

THE ACCIDENT ON THE P. P. Telescoped in the Cold on the Prairie and at Dead of Night.

LIST OF KILLED AND WOUNDED.

Associated Charities—The New Name for the Paxton Block—Doings in the Various Courts—General News, Etc.

A Horrible Night. The railroad disaster on the Union Pacific early Monday morning, near Edison Station, Wyo., proves to have been a horrible casualty. Two children were killed outright, while many persons were injured, some of them fatally.

The killed were: A five-year-old son of Mr. and Mrs. William R. Johnson of Denver, Elberton station. A four-year-old daughter of Mr. and Mrs. Dennis Treat, of Bloomington, Ill. The fatally injured are: Mrs. D. B. Kretzinger, chest crushed. William R. Johnson, chest crushed. D. B. Kretzinger, ribs broken and internal injuries.

The list of others injured is as follows: Mrs. William R. Johnson, back hurt. George Shearer, brakeman, thigh badly cut. Miss Ida Jay, back slightly injured. James Price, hip bruised and ankle hurt. Mrs. James Price, head slightly cut. Mrs. Dennis Treat, thigh badly cut. Two-year-old son of Mr. and Mrs. Kretzinger, slightly cut on the right arm.

The ill-fated train was No. 3 which left here Saturday night for Denver. Some portion of the machinery of the locomotive got out of order and the train came to a stop. The night was bitter cold, the thermometer showing 35 below zero. This delayed the engineer in effecting the repairs, and it is said that Conductor Vermillion sent his car and sent no one down the track to signal any train that might approach.

The passengers in the two emigrant cars attached to the rear of the train were all sleeping. At about 2 o'clock a freight train under full headway crashed into the passenger train completely telescoping the rear sleeper and badly smashing the car next forward. Then followed a scene of confusion and horror. The shrieks of the women, the wails of dying children and the curses of the men caused every one to become panic-stricken. Strong men in their endeavor to get out of the car fought their way through the piles of men and women that crowded the aisle, like demons.

Before many were able to get outside the cars became fired. Passengers in the rear car came to the assistance of the injured and by working hard managed to save every one from the cruel flames. The effects of all the passengers in the sleepers were lost, however.

The injured were carried into the other coaches and given the best attention possible. The locomotive was now in working order and the train moved on to Laramie, where physicians were summoned and the injured given medical attention.

Edison station, where the accident occurred, is a small place containing less than one dozen houses. There is no physician there, and the few inhabitants seemed loth to render any assistance to the people on the ill-fated train. They stood about in groups and but one man rendered any assistance whatever.

ST. JOSEPH'S HOSPITAL.

The Franciscan sisters of St. Joseph's hospital in submitting their half yearly report of donations beg to gratefully thank their patrons for the generous and unceasing support given their institution, and amongst its special patrons, Mr. John A. Creighton for the gift of four lots (22x157 1/2) South Omaha addition, value \$15,000, as site for their future hospital. Following is the list of contributors to the charity during the latter half of 1887:

Table listing names and donation amounts for St. Joseph's Hospital, including John A. Creighton, Mrs. A. M. Schaefer, Mrs. F. C. Hart, etc.

IMPROVEMENTS MADE DURING THE YEAR 1887.

The superintendent of the Belt Line railroad, Colonel J. M. Eddy, has completed his report for 1887, and he makes a most favorable exhibit. During the year forty-seven institutions of various descriptions, have been established along the line of this road.

THE WARE BLOCK.

William A. Paxton, at length decided to call the structure situated at the southeast corner of Fifteenth and Farnam streets, the Ware block. This change was rendered necessary to save foundering the building with the new Paxton block, on the corner of Sixteenth and Farnam streets. It was suggested that he should name the building the Omaha block, by way of paying tribute to the city's well known cattle ranch, and for some time Mr. Paxton thought favorably of the suggestion. The selection made is in honor of his brother-in-law, who is well-known in this country. Mr. Paxton's buildings will hereafter be known as follows: That on Sixteenth and Farnam, Paxton block; Fifteenth and Farnam, Ware block, and an Fifteenth and Farnam, the latter Granite block. The last mentioned building has been known by this name since it was erected.

AN IMPORTANT QUESTION.

In Which the Matter of Street Preservation is Involved. OMAHA, Jan. 10.—To the Editor of the Bee: In 1886 Messrs. Harpstrite and Ulrich, of Decatur, Ill., purchased a lot in Hartman's addition for the purpose of erecting a mill thereon. The matter was delayed until the spring of 1887, but when the gentlemen arrived here they were surprised to find that access to their property was made impossible by the work of the Union Pacific railroad. This property is situated on Nineteenth and William streets the latter outlet leading to the above mentioned property being of a very steep grade, a street that will not furnish a proper access or egress to this property for the building.

Nineteenth street, a public thoroughfare for the last fifteen years if not longer, being the natural outlet, and open at the time of said purchase, has, and should be, legally by the Union Pacific railroad company. The contract of February 1, 1886, between the city of Omaha and the Union Pacific railroad company, referring to opening and closing some certain streets, calls for Nineteenth street to be left as it was, still, the Union Pacific railroad company, in spite of this farcical contract, which every lawyer will pronounce illegal, persists in closing a street which they have admitted to be a street, and the city council, in order to get a title through the agency of their Union Pacific conductors, "Nineteenth Street"—a stopping place; by having had there for years a sign, would not settle amicably, the committee their right of way planked as a public crossing for wagons, vehicles and pedestrians, and still the claim is made that there never was a street.

When this matter was brought before the city council for the first time, a street commission was instituted to replace and fix said crossing, which orders were, by some means or others, frustrated, and the matter never executed.

The committee at the Union Pacific, Mr. Ulrich, conferred with the Union Pacific, Mr. Hickensdorfer representing, and on the assurance of that gentleman that this matter would be settled amicably, the committee waited with their report in this matter for weeks.

The Union Pacific railroad company, after dragging the matter for nearly three weeks made proposals that could not be accepted, excepting by a railroad company.

Last Tuesday afternoon, when the matter came up, the city council, instead of acting directly and decidedly, switched it off to the city attorney and city engineer (for the second time) upon the report of Mr. L. A. Weis, who brought in his minority report, thereby opening the opening of Nineteenth street (M. Leussing's firm), and the consequence of this move will be the killing of this undertaking.

Messrs. Harpstrite and Ulrich have given to the city council a petition signed by the expenses above \$500 will be borne by the said gentlemen. The contract shows the illegality of closing up that street. The city council know that the Union Pacific railroad company violated and broke that very same contract long ago and still—the city council does not act.

Mr. Ulrich has in his possession an offer from different cities who would be too glad to locate men of his stamp in their midst, and he would be too glad to see them for the outlook for him in Omaha is decidedly a poor one.

After spending \$9,500 for the property, and nearly \$10,000 in grading and retaining buildings, after buying \$100,000 worth more of Omaha's dirt, after bringing his family here, the city council says: "No, friend, you can not have it, but we cannot give you access to the property, for the Union Pacific railroad company will not have it."

I believe that the Union Pacific railroad company has been a great factor in the growth of the city but I also believe the Union Pacific is overstepping its boundaries and acting as if Omaha is subjugated by them and has no rights.

An incident closely connected with this proves my assertion: A petition for crossing Nineteenth and Twelfth streets near the government corral was tendered to the city council by the Union Pacific and referred by that body to the respective committee, but was not reported by them. In spite of this action and in open derision of this the Union Pacific made the crossing.

What do we have a council for? Is it not selected by the people of Omaha to take care of the welfare of the city?

It is my sole desire to forewarn the city council of doing what is wrong, and it is likely to be perpetrated to-day—if that Nineteenth street will not be opened, an act that will not tend to attract capital or business here, but we cannot give you access to the property, but we cannot give you access to the property, but we cannot give you access to the property.

BONDS FOR IMPROVEMENTS.

May They Be Issued For Work Outside the Corporation. Judge Sullivan and J. M. McFarland, of Columbus, Neb., were in the city and left for home yesterday. They were taking positions in the case of Oberfelder vs. Kavanaugh, the latter the maker of a platte defendant in a case in which the former is the plaintiff.

SALT RHEUM.

Is one of the most disagreeable diseases caused by impure blood. It is readily cured by Hood's Sarsaparilla, the great blood purifier.

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Sold by all druggists. At 25c for 25. Made only by C. I. HOOD & CO., Apothecaries, Lowell, Mass. 100 Doses One Dollar.

PIANOS, CHICKERING, KNABE, Vose & Sons.

Instruments exchanged, rented and sold on Easy Payments, below FACTORY PRICES. Instruments slightly used at GREAT BARGAINS. Max Meyer & Bro., Omaha, Neb.

WE MAKE IT

A principle of our business not to carry over one dollar's worth of goods from one season to another if we can help it. This season we have a much heavier stock and to close it out we know that extraordinary efforts have to be made. Having taken inventory, we have gone over our entire winter stock, and propose to make a peremptory clearing of the same. Beginning today, we will inaugurate the greatest clearance sale on record. Cost will not be considered in this sale, and we will cut prices to mere nominal figures.

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river. Timorous people need not entertain any fear of danger from the ice. It is at least eighteen inches in thickness, ample to insure the safe passage of a train of cars. A public meeting is to be held at 7 o'clock on Friday evening to give every assurance that the occasion will be a memorable one.

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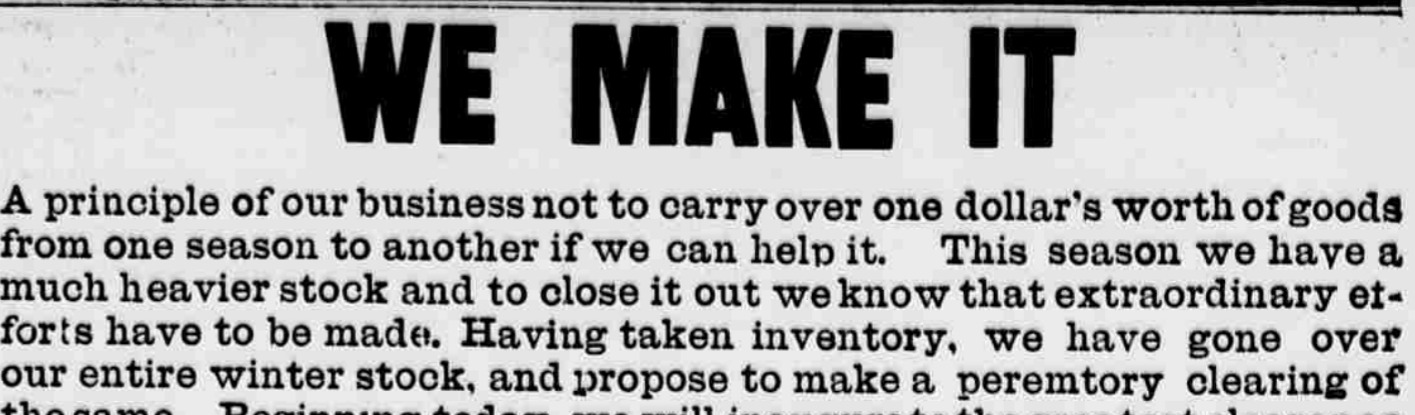
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THE NEBRASKA DIRECTORS.

The election of directors of the Nebraska Savingsbank for the ensuing year, resulted as follows: John L. Miller, Samuel Cotner, W. A. L. Gibson, Alvin Saunders, Norman A. Kuhn, Frank B. Johnson, John Rush Andrew Rosewater, E. A. Benson, J. H. Evans, George Barker, Dexter L. Thomas, Nathan Thompson, Davenport and Nathan Merriam. These are the same as those who established the bank with the exception of N. A. Kuhn having been elected instead of Peter Glantz. The bank now has about \$200,000 in deposits and \$400,000 in assets.

CHARGE OF MANAGEMENT.

The People's Theatre to be Under the Charge of Henry Parrish. On Monday, January 10, the People's Theatre will assume the management of the People's theatre. The lease is already made out and the house will be closed until February 1st for repairs.