

THE HERALD.

J. A. MACMURPHY, Editor.

PLATTSMOUTH, AUGUST 30, 1877.

TRAIN RUNNING EAST FROM COUNCIL BLUFFS TUESDAY NIGHT RAN THROUGH A BRIDGE ON SKUNK RIVER, KILLING 17 PERSONS.

A BRAKEMAN ON THE C. B. & Q. WAS KILLED AND THE PASSENGERS WERE SCATTERED OVER THE BRIDGE.

The Union Pacific can expend \$250,000 to protect the U. P. Shops and Snelling Works of Omaha from the destructive current of the "Old Muddy," and now inside of sixty or ninety days will expend \$200,000 more to repair two spans of the expensive bridge at that place, a total expenditure of \$450,000 more. That \$150,000 would place a good railroad bridge across the Missouri river at Plattsmouth. Isn't it a shame that it is not done?

The Editor and his better half are coming home, we shall be glad to see them, and I presume our readers will rejoice with us. We have aimed to make a readable paper in his absence and have the assurance to hope we have not entirely failed to interest our numerous readers. In consideration of the fact of our inexperience and give us the credit of doing the best we could, considering the scarcity of news (particularly local). Our next issue will bear the unmistakable imprint of the Editor who will tell you what he knows about (not farming particularly, but) other things and in his own way too.

The Gulf of Death.

THE FIRST DEATH.

DES MOINES, IOWA, Aug. 29.

Details of the railroad accident on the Chicago, Rock Island and Pacific railroad at the east branch of Four Mile Creek, seven miles from this city, are beginning to arrive. A number of killed is estimated at the way from ten to fifty. All the train but the sleeping car went down in the stream. The engine is completely out of sight. Passengers showed great alarm down on the bank, and it is said all of the eleven occupants but one were killed. It is impossible to get definite particulars yet, as the tide has risen here last night and the body floated down, which is known as Davis creek and lodged on some rubbish near a house occupied by Mrs. Carns.

Business in a Minute.

Great credit is due to the managers and officers of the B. & M. R. R. R. in Neb., for the wonderful business abilities they have displayed in handling the immense transit business which has unexpectedly been crowded on to them since last Saturday.

When it is remembered that the B. & M. Company was moving the large two-story depot from its original site to the foot of Main street, and that the building covered all but one of the tracks, rendering the handling of the immense number of cars ten times more difficult from want of track room, it will be seen how great was the executive ability required to meet the sudden emergency which the calamity to the Omaha bridge rendered a necessity. Through almost superhuman efforts, the officers and men, laboring night and day, have managed to keep the numerous trains moving and the road clear East and West. They are now handling 400 cars daily. Three of the tracks are clear up to this writing (Wednesday), and by the time this paper is issued all tracks will be clear. The Depot will be in its place, and no matter how many cars come from East or West, the wonderful energies of the B. & M. forces will be adequate to take care of all of them, and no interruption will occur. In this connection we would urge the attention of the B. & M. directors to the absolute necessity of constructing a bridge here at the earliest possible moment. Even today with all the wonderful ability of its officers and men have displayed, an accident to their transfer boats would absolutely close business between Nebraska and the East. This is too slender a thread for such a powerful company to hang its prosperity on; and we call on Mr. Perkins and Messrs. Irving and Holdrege to look this matter squarely in the face and make in proper representation to their directors. The whole stock and grain business of Nebraska now hinges for its successful operation on the mere accident to the transfer at this point, and the entire community of this State is deeply interested in securing a bridge at this point.

The destruction of the eastern end of the U. P. bridge at Omaha and Council Bluffs, it seems to us, ought to induce the C. B. & Q. to at once place a substantial R. R. bridge across the river at this place. From St. Joseph to the British Possessions, the public must now submit, for a time, to the inconvenience of steam and rope ferries. It is demonstrated that the Union Pacific bridge, to say the least of it, is insecure, it is shattered, and with it the public confidence in that structure must be shaken. The only rational conclusion one can come to is that the tide of travel from East to West, and West to East, will now for a time turn aside and pass over the Kansas route, because St. Louis, Kansas City, and St. Joseph all offer first class facilities for crossing the Missouri river, without danger, delay or inconvenience.

There can be no invalid excuse for the C. B. & Q. management not bridging the Missouri river. Draining the rich grain and stock districts west of the Mississippi and Missouri rivers largely built by government aid, by State aid, and local municipal aid, it owes this much to the public; a freight blockade follows and the merchants and farmers of Nebraska must pay for it. A span of the high bridge at Omaha being lifted from its place, leaves the C. B. & Q., Rock Island and Northern western depending on the steam ferries of Plattsmouth and Blair. We repeat it, the great stream of travel to and through our State, of tourists, capitalists and emigrants, will now seek the most convenient crossing south of Nebraska; and the whole State suffer thereby. We are credibly informed by experienced Rail Road and bridge builders that a good substantial Rail Road bridge can be put across the Missouri river at Plattsmouth for less than \$500,000. A calamity has befallen the whole State by the break in the U. P. structure, the absolute necessity for one or two more Rail Road bridges across the Ohio Missouri upon Iowa and Nebraska, ought to be no longer overlooked by the C. B. & Q. and other Iowa roads, and will no longer be excused by the public. Give us a bridge gentleman.

Was It Murder?

The Rose Child Found in Davis Creek.

It is Conjectured that he was Drowned to Avoid Detection.

To some extent the friends of Mr. S. C. Rose have been put out of suspense as the news has reached the city that their child has been found. The following is the letter sent by Mr. Rose to certain friends.

Our child was found this Saturday morning, two miles northwest of my house. It rained very hard here last night and the body floated down, which is known as Davis creek and lodged on some rubbish near a house occupied by Mrs. Carns.

S. C. Rose

N. B.—The State body is in. I think it is best to bury the child here. Inform State friends.

S. C. R.

As it has been eleven days since the child was lost, it would be impossible for the remains to have been in the state they were. As the child is but 9 years old it could not have walked the distance. Further this neighborhood has been thoroughly searched and it is hardly probable that the body should not have been found before. On these grounds the friends of the family are loud in the opinion that the child has been put out of the way in this manner, supposing the kidnappers had found it impossible to secret the child any longer.

With the limited facts known in this city it would be hard to come to this opinion conclusively. But a thorough investigation could easily determine the matter, and if it is thought this to be the case, officers should be put on the track of the murderers who if once caught would meet with severe punishment.

The sympathy of this community are extended to Mr. Rose and his good lady. The suffering they have undergone in the last fortnight cannot be appreciated. It is sad enough to lose these bright little ones, but the mystery which surrounds this case adds to the affliction.

The remains will be brought to this city and buried here.—Omaha Republican.

We clip from the Omaha Republican the following particulars of the great disaster, not to Omaha alone, but to the whole trans-continental traveling public, in the destruction of a portion of the great U. P. R. bridge at that place:

With the multitude a Republican reporter visited the scene. We first went to the eastern end of the bridge as it now stands and viewed the wreck. Two spans were gone—the two at the extreme end on the Iowa side. Nothing remained between us and the eastern bank except the lone pier. The nearest span had fallen into the water and was out of sight. The one on the eastern shore lay against the embankment, the strong wrought-iron bars being wrought into all conceivable shapes. The large pieces which were cast iron were badly broken. This was the sight.

Of course the report that it had been struck by lightning had been disputed both in fact and in theory. It was no more possible for lightning to strike one part of a bridge than it would be for it to splinter a lightning rod. The spans had been lifted bodily by the wind, in some form—a cyclone or whirlwind most likely. We say lifted, for there were no signs of its having slid off the piers or being blown over. The pier on which we stood did not show any evidence of the massive structure having been moved from it. We could not conceive it possible for wind to raise this enormous weight; but this was the only solution. It was the wind, in its resistless whirl of immense magnitude.

On interviewing Mr. John Pierson, the watchman on the east end, we learned the particulars to be as follows: He was standing in the door of the small guard house just off the bridge when the storm came up. When the bridge commenced to move he sprang out of the door and down on the inclined embankment, several of the iron falling

on him, but not inflicting any serious injury, though his leg was badly bruised. On trying to rise he found he was held fast by some of the telegraph wires being drawn across his neck. After some trouble he extricated himself and walked to his house a few rods distant and called to a friend to start up the track and be ready to signal any train that might be coming from the east. This was at 3:30 a. m. He then went in search of a skiff to cross the river and give warning on this side. After considerable delay he reached the sand-bar which he crossed on foot, swimming the channel on this side, reaching the train-dispatcher's office just in time to stop the morning-passenger which was just about to pull out.

It is not definitely known what will be the exact cost of replacing the spans. It has been variously estimated at from one hundred to two hundred thousand dollars. The remaining spans are left uninjured. The plan of the bridge was so arranged that each span was entirely independent of the other. The falling of these two spans in no wise strained the other parts. The two piers are left standing without the least injury. It is supposed that 90 days is the shortest period in which we can expect to see this great thoroughfare fully repaired and ready for use.

All direct railroad connection from the east will be cut off for some time. Omaha will have other serious "cut offs" to contend with—one on the north, and the other on the south. The Rock Island, C. B. & Q. and St. Joe roads will all transfer their passengers, mails and baggage at East Plattsmouth, for transfer to the Rock Island, and the latter will thereafter run trains in connection with the Union Pacific. The Chicago and Northwestern will make her transfer at Blair, connecting with the Union Pacific at Fremont.

Freight trains will be partially blocked for a time and some trouble will be given our merchants, but as the U. P. company have the most at stake, we have no doubt that they will soon give us relief.

Superintendent Clark was on the C. & Q. train from Omaha yesterday morning, and did not learn of the disaster until he reached Pacific Junction. He came via Plattsmouth, and at once joined Assistant Superintendent Clark and Engineer Lane in preparing ways and means to meet the emergency. He remarked that he felt strongly enough (referring to the river incursion) when he went away, but he returned to find a greater trouble still; his was not dependent, and gave us assurance that every possible effort would be put forth to re-establish "rail-rail" communication at the earliest possible day. The spans are 230 feet in length, and weigh about 250 tons each, and will have to be manufactured in Chicago probably.

He also named period of ninety days is doubtless not excessive for the replacement of the iron spans; but we think we can assure the public that a secure "makeshift" bridge will be open in far less time. We will not put it at thirty days, but we would bet our bottom dollar (if we had one) that sixty days will not elapse before Omaha will cease to have both ends of the bridge cut off.

There is some talk of a cable, and success, which will be an "astonishing" thing to our people. He gives twice who gives quickly, says the proverb; and of such, we doubt not, will be the character of this new gift of our great corporation to the people of this side of the Big Muddy. We trust the new bridge will be a new bond of friendship between the Union Pacific and the people of Nebraska.

Mr. Curtis, of the Star (the new "labor" organ), shares in the very common delusion that the American stock would die out if not re-enforced by fresh infusions from Europe; but Mr. Curtis does not explain how the American stock managed to show such vitality up to the year 1847, when the increase of population was out of all proportion to the infusion of foreign blood, nor has he mastered the physical statistics of the Boston public schools, which show that the children of American parents are taller, heavier and healthier than the children of foreign parents at the same age. The delusion about the decay of the American stock is a superstition almost as absurd as the belief in witchcraft, and any man who gives currency to it is either ignorant of the nature of statistics or careless of the value of his assertions.—Globe Democrat.

NEBRASKA STATE FAIR.

Fruit Exhibition.

The following explains itself:

B. & M. R. R. IN NEB.

AND NEB. RAILWAY.

State's Office, Omaha, Aug. 21

Hon. R. W. Furness, President State Horticultural Society, Brookline, Neb.

My Dear Sir: Yours of the 20th has been received. We shall be glad to encourage the fruit exhibition at the coming State Fair, so far as we may, by carrying all samples free, and orders to that effect will be given all our agents.

Yours truly,

WILLIAM IRVING.

Let those who desire to exhibit fruit at the coming State Fair read the above and govern themselves accordingly. To obtain the free transportation, packages must be marked, "Fruit for exhibition at the State Fair," and addressed to "Daniel H. Wheeler, Secretary, Lincoln, Neb."

The U. P. railroad company, and others in this State, have been similarly applied to, and will, without doubt, I think, respond as kindly as has Mr. Irving.

R. W. FURNESS.

State's Office Horticultural Society.

These papers please copy, or notice in substance.

SENATOR MORTON'S health is improving; he will yet disappoint the Democrats and hold his own.

TELEGRAPHIC.

A MAD LEADER.

The Bravest Man in the Ottoman Army.

Graphic and Thrilling Details of His Death.

A Severe Engagement at Pashin on Friday.

The Russians Repulsed Along the Whole Line.

Turkey.

Special Dispatch to the Globe Democrat.

HOW AZIZ PASHA DIED.

NEW YORK, August 25.—A war correspondent, writing under date of Rasgrad, July 31, sends the following graphic and thrilling details of the death of a Turkish Pasha, one who was one of the bravest and most intrepid men in the Ottoman army, and who was killed at the recent engagement at Esridje. The letter was written by an aide-de-camp present at the battle, and is as follows: I avail myself of the occasion to give you some details of the death of

LAST MOMENTS OF AZIZ PASHA.

Though one of the rarest Generals we possess, he was unfortunately, for the last few days, shown symptoms of insanity; to such a pitch had he arrived that his staff became alarmed. Usually so affable and tractable, he suddenly, only four days previously to the battle, changed his disposition, and threatened to blow out the brains of the first man who had the hardihood to speak to him. Two days before the battle, the Bash-Bazouks, who had committed some crime, were brought before him and he shot them with his own revolver.

THE DAY OF THE BATTLE.

He arrived at the village of Esridje, the officer of the advanced guard, a Lieutenant who had observed the Russians ambushed in the forest, approached his General, and announced this discovery. The General replied by drawing his sword, which he thrust through the neck of the Lieutenant, saying: "What! Are you afraid of the Russians?" and he continued advancing towards the forest, suddenly he was assailed by a perfect hail of rifle bullets, which showered on him from the two extreme ends of the forest. It was more a case of a mad man than of a soldier.

BUT STILL HE ADVANCED.

With one battalion, the commander of this battalion, who was by his side, implored him to return, when the General replied, "Are you also afraid of the Russians?" and he continued advancing towards the forest, suddenly he was assailed by a perfect hail of rifle bullets, which showered on him from the two extreme ends of the forest. It was more a case of a mad man than of a soldier.

HIDDEN IN THE FOREST.

and aziz ordered forward three only in reply, forbidding the second battalion to follow him. He then advanced, and very near, and a Lieutenant Colonel, seeing the danger, immediately sounded the alarm for the division to move, but the General, who was now surrounded, gave no orders without his permission. All remained, therefore, behind, fearing to risk the fury of Aziz Pasha. Russian soldiers, with their bayonets fixed to their rifles, to which they were then opening fire from six field guns.

BULLET IN THE FOREHEAD.

which killed him. Those behind him, who were so near, that they were actually fighting with the enemy. A Brigadier General fell mortally wounded, as well as two Colonels. The General's own Aide-de-camp tried hard to save the corps, charging it along with the bayonets fixed to his rifle, and he should, besides, have taken their artillery.

A RUSSIAN DEFEAT.

LONDON, August 25.—A dispatch from Schumla states that the Turks, last night, at Esridje, after a severe engagement turned the Russian left wing. The Russians were repulsed along the whole line, and suffered heavy losses.

HARD FIGHTING.

LONDON, August 25.—The Turks in strong force violently attacked Schipka Pass Thursday, on three sides. All onslaughts were repulsed. At 9 in the evening the corps reformed and stormed the heights of the Russian right, and desperate fighting continued till midnight, when an eclipse of the moon, and the darkness, induced the Russians to retreat to Garovo. To-morrow a decisive assault will be made. As the Russians have lost 10,000 men, they will be obliged to retreat; they risk being all captured.

THE GERMAN PROTEST.

BERLIN, August 25.—It is officially announced that all the Great Powers and Belgium, Holland, Sweden and Portugal have adhered to the German protest against Turkish cruelties.

LONDON, August 25.

A correspondent at Rome telegraphs: I have received from Cardinal Trucchi, Primate of Sicily, the following words: I have just received information that the pope is suffering great prostration and has barely strength to attend to any business, the cardinal commands that the Vatican and acts in the name of the pope. An intrigue has commenced, which is preparatory to a crisis, and the cardinals are holding meetings to provide for any emergency.

RUSSIANS ANXIOUS FOR PEACE.

Assault on Schipka Pass—Russian Mistake.

An offensive War—Russian Positions Captured.

Prostration of the Pope.

Condition of Senator Morton.

Disastrous fire in a Mine.

PEACE TALK.

A Berlin correspondent telegraphs: I have received a special telegram from the Danube, announcing that the highest persons at the Russian headquarters have expressed earnest desires for peace, on condition that protection of Christians is guaranteed and reforms promised by the portage carried out.

Ignatieff has been ordered to leave the Russian headquarters.

A TURKISH ASSAULT.

SUMMLA, August 25.—Yesterday Suleiman Pasha made an assault on the Russian positions in Schipka pass at 9 o'clock in the morning. The battle, which was sanguinary, lasted until 6 in the evening. The enemy, who were assaulted on both flanks, were unable to resist the attack and the Turks gained possession of all earth-works at the opening of the defile.

THE RUSSIAN MISTAKE.

LONDON, Aug. 28.—A correspondent with headquarters at Plevna writes from Plevna that a mistake was made by the Russian staff in the morning. The results of not adopting a vigorous offensive after the battle of Plevna will evidently be a second campaign, a winter passed in Bulgaria and the Balkans, and a long time in the field.

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PROSTRATION OF THE POPE.

THE CONDITION OF SENATOR MORTON.

RICHMOND, August 18.

Since one o'clock this morning and up to six o'clock this morning, he has been suffering from fever and prostration. Governor Burbank telegraphed President Hayes as follows: "The senator is much better this morning, and it is hoped he will be able to get up in a few days."

THE RUSSIAN POSITION CAPTURED.

LONDON, August 28.—A telegram to the Times from Schumla says Suleiman Pasha captured nearly all the Russian positions. The Russians lost 10,000 men and 100 cannons.

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