

The Dalles Chronicle.

VOL. VII

THE DALLES, OREGON, SATURDAY, JULY 14, 1894.

NO. 173

WORDEN IS THE MAN

Arrested for Ditching the Train at Sacramento.

GOMPERS IS STILL CONSERVATIVE

John Sherburn Tells How the Bridge Was Destroyed at Sacramento and Who Did It.

The Bridge Tragedy.

SACRAMENTO, July 12.—A startling story was told by John Sherburn, a boy. He is the son of Major Sherburn, who is well known here. According to his confession, which is now in the hands of the proper authorities, S. D. Worden, who is under arrest for ditching the overland train yesterday, which resulted in the death of Engineer Clark and three soldiers, approached him yesterday morning and asked him if he would drive him and several friends to Yolo county. Sherburn accepted the offer, and a few minutes later four strikers drove up in a three-seated rig. Worden and Sherburn jumped into the wagon, and the latter was told to drive to Yolo county. After crossing the bridge Sherburn was ordered to drive along the road leading to the scene of yesterday's wreck. When they reached the latter place Sherburn was ordered to alight from the wagon, and told by Worden to step into the caboose of a freight train, which was standing close by. The boy obeyed, but from a window in the caboose he saw Worden and his companions take from an empty car, which was attached to the freight train, a rifle, several boxes of cartridges, a monkey wrench and a crowbar. The articles were placed in the wagon and Sherburn, after being told to come out of the caboose, was ordered to drive to Davisville. When some distance from the latter place, the articles were taken from the wagon and Worden and the conspirators started up the track, after telling the boy to remain in charge of the team. After waiting for some time the friends returned and ordered Sherburn to drive to Woodland. During the trip the boy heard Worden remark with a fiendish grin:

"I used to fire with that — — — and before many minutes his — soul will be in —"

When Woodland was reached, the murderers, with the exception of Worden, alighted and walked up the road. The latter remained in the wagon and ordered Sherburn to drive back to the city. It was not until the two-mile trestle was reached that Sherburn realized what had happened. He silently surveyed the wrecked train, but was afraid to question Worden, as he thought he might kill him. When the Yolo bridge was reached Worden alighted from the wagon and ordered Sherburn to return the team to the stable. Convinced that Worden and his friends were responsible for the ditching of the train, he immediately notified the authorities. Worden and several other strikers were then arrested for murder. This afternoon Sherburn was taken to the county jail and positively identified Worden. He was unable to recognize the other prisoners. It is expected that more arrests will be made tonight. It is known at least seven men are responsible for the wreck.

Six Practical Suggestions.

CHICAGO, July 12.—The strike situation throughout the country today was, in general, one of quietness. The central point of interest has been the meeting of the labor leaders with President Gompers, of the Federation of labor, at the labor headquarters in the city. It is admitted that the action of that body, if taken unanimously, will have a marked effect on the situation, and persons well informed as to the predilections of the persons composing it express the opinion that unanimous action by it, except in the direction of quieting the present agitation or turning it into other channels, is unlikely. It is known that several suggestions are being considered by the leaders. Among them are the following:

First, that the striking Pullman employees, on high patriotic grounds, appeal to President Debs to declare the strike off by reason of the infinite dam-

age which is being done to the business of the country.

Second, that the leaders unite in an appeal to the public to quit patronizing Pullman sleeping cars, drawing-room and dining-cars.

Third, that President Cleveland be requested to appoint a committee to investigate the strike and the causes which led up to it, in expectation that the report of such commission would justify the action taken by the strikers and free them from the charges of rioting and disorder.

Fourth, that immediate efforts be made to secure the impeachment of Attorney General Olney.

Fifth, that an effort be made to secure the passage of a compulsory arbitration law by congress.

Sixth, that complaints be lodged looking to the indictment of the railway managers for conspiracy to obstruct the movement of the United States mails by refusing to run mail cars except in connection with Pullman.

At noon today the union machinists threw down their tools and joined in the general sympathetic strike, which was inaugurated yesterday. As is usual in such cases, the strike affects the large shops far more than the smaller ones, where only a few men are employed.

Promptly at 12 o'clock the 700 men employed by Fraser & Chalmers laid down their tools and went on a strike. Before doing so, they had notified President W. J. Chalmers of their intention, and held a conference, wherein the men stated their position. They said they had no complaint against the company, nor any grievances of any kind, but had been ordered to strike out of sympathy, and would do so to show their sentiments. Mr. Chalmers made a speech, in which he said he hoped that the strike would cause no hard feeling between the company and its employees, and with a handshake and well wishes all around, the men left, and the big shop, which a few minutes before had been all bustle and confusion, was silent. Over 100 men employed by the Gates Iron Company walked out at the same hour, and a number of other shops were affected.

A SAD MISNOMER.

The Term "Old Maid" is Almost Always Misapplied.

I lately heard an amusing new definition to the term "old maid," which was held to apply, not to elderly spinsters in general, but only to such as had never had a chance of changing their condition: those who "would not when they could," or whose course of true love has run rough, receiving the more respectful title of "maiden ladies." The idea emanates from a masculine brain, but the difficulty of ascertaining which designation applies in individual cases is a problem which the superior male intellect has not condescended to solve, says the Ladies' Pictorial.

Are old maids under this definition to be expected to wear some particular form of cap, or have their hat cut in a special fashion, or add the letters "O. M." to their visiting cards? I am convinced that there are very few women indeed whose experience has failed to include a love affair of some kind, and of these few only a small minority would acknowledge the fact.

A more correct idea of the term, it seems to me, and one which takes away its old-fashioned sting, is that it describes a certain type of woman irrespective of her condition in life. The prim, narrow-minded person who fusses over trifles, who would leave matters of the most paramount duty or engrossing interest in order to put tidy a drawer or sew on a button; who goes all her life in fear of Mrs. Grundy, and would leave any kind action undone, or kind word unsaid, if it ran the slightest risk of offending that potentate, would be old-maidish in spite of any number of matrimonial ventures; while, on the other hand, there are plenty of liberal-minded, youthful-hearted old misses to whom the epithet is so obviously unsuitable that no one thinks of applying it.

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THERE has been a great decline in the shipbuilding industry in Norway in the past three years, from an aggregate tonnage, steam and sail, of 31,133 in 1891 to 15,376 tons last year. The total tonnage of sailing ships built in 1891 amounted to 14,267 tons; last year it was but 3,789 tons.

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