepared by Senor Gullon, minister of foreign affairs, in reply to the note recently presented to the Duke of Teutun, the then foreign minister, by General Woodford, the American minister, declares that Spain has done all in her power to end the war in Cuba, proof of which is given in the great sacrifices she has made, the number of troops sent to the island, and now the granting of wide reforms, which are fully described.

AT A CRITICAL STAGE. London, Oct. 25.—The Madrid correspondent of the Daily Mail says: The Spanish press unanimously supports the attitude of the government, which it calls eminently sober and dignified, but the impression is that controversy with the United States has reached a critical stage which may be the prelude to a rupture.

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