

THE OREGON SCOUT.

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FIFTH AND SEVEN YEARS.

This is the Sentence Pronounced Upon Three of the Express Robbers.

St. Louis dispatch: The probability that Fred Whitrock, the Adams express robber, and his confederates, would be brought into the criminal court to-day, drew a large number of people to the court room, anxious to catch a glimpse of the famous highwayman. At 11 o'clock the grand jury, which was at that hour expected to be ready to present their indictments, announced that they were not ready to report. An adjournment was taken to give them further time to consider the cases, and two subsequent adjournments were taken, the last one until 2 p. m. for the same purpose. At a late hour, when Judge Normile took his seat, the court room was crowded, the spectators filling the aisles and doorways. The grand jury filed in and took their seats.

"Gentlemen, have you anything to report?" asked the court. "We have three true bills to return," responded the foreman. The bills were handed to the judge, who, after looking them over, dismissed the jury. One of these was a joint indictment against Frederick Witrock, Thomas Weaver and William W. Haight, charged with larceny from the railroad car. The indictments charging them with robbery in the first degree were prepared yesterday, but the form was not ready to file until this morning. The judge then sentenced them in accordance with the recommendation. Witrock and Haight took their sentences stoically, the former remarking, "We have made our beds and must lie in them," but Weaver was evidently affected. He cannot reconcile himself to the idea of serving a term in the penitentiary, and he has written to the warden, asking that he be allowed to go at liberty.

After receiving their sentences the prisoners were taken back to the cells, where they will remain until to-morrow, when they will be taken to the penitentiary at Jefferson City. After Witrock, Weaver and Haight were sentenced to-day and were taken to jail, they were observed to start at the sight of Fotheringham, who stood inside the cage. Witrock walked up to Fotheringham, shook hands with him and he had done him a great wrong, but he had done him no hard feelings. Fotheringham assured him he did not, and the three entered into an earnest conversation regarding the events since the robbery.

THE NEWS BRIEFLY TOLD.

Four persons were killed and thirteen wounded by a gas explosion at Portsmouth, England. The money received from the Adams Express robbery lack \$12,000 of being the full amount stolen. An exploding boiler at Geneva, Pa., killed four men and injured many others. William Stemmer, oilworks, Norristown, Pa., failed for \$50,000. Perry and Freytag combined to form a new cabinet for France. Phil Armour owns nearly all the cash pork in Chicago. Miss Ida Griffiths, of Council Bluffs, committed suicide from despondency. Six hundred clock laborers at Bayonne, N. J., struck against a reduction of wages. Montana's mining output for the year 1885 was about \$23,000,000. The national debt was reduced \$9,100,000, in December. W. K. Vanderbilt and C. Vanderbilt, subscribed \$1,000 each to the Logan fund. The official count of the vote on the Minnesota election was made on the 5th. The result on governor was: A. R. McGill, (Republican), 107,064; A. A. Ames, (Democrat), 104,454; T. E. Childs, (Prohibitionist), 8,960. Mayor Ames was present, as interested spectator of the proceedings, but he made no attempt to be sworn in, as had been asserted he would. He declines to state his intention in this regard.

A New York dispatch says: It is known for some weeks John Roach, the great ship builder, has been confined to his residence in gradually failing health. His disease is epithelioma, and its development has been very similar to the case of General Grant, the location of the cancer, however, being on the roof of the mouth, instead of in the throat. It has become evident to his physicians that there was no hope of his recovery. Mr. Roach is now failing gradually. His agony is relieved only by anodynes. A special from New Orleans says: The orange crop of Louisiana is all harvested and marketed. It is, as predicted, less than one-tenth of an average crop, and oranges are retailing now at 30 to 50 cents a dozen, against 10 to 20 cents this time last year, and scarce even at these figures.

THE WIDOW'S MITE.

Chicago dispatch: William Penn Nixon, treasurer of the Logan fund, sent to Mrs. Logan to-night \$6,500 as the result of the first day's collections in the city for a \$100,000 tribute. A number of other subscriptions are promised. Chicago subscribers prefer to make their remittances direct to Mrs. Logan. The names have not yet been made public. Ex-Congressman C. B. Farwell received \$7,000 to-day to apply on the \$30,000 fund to pay off the debts of Gen. Logan. Washington special: The Mrs. Logan fund to-night in subscriptions paid to Geo. C. Lemon, the treasurer of the funds, foots up \$21,000, and with the subscriptions promised from Chicago and the west amounting to fully \$10,000 more. Geo. C. Lemon to-day received from Murton, Biss & Co., of New York \$1,000 for the Logan fund. Small subscriptions, aggregating \$325, were also received. Capt. Lemon is expecting several large subscriptions from Chicago.

WHO WAS TO BLAME?

A Railroad Accident in Ohio Attended With Great Loss of Life.

Tiffin (O.) dispatch: The fast train on the Baltimore & Ohio railroad which left New York at about 9 o'clock yesterday for Chicago with five coaches and four sleepers, all well filled with passengers, collided with the eastern bound freight several miles east of this city about 4 1/2 miles. The passenger train was fifty minutes late and was running at the rate of sixty miles an hour. Passing Republic, a small station, like a flash, they rushed along a curve a mile west of that town when suddenly the engineer saw the freight train under full headway within a hundred yards of him. He at once applied the brake and reversed his engine, but it did no good, and the next instant the crash came, telescoping the coaches and piling them upon each other. To add to the horrible scene, fire broke out in the smoking car and soon spread to the other cars. Many people were killed outright, while others were wedged in among the broken cars and slowly consumed in the flames. The screams of the wounded and dying were heartrending, but no assistance could be given until a farmer awakened by the crash came and with other neighbors worked like heroes to save the perishing. The ground was covered with snow. The collision occurred one mile from town and nearly half a mile from any dwelling and at 2 o'clock in the morning. It is related of one Bradley, a prominent Knight of Labor, from Washington, who, while the flames were burning from the car windows, which had been broken in the crash of the collision, that he by some means put out his hand and threw his watch and pocket book to those whom he could see on the outside. He was pinned in on the inside and was being roasted alive, but he saw a fire was being made to render him any relief. They could hear the frenzied and horror-stricken man as he madly endeavored to burst the barrier that held him in his fiery prison. The charred remains of the express messenger consisted simply of two thigh bones which were found in the debris of the car.

The engineer and fireman of the freight reversed their engine and jumped for the snow bank. The engineer of the express reversed his engine and sprang to the left. The fireman endeavored to get out to the right, but being wedged in, he fell close to his crushed engine and was badly burned, but not beyond recognition. His body has been placed in a neat casket and is now at the undertaker's at Republic, awaiting the arrival of his relatives. Several other passengers' bodies have been recovered from the burning wreck, there must have been many more that perished, as the tally of those who escaped and those wounded is far short of the number of the persons known to have been on the train. Several spears found in the ruins may serve to identify some of the victims. Following is a list of the killed: Joseph Postlethwaite, of Belton, Wentz county, W. Va., and his two sons, Spencer and Henry Postlethwaite; W. Scott Pierce, express messenger, Newburg, W. Va.; Frank Irwin, lineman, Blackhand, O.; J. M. Grant, lineman, Blackhand, O.; William Fredericks, fireman, Washington, D. C.; M. H. Parks, officer of Knights of Labor, Washington, D. C.

There are nine distinct bodies that are lying on the ground, and a mass of charred remains, but nothing but pieces of the skull and bones are left. How many persons these represent will never be known. The railroad officials claim there were but ten persons killed, six of whom were passengers and the other four employees. Only one per cent. of those from the smoker unharmed and his name is unknown. Cleveland dispatch: At 1 o'clock the east-bound freight train in charge of Conductor Fletcher, pulled out of this city, having received orders to sidetrack at the Scipio siding to allow the east-bound express to pass. After the passenger train crossed the conductor, being without special orders, exercised his own judgment and determined that inasmuch as he had half an hour to make the switch at Republic, a little more than five miles distant, before the arrival of the fast express from the east, he should make the switch at that point at 2 o'clock, he thought. The night was bitter cold, and much difficulty was experienced in keeping up steam in the engine. Finally at a point half a mile west of Republic the train came to a standstill, being unable to move further. Just here was made the horrible mistake which resulted in the loss of many lives and the destruction of thousands of dollars worth of property. Although the conductor must have known that he was encroaching dangerously near the time of the express, he did not send out a signal and the train did not come to a standstill, and he found it impossible to move any further. He then started forward with a lantern himself. At this point there is a sharp curve, and Conductor Fletcher had not proceeded more than the length of twenty cars when he saw the headlight of the approaching express rounding the curve not more than forty rods distant, and running at the lightning speed of sixty-three miles per hour. Horror-stricken with the knowledge that a frightful accident could not be averted, he flashed his light in the face of the engine of Lem Eastman. The latter at the same time saw the light of the freight engine, and giving a wild shriek of whistles for brakes, he reversed his engine and jumped for his life, crashing through the window of the cab, carrying glass and sash with him, and slightly injured, his limbs being confined to a slight wound upon the knee. As he realized the danger, he called to the fireman, William Fredericks, to save himself. The latter was engaged in shaking the fire and raised up and hesitated a moment to glance forward to contemplate the danger. This was fatal, as at that instant the crash came and the poor Fredericks was pinned and crushed by the mass of wreck. The effects of the collision can be better imagined than described. The engines of the two trains reared into the air like a pair of enraged living monsters and then settled down upon the track driven into each other until their cylinders touched. The force of impact jammed the baggage car into the tender of the fast train, the express car into the engine, and the smoker into the express. In less than five minutes from the moment the collision and before any organized effort at rescue could be made, the fire of overturned stoves communicated to the woodwork and the flames leaped high in the air, their roar mingling with the cries of anguish of the imprisoned victims, to whom death in its most terrible form was a horrid presence. The trainmen and injured passengers were powerless and could do nothing to rescue the sufferers.

Cincinnati dispatch: The Commercial Gazette's Tiffin special reports a diversity of opinion regarding the real cause of the accident. Reports agree that there was carelessness on the part of the railroad employees, but whether the blame should attach to the freight or passenger crew is a matter of conjecture. A thorough investigation will be made. Coroners have taken charge of the dead. The Commercial correspondent gives seventeen as the number who were killed, and says that out of fifteen passengers in the smoker but one escaped. A NEBRASKA MAN SAVED. Chicago dispatch: The only train arriving here with survivors of the Baltimore & Ohio crash, and which left until 9 o'clock this morning, is the train of the Chicago & North Western, which left at 11 o'clock. It is reported that one of the four men who escaped from the ill-fated

DOWN ON POWDERLY.

The Socialists Not Pleased With His Avoiced Opinions.

New York dispatch: The socialists in this city are highly indignant with the opinions General Master Workman Powderly has recently expressed. S. E. Shevitch, editor of the Volks-Zeitung, the socialist organ of this city, said to-day that he could not conceive how a man like Mr. Powderly, who himself had been a member of the social labor party, and who thoroughly understands the principles of that body, could write such a letter as that. The socialist party, Mr. Shevitch added, did not believe in the employment of force as an offensive measure for the solution of the labor question, although many of its members believed that a physical struggle was only a question of time. The party itself believed in employing force only as a defensive measure, and Mr. Powderly being himself a member, must have understood this. The party believed in educating and organizing the laboring masses, and that the socialistic movement gained such power as to threaten the overthrow of the ruling classes the latter would undoubtedly resort to violence, but not down the socialists, and then the struggle would come.

Mr. Shevitch said that Mr. Powderly remarked that he had no respect for the law, but that he had respect for the law. He knew very well that the socialists were the first among the workmen who took the initiative in the labor movement, and that they were the only ones who consistently refused to vote for either of the two political parties. Mr. Powderly knew that some of the most active men in the New York labor campaign and his most ardent supporters and admirers in the Knights of Labor were socialists. The labor movement had been principally organized by socialists, and to-day there was not a prominent man in the labor movement who was not a socialist in principle if he was not directly affiliated with the party. They all believed in the abolition of the wage system and in the ownership of all the means of production by the general government. With regard to that part of Mr. Powderly's letter in which he refers to the blood-thirsty tendencies of socialists and anarchists, Mr. Shevitch remarked that no matter how much the capitalists resorted to force to down the strikers, as in Milwaukee and St. Louis, he, Mr. Powderly, would at once come out with a sword. It is worth noting that Mr. Shevitch once wrote in the Volks-Zeitung a speech of Mr. Powderly's about the shooting of strikers, in which he said that if that kind of thing continued it would be necessary for labor unions to get Gatling guns to defend themselves.

A WRECK IN MASSACHUSETTS. Springfield (Mass.) dispatch: The Modoc passenger train on the B. & A. railroad from Albany, which should have arrived at 5 o'clock, was badly wrecked at West Springfield. It is thought that the train collided with a freight train. One passenger and one sleeper were burned and several people were badly injured, but none were reported killed. The axle of one of the cars on the express broke and threw the remainder of the train against the freight train passing on the track next to it, which threw the engine of the freight train off the track. Two passengers were reported killed, one being burned to death, and ten or more seriously injured. Fourteen first-class Chicago and western mail pouches and seventy-three pouches of second-class mail were burned. These contained much registered matter. It is now learned that but one was killed. About a dozen others were injured, but not seriously. The charred remains of a man was found in the wreck at noon to-day while clearing away the debris.

THE TEXAN DROUGHT.

Fort Worth (Tex.) dispatch: The Fort Worth Gazette published to-day the official report of the convention of county judges in the drought district of Texas, held at Albany, in this state. Twenty-one counties were represented in the convention. The total number of people in those counties now in need of food, clothing and fuel is placed at 39,000, while thousands more are without seed to plant during the coming winter. An appeal is made to the state and national legislatures and to the country at large to furnish at once \$500,000 to relieve immediate wants.

AN UNGRATEFUL STAR.

LOUISVILLE, Ky., Dec. 30.—Theodore Richards, manager of a back line in this city, was fatally stabbed shortly after 10 o'clock this morning by Nick Burns, a one-armed man. Burns was drunk and Richards was seeing him home in a carriage. When Burns' house was reached he jumped out of the carriage with a five-inch clasp knife. The men were friends, and there is no apparent motive for the crime. Richards is dying to-night.

THE LONG AND SHORT HAUL.

Washington special: Senator Allison, in answer to a request for his views on the inter-state commerce bill, says: "I think the bill will pass as it stands. There is some misconception as to the long and short haul clause. Chauncey M. Depue's criticism shows that he has not read the bill carefully. It cannot be construed so as to apply to a pro rate. It only says that the aggregate charge over short distances shall not be more than for the longer. When the Boston & Albany, New York Central, and Lake Shore, for instance, combine and fix a through rate from Boston to Chicago they cannot charge more between Boston and Buffalo than an aggregate charge. That gives a wide latitude. It allows a charge of as much for fifty miles as 500, though no more. There is no such cause for alarm as some have imagined. The only question seems to be whether the long and short haul clause might not make a difference between the neighboring and distant markets. It might result in combinations of long lines on through freights and an advance in rates. The bill prohibits pooling, but its details and features are such that it practically establishes, if it is well enforced, a uniform rate. I preferred the Cullom bill's disposal of the feature, but I shall vote for this. Senators Sherman, Platt and Aldrich think the bill will be recommended."

Gladstone as a Tory.

He (Mr. Gladstone) was then, I must remind my readers, a high Tory, and used to chaff me, if I may say so without irreverence, for the interest I took in a pursuit quite uninteresting to him. One day I was steadily computing the odds for the Derby as they stood in a morning newspaper. He leaned over my shoulder to look at the list of horses named. Now, it happened at that moment that I preferred a colt called Handley, who figured in the forecast as "Well," cried Mr. Gladstone, reading off the odds, "Handley, at any rate, I see, is in his proper place between Zeal and Handley, and in this, as in the past, he is occupied by the four-footed members of the illustrious rebel. But, O ye Schnadshoists and Caneuans, what an utterance to fall from the lips of the liberalized-liberal and rising senator of mankind!—Sir Francis Doge's Reminiscences.

FUNERAL OF SENATOR LOGAN.

Burial Service Held Within the Hall Where His Latest Work Was Done.

Washington dispatch: The eldest storm of last evening gave place this morning to a heavy fog. The two inches of thawing snow and ice which covered the ground made murching and all outdoor exercises a thing to be dreaded. However, great crowds made their way from early morning toward the capitol to view the remains of the dead statesman while lying in state. The time was too short to give an opportunity to all to pass. At 11 o'clock the doors were closed to the general public, while two ranks of Grand Army men filed in on either side of the bier and the lid of the casket was screwed down. A belated delegation of friends from Chicago arrived from Chicago a few minutes later, and the casket was reopened to enable them to take a last look at the body.

At 12:10 the casket was conveyed to the senate chamber. The hall of the senate was tastefully, though not elaborately draped and the chair of the dead senator was covered with crepe. The clerk's desk was almost hidden with floral emblems, flanked on the right and left respectively by a high altar of white, and an immense representation and badge of the Fifteenth army corps. Two or three hundred additional chairs were arranged in rows for the accommodation of those who had been invited to attend. Senators came in singly and in pairs, and took the seats assigned to the left of the presiding officer's desk, leaving the three front rows vacant. At a quarter before 12 o'clock, clad in their solemn robes of office, entered Chief Justice Waite, Associate Justices Bradley, Gray, Field and Matthews, together with the officers of the supreme court, and took seats assigned to the right of the presiding officer's desk. Behind them came members of the house of representatives, headed by the officers of that body, and were conducted to their seats in the rear of the chamber. Members of the diplomatic corps were seated upon the right, and behind them came the representatives of administration—Secretary Bayard, Endicott, Whitney and Attorney General Garland—who were placed in the front row upon the right. The president was not able to be present. The chair assigned for him was left vacant. The galleries were thoroughly filled. The seats reserved for the family of the president were occupied by Mrs. Cleveland, Mrs. Folsom, Mrs. Vias, Mrs. Manning and Mrs. Lamont. At 12 o'clock a host fell over the assembly and as the procession of mourners entered the floor of the chamber, every occupant of a seat upon the floor rose to his feet. Mrs. Logan, heavily veiled, was supported by her son, Maj. and Mrs. Tucker and their son, Logan Tucker, Cornelius and James V. Logan, brothers of the general; William Andrews, a friend of John Logan, Jr., and Mary Brady, a cherished friend of the family and for years a member of the household, composed the mourning procession. They were shown to seats upon the left front.

Following the mourners came the funeral procession, headed by Rev. Dr. Newman, the officiating clergyman; Rev. Dr. Butler, chaplain of the senate; Bishop Andrews, of the M. E. church, and Rev. Dr. O. H. Tiffany, of Philadelphia. The honorary pall bearers were Gen. Sherman, Isaac C. Hovey, Senator Stanford, Postmaster General Vilas, Gen. Lucius Fairbairn, C. H. Andrews, Col. Grant, Dr. McMillan and Gen. John C. Black. They wore sashes of black with shoulder knots of white and black ribbons. They formed in two lines as they came toward the bier, between which stood the pall bearers of the G. A. R., bearing the casket. The congressional committee wore sashes of white. The honorary pall bearers and committee were conducted to seats on the left of the center. Senator Sherman and Speaker Carlisle occupied chairs at the president's desk. The solemn services began by the reading of the Ninetieth chapter of Corinthians. Prayer was offered by Dr. Tiffany and the funeral sermon was delivered by Dr. Newman. At the close of the funeral oration the benediction was said and then at the word of Mr. Sherman the funeral procession filed out of the senate chamber. At the head of the procession rode Lieutenant General Philip H. Sheridan in his full uniform covered by his military cloak, with one and thrown over his shoulder. He was followed by the four members of his staff in line, and they by a band of his artillery, with muffled and craps covered drums, playing a funeral march. The guns and caissons of the batteries moved in double line and the dismounted artilleymen, with their redined cloths thrown back, marched in platoons as infantry. The march, headed by their band and drums, carried across the hall, and the military organizations which came next. The colors of the organizations were furled and draped in black.

The scene was very impressive. Surrounding the casket stood members of the cabinet, senators and representatives, army officers and gray haired veterans of war with uncovered heads, while in low but distinct voice the chaplain read the simple but solemn service. When he finished Rev. Dr. Newman stepped forward and in an impressive manner delivered the funeral prayer and concluded with the benediction. The band began to play softly as the pall bearers stepped forward and bore the casket into the vault. After the ceremonies at the tomb were over Deputy Sergeant at Arms Christie called upon General Hunt, governor of the soldiers' home, and suggested the propriety of having a guard of honor over the remains. General Hunt at once called for volunteers from the residents at the home and in a short time a number of veterans responded to the invitation. The volunteers were well maintained, and day and night, in two-hour watches, until a force of regular soldiers is detailed for guard duty by the secretary of war.

THE RICHES OF MONTANA.

Butte (M. T.) special: The product of this territory in the precious metals for the year just past will reach \$23,000,000, divided as follows: Gold, \$3,500,000; silver, \$13,500,000. The copper and lead products of the territory can only be estimated, as they do not pass through the assay and express offices, and there is no way of seeing the statistics, and although the depreciation in the copper market has probably operated to decrease the output, it is safe to say that copper and lead have added to our mineral production on a conservative estimate \$7,000,000, which would make the gross mineral output of the territory for the year at least \$23,000,000. The output Silver Bow county takes the lead with a production of \$5,164,984 in silver which was shipped through the Pacific Express company at Butte while about \$2,000,000 worth of bullion was shipped in the copper mines of which no correct estimate can be made.

WOUNDED BY A PRINCE.

CITY OF MEXICO, Dec. 29.—A duel was fought here yesterday between Prince Augustin Iturbide and Senor Carcedo, both of whom are members of the Jockey club. The weapons used were swords. The prince wounded his antagonist in the shoulder, but not dangerously. The duel took place at the San Lorenzo school of artillery and has excited much comment, both gentlemen being of the highest social standing. The prince is well known in Washington society.

NEARLY A HALF MILLION.

Rapid City (D. T.) special: Saturday's Journal published a resume of the building done in this city during twelve months and shows a total of \$358,000 expended in new buildings during the time. Adding to this the expenditure for the new water works system, the street railway, the courts jail, the electric light system and the grading of Main street, the total expended in improvements during 1885 reached the handsome figure of \$457,000.

RATES OF TRANSPORTATION.

A Detailed and Comprehensive Statement of Committee Investigations.

Washington special: Senator Aldrich made public to-night the report of the senate committee on transportation rates to the sea board on the subject of railroad freights in the United States and foreign countries. The report contains tabulated statements of the progress in production and transportation in the principal countries of the world. Efforts were made by the committee to group together the average yearly price of grain at the various grain centers of the United States for a series of years, and show the difference in price per bushel at various points between these geographical sections, which would represent in a measure the freight and the tendency of the rates of freight charges. It is shown, for example, that the difference in the prices of corn between Atlantic ports and the lakes have steadily declined from 21 cents per bushel in 1873, to 10 cents per bushel; between Atlantic ports and Western river ports from 15 cents in 1873, to 11 cents in 1883.

An attempt was made by the committee to ascertain the rates of freight from the principal intermediate points of the seaboard, and also from intermediate points to the principal cities of various states. The investigation was conducted in the hope of ascertaining facts in regard to the difference between the rates charged for long hauls and short hauls, and to throw light upon the vexed question of a long and a short haul. In relation to this inquiry, the committee saw that the rates, which the above summary has constituted may be relied on (and the committee has been careful in selecting returns that appeared on their face correct) the rates for local freight are evidently levied on the somewhat general principle of what traffic it bears. In Pennsylvania, where terminals are taken into consideration, the cost of transporting a bushel of wheat is more nearly equitable miles, instead of being relatively less, is relatively greater. In Massachusetts, in 1883, it costs 4 1/2 cents to transport a bushel of wheat forty-six miles, it costs in Connecticut for transporting the same sixty-two miles, 7 cents; in Pennsylvania, sixty miles, 4 1/2 cents; and in Ohio, sixty miles, 5 cents. Of course the conditions may not have been the same. Further west, they find that in Kansas it costs 4 1/2 cents per bushel for wheat forty-six miles, it costs in Iowa for transporting the same sixty-two miles, 7 cents; in Pennsylvania, sixty miles, 4 1/2 cents; and in Ohio, sixty miles, 5 cents. Of course the conditions may not have been the same. Further west, they find that in Kansas it costs 4 1/2 cents per bushel for wheat forty-six miles, it costs in Iowa for transporting the same sixty-two miles, 7 cents; in Pennsylvania, sixty miles, 4 1/2 cents; and in Ohio, sixty miles, 5 cents. Of course the conditions may not have been the same. 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