

DETAILS OF THE DISASTER.

Death and Desolation at the Scene of the Greenfield Wreck.

NIGHT OF HORROR AND TERROR

A Long and SICKENING List of Dead and Wounded—Other Bodies Not Yet Recovered—Viewing the Remains.

The Railway Calamity.

GREENFIELD, Mass., April 8.—It is thought that twenty persons were seriously injured and seven killed, with a score of others more or less injured. The bodies of C. A. Temple, of Wakefield, Mass., and Charles Ournig, of Boston, were taken from the wreck. Only three persons on the entire train are known to be injured.

Ed Whitehouse probably never knew what killed him. The wound over his left eye was a terrible one, and must have produced utter unconsciousness. When the train struck the water he was buried under its weight, and his body was found in six feet of water. E. E. Hayden must have died in frightful agony. When found his right arm was raised above his head as though he had attempted to clutch some support. The fingers of this hand were burned to a crisp, and the top of his head was literally roasted. His mouth was open as though he had been shrieking with agony.

Since last night not less than 10,000 persons have visited the spot, some of them walking from six to ten miles to view the wreck. As viewed by daylight, the scene is far worse than was reported last night. It is considered marvelous that anyone escaped alive. The descent is 130 feet by actual measurement. Crowds of people hovered about the precipice to-day, and hundreds descended to the river by means of strong cables which the wreckers had stretched to the river bank. Four cars had gone down into the river, among which was the sleeper. The train was thrown to the very bottom of the precipice, a mass of twisted and broken iron and steel, robbed of all semblance of their former shape.

Frank Lane, of Boston, was standing on the platform of the rear car at the time of the accident, said he was startled by the jumping of the train over the bridge. He turned and had left the track, and jumped just as the train went whirling down the awful chasm. It was an awful night. Not a star was visible when the light of the moon illuminated the faint, flickering lights of the camp.

To add to the misery of the situation the snow soon commenced to fall, and in the fullest sense. The snow was of the wounded rent the air, and their cries and groans were terrible. The wailing of a mother over the death of her little girl was heartrending. Penned in the wreck, unable to either escape or find help, they waited to be crushed by falling boulders or debris from the track, they passed an hour of fearful agony. Lane stood rooted to the spot, the red blood fainting in his veins, for below in the rush of the whirling flood he could hear the shrieks for help. Then the red flame shot up amid the shuddered trees, and sped with startling rapidity, and the shriek of agony were redoubled as the imprisoned passengers faced the fire's breath. One cry was heard above the rest—one shriek of agony and恐怖，and then silence. In the darkness, held fast by a mass of debris, felt the scorching flames upon his face, and he sank into the insensibility of death.

A. A. Hartman, engineer, passed by the Landlord Hagen, of Greenfield, on his side. Tenderly he took the wounded man upon his lap and shouted for help, but the mocking echoes of the neighboring hills were too near. Hartman, all the rest of his life, his eyes evoked it. It was a night for heroism.

Conductor Foster, though badly wounded himself, was so concerned at the death and suffering of those that he gave his life.

He did all in his power to recover the dead and rescue the dying. Hundreds of excited persons crowded around the depot, some of whom were among the survivors, and the bodies were brought in for identification, hundreds thronged around, dreading to look at the dead, fearing to recognize among them their relatives. Friends, every means has been taken to cheer away the wretched suffering and recover the dead.

The following is a complete list of the killed and wounded, so far as found:

E. E. HAYDEN, Blanford, Mass.

CHAS. TEMPLE, Waltham, Mass.

CHARLES DUGAN, South Boston.

J. L. FOSTER, North Adams.

VIOLA LITTLEJOHN, North Adams.

ED. WHITEHOUSE, Boston.

MART K. SPENCER, Waltham, Mass.

MERRITT SEELEY, Boston.

Others internally.

Michael Dorgan, Greenfield, seriously; C. A. Cornell, Shelburne Falls, slightly; C. F. Bell, Nashua, N. H., badly but not fatally; George C. Foster, slightly; J. B. Stone, slightly; J. P. Fowles, moderately; A. C. Harver, Boston, badly but not dangerously; A. K. Warner, Greenfield, slightly; Miss A. Derby, slightly; small agent Paul, slightly; Henry C. Conant, Charlestown, N. H., seriously; Charles Littleton, North Adams, lost a finger; C. L. Gardner, severely maimed; Express Messenger Street, Troy, N. Y., maimed in fire; Edward H. Arnold, North Adams, slightly; Mrs. Cornell, Shelburne Falls, slightly; Mr. Wood, Syrene, slightly; Mr. Clegg, Ellington, Fall, slightly; Aaron Lewis, parlor palace car, slightly; J. B. Sturtevant, baggage master, slightly; Walter Parker, brakeman, slightly; W. G. Dunn, Boston, badly; Miss Mary Gowin, Rockingham, seriously; Harry A. Schenck, mail agent, slightly; J. M. Watkins, Oswego, N. Y., internally.

C. M. Peckham, of Orange, and F. F. Faxon, of Boston, are still missing. In an interview with the conductor of the wrecked train said he was certain other bodies would be found under the cars. It is believed the body of a woman is under one of the cars, but the woman is unaccounted for. The water in the river is too high to permit a thorough search.

Election Echoes from Nebraska

Towns.

High license triumphed in Wilber by a vote of four to one.

Strongs declared for license by a majority of eight.

The high license men carried the day in Tekamah, though the temperance people's other candidate for mayor and one alderman.

There was but one ticket in the field in Falls City, and that in favor of high license. W. T. Dartington was elected mayor.

The temperance people of Kenesaw elected for high license, and the ticket of the license ticket. The saloons must go.

Wayne voted down the war taxes proposition 131 to 35. A. B. Slater, W. A. Lowe, Henry Lee, T. J. Steele and F. L. Neely were elected trustees.

The no-license ticket was successful in Sutton, but the year struggle with the same element. The result was largely due to the work of women who turned out in large numbers and surrounded the polls from dawn until sunset.

The people's ticket was elected in Weeping Water, and the saloons were elected and I. Holland, J. M. Roberts, J. P. Dickson, P. S. Barnes and D. C. Fleming.

Syracuse declared against licensing saloons by a vote of 32 to 16.

The saloon men of Arlington elected their ticket by a majority of 13. The elect are L. C. Weber, John Hamann, W. R. Downs, W. D. Badger and W. H. Whitney.

The old board of trustees were re-elected in Cedar Rapids, and the question did not enter the contest, and saloons can obtain license if the cash is not up.

Aurora tried prohibition for a year, and pronounced it a failure by electing a license board last Tuesday.

The result of the election in Albion will be the reduction of saloon license from \$1,000 to \$500.

The temperance people elected three of the five members of the license board, and prohibition will be put in force this year. The proposition to issue \$7,000 in bonds for water works was voted down.

License triumphed in Fairbury by a small majority. The new officials are S. M. Bailey, mayor; J. B. McDowell and J. C. Kester.

son, aldermen Second ward; George H. Turner and Robert Christian, aldermen First ward; John Hasty, clerk; D. B. Cropsey, treasurer.

Telegraph Notes.
The bakers of Detroit have secured a reduction in the hours of labor.

Senator Manderson has been appointed visitor to the West Point academy.

The bill annulling the charter of the Broadway Surface railroad of New York City, passed the state senate by an almost unanimous vote.

At the annual meeting of the Southern Pacific at Los Angeles, a resolution was passed in favor of the use of type-writers by operators taking the press reports were adopted.

Eight cases of small pox have been discovered at Fonserville, a suburb of Montreal, and precautions have been taken to prevent its spread. The central board of health threatens to quarantine the town.

At Palmyra, N. Y., there has been the worst flood known for years. Four tracks of the Central road were submerged, and a large section of the roadway was washed out. The water is now subsiding.

ELECTRICITY IN IRELAND.

Description of a Railroad That Has Made Money for Over Two Years

An electric railroad has been in successful daily operation in the north of Ireland since November 5, 1883. It started from the railroad terminus of the Northern Counties Railway at Portrush, on the county of Antrim, and runs along the magnificent coast road to Bushmills, a distance of six miles, ending within a short distance of the Giant's Causeway.

The total length of the way, including the branch way to the harbor of Portrush and the several sidings, is upward of sixteen miles. The line is one continuous series of long, inclines. Grades of one in forty-five and one in forty are frequent for upward of a nine in length, while steeper grades of one in thirty exist for shorter distances, the worst grade being one in twenty-five.

The summit level occurs about midway, at a height of about 100 feet above the sea level. The line has a maximum of 120 feet above the sea level.

The road is built of stone, and the track is laid on wooden sleepers. The rails are made of iron, and the cross-ties are of wood.

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