

THE NEW ENGLAND BLIZZARD

It Rages With Terrible Violence All Along the Coast.

MANY VESSELS REPORTED LOST.

The Noble Work of the Volunteer Life Saving Crew—Incalculable Damage Caused by the Storm.

Hurricanes and Snow.

Boston, Nov. 25.—The terrible effects of last night's storm have been everywhere manifest along the coast to-day. Although the loss of life already reported is large, it will be still greater but for the brave efforts of Captain James and his volunteer life saving crew of Hull, who are credited with saving twenty-eight persons from disabled vessels. On Sunday afternoon a large three-masted vessel broadside on the beach at Hull. Captain James and his men rushed for the life boat of the Massachusetts. Haman, society, Stone, Beach, and after strenuous efforts they succeeded in bringing ashore a crew of nine men from the schooner, which proved to be the Cox and Green from Philadelphia for Chelsea, with coal. The vessel is now fast but broken up.

Hardly had the band of rescuers completed their work when another vessel was discovered on the rocks about a mile further up the beach, but farther from shore than the other. Hurriedly rushing to the spot, the men found the distance was too great to allow the use of a breeches buoy, and the vessel was abandoned. The waves, too, were tremendous, and it was only after a hard and persistent struggle that the vessel was reached, their boat twice swamped, about a half mile from the beach was at last brought under the vessel's bow and a crew of eight men swung themselves into the water. The vessel was a perilous trip, the boat filling several times, but it was finally thrown on the beach among the rocks by a huge wave and entirely smashed.

The volunteer life savers continued their patrol of the beach, and at daylight sighted a third vessel ashore, about a half mile north of Abbott. She could not be reached by the breeches buoy, and as their surf boat had been demolished, the tireless men started for Stray's station, four miles away, and returned with the Humane society's new boat. This boat withstood the breakers and landed a crew of seven men.

Not satisfied with the work already accomplished, Captain James and his band of two started for Atlantic City, where they went down the beach, where two more vessels were reported ashore. Here they were joined by Captain James and his band of Humane society station at Crescent Beach, and Captain George H. Brown, of the government station at North Scituate. Their efforts were directed to the rescue of the men who could be seen clinging to the rigging of one of the vessels. The sea was running higher than ever, and it was impossible to reach the wreck with a surf boat. Hunt guns were brought into use, and the line was almost simultaneously fired across the bows of the vessel.

David Sheehy, national member for South Carolina, stopped the debate, and the one in charge on a question of privilege. He stated that he was leaving the house when an order was handed him what appeared to be an ordinance. Mr. Wilson, who was then put out on his third perilous journey. The waves were enormous, at times lifting the boat as high as the roof of the vessel. The vessel was a small schooner, but the brave crew never faltered, and at last reached the vessel's stern. As quick as they were within halting distance a nearly exhausted man was drawn from under a furled sail. Captain James threw him a line, which he fastened around his body, jumping into the water, and was drawn into the boat by strong and willing hands. A desperate attempt was made to reach the surf boat through the foam, but the waves were so high that it was nearly an hour they struggled before they succeeded in reaching and holding their desired position. The men were utterly exhausted, and it was a difficult undertaking for them to descend, but one after the other, four by four, descended in safety, jumped aboard, and like the first, were drawn into the boat.

It was then discovered that the fifth sailor in the rigging was offered just as a boat was left in its icy resting place. The surf boat then headed for the shore and a safe landing was effected amid the cheers of the spectators. When the storm struck, the captain and five other men refused to go aboard and they were swept overboard. The men who were left on the beach, and the captain and five other men refused to go aboard and they were swept overboard. The men who were left on the beach, and the captain and five other men refused to go aboard and they were swept overboard.

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WRECK ON THE RIO GRANDE.

An Operator's Mistake Results in a Terrible Catastrophe.

TWO MEN INSTANTLY KILLED.

A Number of Others Seriously and Perhaps Fatally Injured—Fire Adds Horror to the Scene.

The Orders Conflicted.

COLORADO SPRINGS, Colo., Nov. 26.—[Special Telegram to The Bee.]—One of the most awful railroad catastrophes in this state occurred at 11 o'clock this morning on the Denver & Rio Grande road one mile below Husted, where the Salt Lake express on the Denver and Rio Grande collision with the north bound Rock Island passenger, killing two men instantly and seriously injuring several others.

The Denver & Rio Grande left the union depot at Denver at 8 a. m., and consisted of a baggage and mail, immigrant, two passenger and a Pullman car crowded with passengers. It arrived at Palmer Lake eight minutes late, and started down the grade on this side, running about thirty miles an hour. One mile below Husted the road makes a sharp curve and cuts through the bank. Issuing from the cut, the engineer saw rapidly approaching the Rock Island train not fifty feet distant, and too late to make any change. A moment more and the two engines came together with terrific force and fell over in a mass of inextricable confusion. The tender on the Rock Island engine telescoped with the baggage cars on the Denver & Rio Grande also telescoped. All the passengers were thrown from their seats and many were injured. Men, women and children rushed for the doors and windows. The shrieks of the wounded were appalling, and the scene was a horrible one. The fire broke out in the baggage cars, and the flames were seen leaping from the Denver & Rio Grande baggage car, in which, following the escape to the men inside was rendered impossible.

A dozen willing hands caught up axes and other tools and the men were soon freed. The flames spread rapidly and two Denver & Rio Grande baggage cars and one immigrant car were destroyed. With the aid of hand grenades the fire on the Rock Island train was extinguished.

The fireman of the Denver & Rio Grande train was picked up some distance from the wreck. He was badly injured, and probably died. The engineer of the Rock Island train, with his fireman, had both jumped into the water when the collision occurred. Receiving injuries about the head, though not serious. The engineer of the Denver & Rio Grande jumped, but was struck by the cab of the Rock Island engine, and internally, and received a cut on the head.

In the Rock Island baggage car were found the bodies of two men, both with fractured skulls. The killed are: J. H. PETERS, express messenger on the Rock Island; J. H. FLYNN, baggage man on the Rock Island; the wounded are: MARTIN MORROW, engineer on the Denver & Rio Grande, slight fracture of the skull and badly hurt internally; PETER LEVIN, fireman of the Denver & Rio Grande, head and face cut and internal injuries; will probably die; JOHN W. BROWN, head cut and badly bruised, and face and head badly injured.

The responsibility for the accident rests with the dispatcher, Conductor Tom Carver, of the Rock Island train, received orders at Colorado Springs to run the train to Denver, giving him the right of track. Conductor Smith received his orders at Husted, giving him the right of track. It is believed that the accident was caused by the fact that the Denver & Rio Grande train was given the right of track, and the Rock Island train was given the right of track.

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POWERFUL'S ONLY REGRET

Is That He Is Again Placed at the Head of the Order.

INDIANAPOLIS, Nov. 26.—Powderly, in response to a reporter's question to-day, stated that he was entirely satisfied with the general outcome of the convention, and continued: "I regret only one thing, and that is that I am again placed at the head of the order. Personally, I am sorry for it, and I honestly did not expect it. I might have stepped into a better thing. A position had been offered me which meant more money and less work. In fact, papers were drawn up and about ready to be signed by which I could have received \$200 for about three months' work."

The grievance committee had all the morning and the cases of district assembly No. 49, of New York, were disposed of. A delegation headed by James E. Quinn was agreed by the convention to be the proper one. A resolution was introduced for the expression of the convention on the strike of the switchmen in this city, and it was referred to the general master workman.

The business of the afternoon was merely of a routine character. One of the first things done on reassembling was the passage of a resolution on the strike of the switchmen in this city, and it was referred to the general master workman. The local appeal to the general master workman was that of George Schilling, who, as master workman of district assembly No. 24, of Chicago, suspended the general master workman, and was by him reinstated. Schilling thereupon appealed the case to this body on the ground that the general master workman, Schilling, was a disreputable character, and was by him reinstated. When Schilling concluded his statement, General Master Workman took the floor and made a statement in justification of his action by claiming that when the dispute arose between the district assembly and the general master workman, the latter, being the superior officer, was entitled to authority. The debate being closed, the general assembly refused to endorse Schilling's appeal. By a vote of 100 to 75, the case was referred to the general master workman, the latter, being the superior officer, was entitled to authority.

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THE DEMOCRATS RETALIATE.

They Appeal to the Courts of West Virginia.

QUAY CLAIMS NINE MAJORITY. Upon the Face of the Returns Republicans Have All the Districts in Dispute—The Extra Session.

WASHINGTON BUREAU THE OMAHA BEE. SIX FORTY-NINTH STREET. D. C., Nov. 26. The action of the democrats in appealing to the courts of West Virginia for an injunction to restrain the governor from issuing certificates to the republican congressmen-elect, is in the nature of a retaliation for the similar movement on the part of the republicans in the Dominion.

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"GOOD-BYE FOREVER."

The Shaw-Yoho Elopement Results in a Divorce Suit.

CHICAGO, Nov. 26.—[Special Telegram to The Bee.]—The elopement of May Yoho, of the "Crystal Slipper" company, and a young man named Shaw, which occurred last summer, has resulted in the filing of a divorce suit. Today Shaw's wife submitted a letter of testimony before Judge Shepard that will result in her getting a divorce in the course of a few days. Mrs. Shaw is the daughter of W. N. Caldwell, and she was married to Shaw in 1887. During the production of the "Crystal Slipper" at the Chicago opera house, young Shaw was particularly attentive to May Yoho, who charmed more gilded youths than one. She seemed, however, to prefer "Elbie" Shaw, whose father is a millionaire member of the board of trade, and a member of the big firm of Blake, Shaw & Co.

Yoho's attention was most noticeable, and nobody who knew him was much surprised to pick up the papers on the morning of July 4 and read that Prince Prettivitz and "Elbie" had disappeared. Later developments showed that they had taken a train at Chicago, and had gone to New York. However, she maintained that she was at home confined with a cold all day, and then dejectedly returned to her home. She was wrong between young Shaw and the pretty actress. He was about thirty and she was about twenty. They were both people believed that the elopement was a harmless frolic of two young persons. Not so young Shaw's wife. After an investigation she had made, she had learned that Yoho, specially alleged adultery on the part of Shaw with Miss Yoho.

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