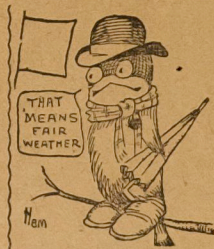


HUNT AND CRAWFORD PLEAD GUILTY; SUIT CASE TRIAL ON



THE WEATHER.  
For Boston and vicinity:  
Fair and colder to-night;  
Tuesday, fair, fresh west-  
erly winds, diminishing.  
High water 11:24 a. m.  
and 11:56 p. m.

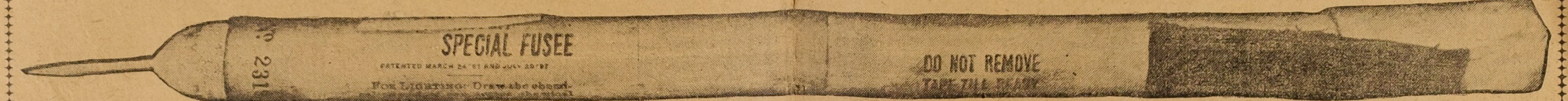
HEARST'S  
BOSTON AMERICAN  
THE TWENTIETH CENTURY NEWSPAPER

NIGHT  
EDITION

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FAILURE OF SIGNALS CAUSED B. & M.

PHOTOGRAPH OF FUSEE LIKE ONE THROWN BY REAR-END MAN OF MARLBORO LOCAL TO WARN EXPRESS.



The tape is torn off and the fusee lighted and then thrown spiked end down to the track, where the fusee burns a brilliant red for 15 or 20 minutes. Engineers approaching the fusee are not to stop, but are supposed to bring their trains into "control" and continue at safe speed until a later signal is taken up—either for "safety," which means a clear track, or "new danger," which compels them to stop and await "ahead" signals.

WRECK HORROR

Suit Case Crime Is Aired in Court.  
M'LEOD FACES JURY

Story of Finding Portions of the  
Body in Boston Harbor  
Recited in Detail.

- Suit Case Jury.**  
CAVANAUGH, MICHAEL, fore-  
man, hacks, No. 209 Havre  
street.  
SNODGRASS, HENRY B., har-  
ness maker, No. 167 Warren  
avenue.  
GROSE, WALTER H., clerk, No.  
376 West Fourth street, South  
Boston.  
CAMPBELL, WALTER S., paint-  
er, No. 14 River street.  
TRAUB, JOHN P. M., painter,  
No. 29 Goldsmith street.  
DILLON, WILLIAM E., mill  
hand, No. 57 River street.  
MANSFIELD, JAMES W., clerk,  
No. 5 Foss street.  
FORBES, WILLIAM J., coremak-  
er, No. 521 Bennington street.  
MAHONEY, JAMES J., miller,  
No. 508 Medford street.  
HOAG, OLAF, carpenter, No. 202  
Poplar street, Chelsea.  
GILCHRIST, HORACE S., car-  
penter, No. 211 Crescent ave-  
nue, Revere.  
LYONS, LUKE J., steamfitter,  
No. 72 Baxter street.

Dr. Percy D. McLeod is to-day being  
tried before a jury on the charge of being  
an accessory after the fact in the death  
of Susan Geary, the show girl victim of the  
suit case tragedy.  
Louis W. Crawford and William E.  
Hunt, when brought into court, each en-  
tered a plea of guilty as accessory after the  
fact. That was the seventh count of the  
indictment against them. They were not  
put on trial.  
Immediately after Crawford and Hunt  
were removed from the court room, the  
trial of Dr. McLeod commenced. He had  
previously pleaded not guilty to the charge.  
Crowds filled the court room. Over a  
hundred people jammed about the doors  
after the room was filled seeking admis-  
sion.  
Among the forty witnesses summoned by  
the District-Attorney were Morris Nathan,  
sweetheart of the dead girl, pale and ill  
at ease, Mrs. Catherine Geary, mother  
of the dead girl and her two daughters,  
Captain Dugan of police headquarters  
with Chief Watts, who are handling the  
exhibits.  
Through all the testimony Mrs. Geary

AMERICAN NATIONAL  
BANK HAS SUSPENDED

FAILURE OF WATER STREET FIRM SAID TO BE  
RESPONSIBLE FOR SUSPENSION.

The American National Bank of No. 214  
Devenshire street has been closed. National  
Bank Examiner W. E. Neal has been ap-  
pointed receiver. The bank has been in  
financial difficulties for some time and the  
directors have been trying to bring about  
a liquidation of its affairs through another  
banking corporation.  
Bank Examiner Neal is now making an  
investigation of the books of the bank and  
its affairs.  
The bank was started by New Hamp-  
shire men, an old one time the deposits  
were as high as \$881,000. The failure of  
Burnett, Cummings & Co. of No. 40 Water  
street, which involved \$1,700,000, is held  
to be responsible for the suspension.  
An attempt had been made to liquidate  
the bank's liabilities, and Saturday an appeal  
was made to the banks of the city, which  
met with no response. The American Na-  
tional Bank was not a member of the clear-  
ing house. It cleared through the Elliot  
National Bank.  
The last list of officers of the bank on  
record, taken from the statistics of the  
national banks and trust companies of  
Boston, is as follows:

H. J. Patterson, president; J. Middleby, Jr., vice-president; H. A. Libby, cashier; A. C. Ashton, Frank P. Bennett, Charles H. Burham, Jr., Frederick A. Casey, Charles Hans, Charles P. Ladd, H. A. Libby, J. Middleby, Jr., D. T. Montague, H. J. Patterson, E. P. Sanderson, George W. Taylor, W. H. Thayer, C. O. Whitten, and F. C. Wood, directors.	RESOURCES.
United States bonds and securities.....	\$380,054.01
United States bonds.....	24,548.01
Due from banks and bankers.....	270,000.00
Checks and other cash items.....	16,924.74
United States deposits.....	32,514.00
Redemption funds.....	19,900.00
Total.....	\$754,803.35
LIABILITIES.	
Capital stock.....	\$200,000.00
Surplus and undivided profits.....	24,548.01
Circulating notes.....	200,000.00
Due to banks and bankers.....	8,373.11
Individual deposits.....	258,881.03
United States deposits.....	15,000.00
Bills payable.....	20,000.00
Total.....	\$754,803.35

DEAD BRAKEMAN HAD  
WARNED EXPRESS

That Dona Gauthier, the rear brake-  
man of the Marlboro local and one of the  
victims of the wreck, whose duty it was  
to place a fusee in the rear of his train  
to warn the oncoming express to slow up,  
was faithful, is the testimony of his con-  
ductor, William E. Jones, and is corrobor-  
ated by the fact that a reporter of the  
Boston American found a section of a  
burned fusee on the track near where the  
wreck occurred.  
Attentive to his work honest temperate,  
liked by his fellow employees as well as  
by those who knew him well, he about one  
year ago was appointed to the position  
he filled when killed. He was about  
twenty-two years old and his father is in  
the provision business at Marlboro.  
Conductor William E. Jones of the  
Marlboro local who is suffering mentally  
and shows the effects of the terrible  
strain he passed through speaks in the

highest terms of the dead brakeman.  
"He put the fusee on the tracks for I  
saw him," said the conductor.  
After doing this he returned to the  
train only to be killed in a very little  
while after.  
**IDENTIFIES HEADLESS  
BODY AS WEALTHY  
EAST ACTON MAN**  
L. W. Flagg of Acton to-day identified a  
headless body at Briggs's Morgue as that  
of Daniel J. Weatherbee, a wealthy resident  
of East Acton, former chairman of the  
Board of Selectmen, and one of the most  
highly respected residents of Acton.  
Mr. Weatherbee was sixty-two years of  
age. He leaves a brother, Dr. Roswell  
Weatherbee, No. 708 Massachusetts avenue,  
Cambridge; a daughter, Mrs. Frank Com-  
pston, a well-known society woman, and two  
sons in Georgia, operators of large planta-  
tions.  
The identification was made through a  
watch found on the dead man's clothing,  
and by the clothing.

No Block System on Railroad and Antiquated Methods Proved Insufficient.  
Nineteen Dead, 31 Injured in Crash of Montreal Express and Marlboro Local  
at Baker's Bridge.

The finding of a burned-out fusee by a reporter of the BOSTON AMERICAN to-day near the scene of the  
wreck on the Fitchburg division of the Boston & Maine railway at Baker's Bridge, a mile and a quarter beyond  
Lincoln, as a result of which nineteen people are dead and thirty-one injured, establishes the fact that the pilot  
engineer of the rear train, which crashed into the one in front, ran by at least two signals that had been thrown  
out to warn him of danger.

This emphasizes the further fact that had the company provided the block signal system at that point of the road, which they  
had failed to do, and which all modern railway men regard as necessary to the proper equipment of a road, the appalling disaster  
would have been averted.

Doubly Warned of Danger.

When the Marlboro local left Lincoln, Station Agent Frederick  
L. Davis set his signal for the Montreal express that was about due.  
When the local stopped at the Baker's Bridge flag station to let a  
man and woman get off, Dona Gauthier, the rear brakeman of the lo-  
cal, placed a fusee or red light in the track to further warn the en-  
gineer of the express to slow up. The local had just started up and  
had gone less than 100 feet when the express thundered up and  
crashed into the slower train, the brakeman himself, who had put out  
the warning falling as one of the first victims of the momentous  
blunder.

The fusee that Brakeman Gauthier had  
stuck in the track was originally about a  
foot and a half long. The three and a  
half-inch stub that remained unburned was  
found just opposite the flag station in the  
center of the track on which the collision  
occurred. If that was the only fusee the  
brakeman put out apparently the engineer  
of the express did not see it or else the  
light had not been put out in time.  
Horace Lyons was the engineer of the  
pilot locomotive on the Montreal express.  
He was seen to-day at his home, No. 354  
Main street, Charlestown.

Unnerved by Horror.  
"I am completely unnerved from the hor-  
rors of the accident," said the engineer. "I  
do not think that I will be in a condition  
to remember anything about it for another  
day at least. I am not badly hurt, al-  
though I was bruised considerably."  
The accident occurred about 8:15 o'clock  
last evening. Darkness had fallen upon  
the sparsely settled community. The lo-  
cal train, consisting of an engine and three  
coaches, crowded with holiday passengers  
many of whom were women and children,  
had left the North station at 7:15. The  
express train, with nine coaches and drawn  
by two engines, followed half an hour la-  
ter. At Lincoln, it is said, the two trains  
were not more than two minutes apart.  
**Warning Signals Set.**  
In order to prevent just such an acci-  
dent and following the railroad regula-  
tions governing all train movements, the  
station agent at Lincoln had displayed his  
station signals, and "rear end" man  
of the local had also thrown a fusee, or

DEATH RECORD  
Of Three Days on the  
Boston & Maine R. R.

- Nov. 24—Head-on collision at Wayland, Mass. Two killed,  
eighteen injured. NO BLOCK SIGNALS.  
Nov. 26—Collision at Waterboro, Me. Three killed, two injured.  
NO BLOCK SIGNALS.  
Nov. 26—Rear-end collision near Lincoln, Mass. Nineteen killed,  
thirty-one injured. NO BLOCK SIGNALS.

None of these accidents would have occurred had a proper  
block signal system been in use by the Boston & Maine Rail-  
road.

U.S. COURT DENIES MARY  
ROGERS A NEW TRIAL

HIGHEST COURT IN THE LAND REFUSES TO  
INTERFERE IN DEATH SENTENCE.

WASHINGTON, Nov. 27.—The Supreme  
Court of the United States has refused to  
grant a new trial to Mary Rogers, who  
was convicted of the murder of her hus-  
band in Vermont.  
She had granted a reprieve until Dec. 8,  
pending a decision by the highest court in  
the land, and, now that the court has re-  
fused to interfere, she must hang on that  
date, unless the Governor of Vermont  
grants her another reprieve.  
**"KING EDWARD" SAFE.**  
GIBRALTAR, Nov. 27.—The report that  
the English battleship King Edward VII.  
had foundered here is untrue. The war-  
ship is safely anchored in the harbor.



# GRIM TRAIN OF DEAD BRINGS VICTIMS TO BOSTON MORGUE



FIRST PHOTOGRAPH OF WRECK. PASSENGER CARS STILL AFIRE AT 7 A. M. TO-DAY.

## and Massachusetts General Hospitals Caring for the Injured—The Dead Await Claimants Here—Midnight Journey of Dead and Dying Result of Catastrophe

Thirteen dead and fifteen injured people, part of the victims of the Lincoln railroad horror, were brought to Boston on a relief special which drew into North Union Station at 12:20 o'clock in the morning—the saddest train that ever came into the big terminal on Causeway street.

Inside the station the trainmen and doctors quickly carried the dead and living to the ambulances and trucks waiting outside on the Nashua street side, where a throng of morbidly curious pressed close against the police lines, striving to obtain a glance of the victims. Only passing glimpses could be had, as the victims were covered with blankets or bandages. But even these fleeting glances revealed so much death and suffering that the most hardened among the spectators were horror-stricken. They had a dim realization of the ghastly scenes of agony that must have been enacted after the awful collision out in the night dampness of Lincoln.

The dead were taken to Briggs' undertaking rooms, where they now await identification and claimants. The living were taken to Massachusetts General Hospital, where they are now under treatment.

### Relief Train and Doctors Rush to Scene.

At the first flash of news at the North station railroad offices from the wreck, preparations were made to hurry out a relief train. The hospitals were telephoned for doctors to go out to the wreck and for ambulances and trucks to transport the dead and injured when they should be brought to this city. Notice was sent to Undertaker Briggs to care for the dead. The police were notified. Someone sent word to Acting Mayor Whelton, who hurried to the station. He telephoned to Undertaker Lockhart, who sent three wagons to the station to meet the relief train on its return.

Meanwhile the Massachusetts General Hospital sent fifteen physicians to the station to go out on the relief train. A corps of orderlies and attendants accompanied these physicians. Five physicians had already been hurried to the wreck from Fitchburg, eight from Waltham and three from Lincoln.

Under the orders of E. J. Rich, personally representing President Lucius J. Tuttle of the Boston & Maine system, a relief crew was making up the relief train. This consisted of two coaches, a combination baggage car and coach and Engine No. 907. Engineer S. L. Rose of Medford and Fireman W. M. Morgan of Charlestown were on the engine. The special left at 9:40 o'clock on its sad errand.

### Prepared to Receive Dead and Wounded.

While awaiting the return of the train the railroad and hospital officials prepared for the arrival of the dead and injured. At the hospital the wards and operating rooms were made ready for an influx of patients, as it was not definitely known how many were hurt. In the station broad baggage trucks were lined up along the track where the train was to come in. Orders were given for the hospital ambulances to be stationed on Nashua street. There was one from the Massachusetts General, two from the Relief, two from Boston City, six from the police department, two from Undertaker Daly of East Cambridge, and several from other undertaking establishments.

The police sent a squad of 200 officers and patrolmen under Sergeant Sweeney of Station L. They formed a cordon about the Nashua street entrances to the station and in the trainshed. No one was allowed inside the station, where the relief train was expected in, except doctors, railroad officials, newspaper men and others who were engaged in one way or another on legitimate work connected with the wreck.

All this preparation, the hurrying to and fro of railroad men, the successive arrivals of clanging ambulances, the squads of police, had attracted a constantly increasing crowd, which pressed close to the police lines, asked ten thousand questions and craned its neck generally whenever any fresh excitement developed. As the time toward midnight wore on the strain of waiting for the relief train grew more intense.

Meanwhile this train had arrived as near as possible to the wreck. The dead and wounded had been placed aboard. A few were taken to the train and there given medical aid. The three cars became railroad hospitals. Working with trained speed, the doctors bandaged, wounded, administered opiates, and did all that human skill could to alleviate suffering.

### Physicians Do Their Work Well.

They did their work well. By the time the train was on the way back the cries and sobs of the wounded had abated for the greater part. Anesthetics had performed their work of mercy. Occasional low groans and stentorian sighs told of some agony that could not be subdued. As the relief train sped quickly back to Boston the doctors kept up their

attempts unrelentingly till they reached the station. At the train was approaching the city and preparations were made to remove the dead and living to hospital or undertaking rooms. The doctors pressed forward to assist in taking out the dead and living. One figure, seeking the living was particularly noticeable. That was the Rev. Father M. J. Walsh, rector of St. Joseph's Church, who had hurried to the station when he first received word of the expected arrival of the relief train. He did all he could to soothe the injured, Catholic or Protestant, though he had but little time, as all were dispatched to the hospitals as quick as possible.

The victims were taken from the train on the regular hospital stretchers, placed on the broad baggage trucks and wheeled to ambulance or undertaker's wagon, as the case of life or death decided.

### Dead and Living Sent Separate Ways.

Every victim, dead or living, was so well covered by blankets or bandages or both that it was impossible to do more than guess at the extent of the injuries. The most significant indications came when the trucks had been wheeled to the Nashua street entrances. Then the direction the trucks took told the story. If it was wheeled to an ambulance, the victim was alive, with possibly a chance to survive.

But if it were to an undertaker's wagon or truck, then the crowd, gazing with morbid looks from behind the police lines, knew that the form under the ambulance blankets was a corpse, and that no hospital aid would avail. In some ghastly cases the form shrouded by a blanket was so that none needed to be told that death and death in a horrible guise had come so shameless and distorted would be the figure outlined under the blanket folds. Then a deeper shudder would permeate even the most hardened of the throng and murmurs of pity would be heard.

The crowd without could not get inside the station, but it saw enough, where it was waiting in the street, to gather a vivid idea of the death and suffering that was wrought in the wreck. The first truck wheeled out from the station contained two women. Their faces were so bandaged that it was impossible to tell any more man and a woman. Only the man's face could be seen. It was ghastly—deathlike. The last body left the train by 1:15 o'clock, and the police, doctors and the such as never before occurred in the North station.

Another truck contained a young mother and her child. Both were unconscious. Yet on the mother's face, so it seemed to the policemen and the spectators, before merciful unconsciousness came to her was not of herself but of her child.

### Injured Cared for First.

In general the living were hurried out from the train in order to get them to the hospital as soon as possible. There was no aid that could be given the dead. The living might be saved. So the first part of the aid procession from the train to the outside platform was composed of injured.

Then came the dead. These were in the car nearest the engine. They were brought out on stretchers but were taken—not to ambulances, but to undertakers' wagons or trucks. Then they were driven to the undertakers' morgue, where they had been ordered by direction of Medical Examiner Briggs. The last body left the train by 1:15 o'clock, and the police, doctors and the such as never before occurred in the North station.

## LIST OF DEAD.

At Briggs' Morgue, Boston.

BARNARD, CHARLES EDWARD, fireman of express.  
BARRIS, WILLIAM J., of Maynard.  
BARRIS, IRVING, of Maynard.  
BATTLE, MRS. JOHN, of Maynard.  
CAMPBELL, MAY, of Maynard.  
CAMPBELL, LENABELL, of South Acton.  
COLLINS, MAY, of Concord Junction.  
GAUTHIER, DONA, brakeman of passenger train, of Marlboro.  
HARTWELL, ANNIE W., twenty-one years old, Littleton.  
HILLBRIDGE, ANNA, of Acton.  
JARENSKI, JOHN, of Concord.  
KARLSON, JOSEPHINE, of Maynard.  
M'SWEENEY, MARGARET, of Concord.  
RYAN, GEORGE, fireman on express train.  
WELSH, WILLIAM, chauffeur, Maynard.  
WETHERBEE, DANIEL J., of East Acton.  
O'BRIEN, ANNIE T., of Ayer.  
TYDEPRIN, BIRNE, residence unknown.  
SMITH, GEORGE K., dentist, Concord.

## THE INJURED.

BARRIS, MRS. ALICE, Maynard; scalp wounds, fractured clavicle.  
BARRIS, MRS. WILLIAM J., Maynard; collarbone and ankle fractured.  
BATTLE, ALBERT, Maynard; skull fractured, leg and arm injured; Waltham Hospital.  
BEAN, MILTON, Concord; condition serious.  
BATTLE, MRS. ALFRED, Maynard; left thigh crushed, condition serious.  
BLULLY, MRS. —; collarbone fractured, legs and body cut.  
BENT, HARRY, South Acton; compound fracture of skull.  
BROADBENT, HARRY S., Maynard; concussion of brain, fracture left leg.  
CAMPBELL, MATTHEW, Maynard; left leg fractured.  
CAMPBELL, MRS. MARGARET, wife of Matthew, Maynard; shoulder fractured, scalp wounds, dangerous.  
CARLSON, MATTHEW; arm fractured, scalp wounds.  
CARLSON, ANDREW, Maynard; pelvis fractured, internal injuries; probably fatal.  
DAVIS, GEORGE, Maynard; condition serious.  
DAVIS, MRS. GEORGE, Maynard; condition serious.  
DAVIS, BESSIE, Maynard.  
DAVIS, MAUD, Maynard.  
DAVIS, EVERETT H., Maynard; leg fractured.  
DAVIS, EDITH, Maynard; head and body cut and bruised.  
FULLER, MRS. CLARA, Leominster; shock; nose and shoulder blade fractured; condition serious.  
HARDY, —, Maynard; condition serious.  
HARDY, MRS. —, Maynard; condition serious.  
HASTINGS, MABEL, South Acton; ribs fractured and scalp wounds.  
HIGGINS, CHARLES, Maynard; arm broken, cuts and bruises.  
KIMBALL, HERBERT S., Waban; cuts and bruises.  
KLAVIN, ANDREW; concussion of brain; condition serious.  
KLAVIN, MRS. ANNA, Maynard; arm severed; body cut and bruised.  
POLBROOK, NICHOLAS, Maynard; fractured right thigh, forearm; scalp wounds.  
RABEL, SAVANIO, Concord; body cut and bruised.  
VERTI, SABERIO, Concord; concussion of brain; scalp wounds.  
VANDO, S., Concord; scalp cut, internal injuries; probably fatal.  
WISETAR, PETER, Maynard; hand fractured, cuts, bruises.

### BOSTON STOCKS.

	Opening, 1 p.m.
Adventure	41 1/2
Allong	41 1/2
Amalgamated	88 1/2
American Car & Foundry	88 1/2
American Woolen	104 1/4
Atlantic	25 1/2
Brigham	25 1/2
Boston Com.	29 1/2
Boston & Maine	17 1/2
Centennial	28 1/2
Copper Range	19 1/2
Daly-West	19 1/2
Franklin	18 1/2
Granby	27 1/2
Greene Con.	27 1/2
Isle Royale	25 1/2
Michigan	10 1/2
Mohawk	7 1/2
Norfolk	10 1/2
Norfolk & Western	10 1/2
Quincy	10 1/2
Santa Fe	10 1/2
Tamarack	12 1/2
Trinity	11 1/2
United Cop.	34 1/2
United States Steel	103 1/2
United States Steel preferred	103 1/2
United Fruit	103 1/2
U. S. Mining	38 1/2
Union Pacific	137 1/2
Utah	87 1/2

## CUTICURA GROWS HAIR

Scalp Cleared of Dandruff and Hair Restored by One Box of Cuticura and

## ONE CAKE OF CUTICURA SOAP

A. W. Taft of Independence, Va., writing under date of Sept. 15, 1904, says: "I have had falling hair and dandruff for twelve years and could get nothing to help me. Finally I bought one box of Cuticura Ointment and one cake of Cuticura Soap, and they cleared my scalp of the dandruff and stopped the hair falling. Now my hair is growing as well as ever. I am highly pleased with Cuticura Soap as a toilet soap." (Signed) A. W. Taft, Independence, Va."

## SEIZED SIX TONS OF SMUGGLED TURK

BURLINGTON, Vt., Nov. 27.—thousand six hundred and fifty pounds of turkey and 1,271 pounds of goose were seized from Victor Racco, Italian meat man with a place of business in Swanton. The fowls, it is alleged, were smuggled over the line from Canada.

The dead birds will be placed in cold storage and will be sold at public auction about Dec. 5.

### NEW YORK STOCKS.

	Opening, 1 p.m.
Amalgamated Copper	88 1/2
American Car & Foundry	88 1/2
American Locomotive	104 1/4
American Sugar	104 1/4
Atacama	104 1/4
Atchafalaya	104 1/4
Baltimore & Ohio	104 1/4
Brooklyn Transit	104 1/4
Canadian Pacific	104 1/4
Chesapeake & Ohio	104 1/4
Chicago, Great West.	104 1/4
Colorado Fuel & Iron	104 1/4
Erie	104 1/4
Genesee & Valley	104 1/4
International	104 1/4
Mexican Central	104 1/4
Moscow & Pacific	104 1/4
N. Y. & Texas	104 1/4
Norfolk & Western	104 1/4
Norfolk & Western	104 1/4
People's Gas	104 1/4
Pennsylvania	104 1/4
Rock Island	104 1/4
Southern Railway	104 1/4
St. Paul	104 1/4
U. S. Steel	104 1/4
U. S. Steel preferred	104 1/4

Sanford's Ginger—Always Healthful. New cells, change, pains. Always healthful. Get the genuine. Look for the owl.

### FINANCIAL.

### FINANCIAL.

## THE BOSTON NEWS BUREAU

Will Continue  
In the Future as in the Past  
to Tell the Truth About

## COPPER AND COPPERS

WHY ANACONDA SHOULD ADVANCE MORE THAN AMALGAMATED

Will be Treated in Future Issues

No Business man or investor should be without the Boston News Bureau, which for seventeen years has printed matter invaluable to financial interests that can be had in no other publication. It aims to be a complete, condensed financial daily record for busy men of affairs.

Price, \$12 per annum, \$1 per month, payable in advance.

C. W. BARRON, Publisher  
Exchange Place, Boston



# OUR THANKSGIVING SALE

is attracting wide attention on its merits. We are offering linens of all brands at very tempting prices. You ought not to miss this sale. The goods are all of RELIABLE QUALITIES, no trash to fool you, but the sorts you take pleasure in buying and the kind that stands the wear.

Table Linens	at 49c,	good val. 65c
"	at 55c,	" " 75c
"	at 75c,	" " 1.00
"	at 1.00,	" " 1.25

Napkins at	98c doz	worth 1.25
"	1.15 " "	1.50
"	1.39 " "	2.00
"	1.85 " "	2.50

We call special attention to an odd line of

## Sample Towels!

of the very finest grades, only about 10 dozen, hardly any two alike. These will be appreciated by those who enjoy a high grade all linen towel and what lady doesn't like to have a few such on hand. We have divided these into 3 lots, viz;

At 49c each,	worth up to 75c ea.
At 69c each,	" " 1.00 ea
At 89c each,	" " 1.50 ea

Some of these are slightly soiled. We have just received several handsome table sets, consisting of a table cloth and one dozen napkins to match

Price for Table Cloths	6.98,	Napkins to match	21x34 doz.	7.29
" " " "	5.48,	Napkins to match	20x30 doz.	5.28
" " " "	4.98,	" " "	20x20 doz.	3.98
" " " "	4.29,	" " "	20x20 doz.	2.98

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You are missing an opportunity. Our sales have been remarkable, far beyond our expectation. We appreciate this, but feel sure it would not have happened if the goods or prices didn't warrant it. We are constantly adding new styles to meet the demand. Prices range from

**\$1.90 to \$7.98**

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**SPECIAL** sales this week will be held on Blankets and Comfortables, Sweaters for boys, girls, men, women; Flannelette Skirts and Gowns from our own factory at less prices than anywhere else, Winter Underwear of all kinds for every one.

**HAVE** you seen our new line of Furs in all the popular shapes and kinds? Every piece is brand new as we did not carry over a single one last year. Our prices are much less than other stores charge and you can make your selection now and have it held until you need it on payment of \$1 or upwards.

Why Not "Get the Habit" of coming here?

**REMEMBER:** If it is here and the quality is the same as elsewhere, the price is less. If the price is the same, the quality is better—and there's a reason: We buy at headquarters and sell only for cash.

**Boston Specialty Store,**  
CONCORD - MASSACHUSETTS.

# IN AWFUL CRASH

## Story of Collision of Montreal Express and Marlboro Local

Lincoln, Mass., Nov. 27.—Sixteen persons were killed, 25 were more or less seriously injured and probably a score of others cut and bruised in a railroad wreck which occurred at 8:15 o'clock last night at Bakers Bridge station, a mile and a half west of Lincoln, on the main line of the Fitchburg division of the Boston and Maine railroad.

The regular Sunday night express which left Boston at 7:45 o'clock for Montreal crashed into the rear of an accommodation train bound for points on the Marlboro branch line, which started from Boston at 7:15.

Of the dead, 14 were passengers in the two rear cars of the Marlboro train. The other two were Engineer Barnard of the Montreal express and his fireman. None of the passengers on the express train was injured. Of those who lost their lives a number were apparently killed instantly in the collision, while others were either burned to death by the fire which ensued, or from suffocation.

Many passengers were caught and incinerated before they had a chance to be released from the debris. Few persons live in the vicinity of Bakers Bridge station and no fire department was available, so that the flames practically burned themselves out. The uninjured passengers and a number of train hands, assisted by villagers, went to the aid of the injured, and many persons were hastily carried or otherwise assisted out of the ruins and out of danger from fire. A special train was sent from Boston by the Boston and Maine management at 9:35 o'clock and reached here inside of half an hour. The train brought a number of doctors and appliances for aiding the injured. Dozens of doctors from Waltham and other places in this section were sent to the scene in carriages and by train. The railroad station and a number of dwelling houses were turned into temporary hospitals and many volunteer nurses assisted materially in relieving the suffering of the injured men and women.

Just after 11 o'clock a special train, carrying those who were the most seriously injured and who could be moved in safety, left for Boston, where all the available ambulances conveyed the maimed to the hospitals.

According to the statement of persons who were at the Bakers Bridge depot, a brakeman of the Marlboro train was sent to place a fusee, or red fire torch, some distance in the rear. The night was much darker, partly owing to a dense mist. According to those at the station, the torch had not been set more than a minute before the rear of a heavy train around a curve a short distance east of the depot was heard. Those on the station platform were helpless, for within a few seconds the headlight of an onrushing locomotive penetrated the mist and before a hand could be lifted to warn the passengers in the stationary train the two giant locomotives crashed into the standing coaches.

The crash was so terrific that it was heard by persons living a mile distant, and where a trainload of people had stood a moment before became an indescribable scene of death and ruin. Following the crash, the shrieks of the injured and the shouts of those who hastened to the rescue at times even were heard above the hiss of escaping steam which scalded some of the passengers, even before flames communicated from the ruins of the engine to the remains of the wrecked cars.

The leading locomotive telescoped the rear car of the Marlboro train, and the second engine forced the demolished mass against the third car of the local and completely wrecked it. In these two cars all but two of the fatalities occurred and practically all of the injuries.

The collision destroyed the forward locomotive of the Montreal train and the engine following it was considerably damaged, but did not leave the rails. None of the cars of the express was thrown from the track and the collision apparently had little effect upon those in them. The passengers stated afterwards that the shock was comparatively slight, especially in view of the rate of speed at which the train was proceeding.

Within two minutes following the crash the scene of ruin was transformed to one of horror. From the firebox of the battered engine, the engineer and fireman of which already lay dead in the tangled mass, flames communicated to the wreckage of the passenger coaches and a number of the uninjured and little was left of the leading express locomotive and the two rear cars of the local.

After some delay messages were sent to Boston, Waltham and Concord for doctors, nurses, surgical appliances and wrecking trains. One by one the bodies were marked, but it was late before complete identifications could be made. Several of the bodies were badly disfigured. Thirteen of the dead were sent to Boston on the train which carried the most seriously injured to Boston. Fourteen of the injured went on the train, and of that number it was feared that three would die within a short time. The majority of those injured were women.

Investigation by the railroad officials began immediately after the accident. Inspectors of the railroad commission have made a separate examination.

and tomorrow Judge Keyes in Concord will hold an inquest.

President Tuttle of the road blames H. W. Lyons, engineer of the leading locomotive. Lyons, who is not severely injured, reached his home in Boston, but no attempt was made by the authorities to take him into custody. It is said that the engineer admitted seeing some of the signals used for the protection of the accommodation train.

At the Boston morgue 10 of the bodies have been positively identified and claimed by relatives. Reports from Maynard, where many of the victims resided, show that two persons, believed to have been on the train, have not yet been heard from.

A statement regarding the wreck was issued by President Tuttle of the Boston and Maine railroad. According to Tuttle, the road's investigation had established the fact that precautions had been taken by the crew of the local train to protect it from the express by throwing out red hand-torches and also by placing at stations, three miles back of the scene of the accident, of precautionary lights.

Last night President Tuttle of the Boston and Maine railroad made the following statement:

"I shall be surprised if Engineer Lyons of the Montreal express is not brought before the grand jury. For by his own admission he is criminally responsible for the terrible disaster. To Superintendent Cheever and Assistant Superintendent Smith of the Fitchburg division, this man, on being questioned after the collision, said: 'I saw the green signals which warned me of the express ahead. I cannot explain why I did not obey the rules.'

"After a most searching inquiry I find that the first warning was given by a red fusee which Donat Gauthier, near brakeman of the local train, dropped at Silver Hill station. Then came the green lantern at Lincoln Great road, and further on another red fusee. Outside of Lincoln railroad station the second green light was displayed. Still the express train proceeded ahead with unabated speed and passed the last warning—a red fusee just east of Bakers Bridge. Then followed the death-dealing crash."

Boston, Nov. 29.—The death list of the victims of the Lincoln disaster last Sunday evening has not increased and as all the injured at the hospitals are reported as steadily improving, it is believed that 17 will be the limit of the fatalities caused by Engineer Lyons' failure to heed signals.

The railroad officials conducted the investigation yesterday, examining all the trainmen with the exception of Engineer Lyons, who failed to respond to the summons. It is reported that the engineer has been located by the railroad detectives and that he will appear today.

There is but little left at Lincoln to show where the collision occurred. The tracks are cleared and trains are again running on schedule time. What stray chips and pieces of broken iron remained were eagerly gathered by relic hunters.

NOW OPEN.

White House Cafe

Main St., near Riverside Blk.

—Thomas F. Byron, Prop—

We invite you to visit our establishment and assure you that only the best of goods will be served. A good, clean, well run place. VISIT US.

Commonwealth of Massachusetts.

To the heirs-at-law, next of kin, creditors and all other persons interested in the estate of Stephen Higgins, late of Concord in said County, deceased, intestate.

As a petition has been presented to said Court to grant a letter of administration on the estate of said deceased to William Higgins of Concord in the County of Middlesex, without giving a surety on his bond. You are hereby cited to appear at a Probate Court to be held at Lowell in said County of Middlesex, on the nineteenth day of December, A. D. 1905, at nine o'clock in the forenoon, to show cause if any you have, why the same should not be granted.

And the petitioner is hereby directed to give notice thereof, by publishing this citation in the Concord Enterprise, a newspaper published in Concord the last publication to be one day, at least, before said Court. Witness, Charles J. McIntire Esquire, First Judge of said Court, this twenty-fifth day of November in the year one thousand nine hundred and five.

W. E. ROGERS, Register and for petitioner.

# STOMACH CURE

An Easy Way From Standpoint of Convenience  
Guaranteed by H. S. Richardson.

The so-called cures for indigestion are almost as numerous as the victims themselves, and scarcely a day passes without the hopes of thousands of sufferers being raised by the discovery of some novel method of cure for this prevalent disease.

Until a combination of unusual remedies, heretofore but little known in this country, was made in Mi-o-na tablets, no certain cure for indigestion had been found, and it is therefore hardly to be wondered at that H. S. Richardson, who have the Concord agency for Mi-o-na, are selling large quantities.

Mi-o-na is a guaranteed cure for all diseases of the stomach excepting cancer. If you have pains or distress after eating, headache, belching of gases, sour taste in the mouth, dizziness, heart-burn, specks before the eyes, furred tongue, sleeplessness, back-ache, debility or weakness, it shows that the stomach needs to be strengthened with Mi-o-na.

Just one little tablet out of a 50 cent box before meals for a few days, and you will soon regain perfect health and strength. Ask H. S. Richardson to show you the guarantee under which they sell this remedy.

Hardware, Plumbing  
Heating, Kitchen Furnishings  
Paints and Oils  
Albert Vanderhoof,  
MAIN ST CONCORD

=Comforters=  
JUST A FEW

All Prices

Finest Line Ever Shown in Acton.  
The Old Store

FINNEY & HOIT,  
SOUTH ACTON  
The Coming Up-to-Date Store

THE  
**KINGSBURY**  
PIANO

The Best Toned  
The Most Reliable  
The Best Made  
of all  
Medium Priced Pianos.

Sold and endorsed by the most responsible dealers in musical instruments throughout the world. Over 80,000 in use.

Send for illustrated catalogue and easy payment plan of purchase.

**Mason & Hamlin Co.**  
GENERAL FACTORS,  
493 BOYLSTON STREET BOSTON, MASS.

**Concord Junction.**  
Guy Joy has left the National Express Co. and engaged with Russell's Express.  
The Ladies' Union will hold its annual fair in the church Friday night, Dec. 8.  
John J. Boylan has engaged with C. J. Waite and will handle the reformatory route.  
The Ladies' union will hold its annual fair at the Union church on Friday evening, Dec. 8.  
Mr. and Mrs. John Loring of Grove st. are rejoicing over the birth of a daughter on Wednesday.  
Gentlemen's night of the Whist club at Mrs. A. B. Messer's, Highland st., Monday night, was well attended.  
Mr. and Mrs. Gilbert Gates have moved from Barrets Mill road to Commonwealth ave., next to Elmwood Hotel.  
The annual business meeting of the Christian Endeavor society will be held Saturday evening, Dec. 9, in the Union church.  
Saturday, Rev. and Mrs. W. W. Campbell were the recipients of several handsome mementoes from friends, it being the 15th anniversary of their marriage.  
Miss Campbell of South Acton, well known here from her very fine choir work at the Union church was among the killed in the Sunday night disaster at Baker's bridge.  
The local branch of the Christian Endeavor is now supporting an Armenian orphan, "Garabed Alestyan" (son of fire) at Hadjin, Turkey. He is nine years old and was on the verge of starvation, when the money was received which enabled the local missionary to rescue him.  
Fifty members of Concord lodge, I. O. O. F., visited Prospect lodge of Waltham Tuesday night, carrying the emblem recently received from Montezuma lodge of Boston which is now well started on its tour across the state. They report a most enjoyable time.  
There were several alarms of fire last week causing considerable excitement. Thursday night in the grove, rear of White row, Friday afternoon, very heavy grass fire on New Central st., narrow escape of Payson's house, Friday night, railroad bridge over the Assabet river between Concord Junction and the reformatory, large blaze but little damage. No suspension of traffic.



## THE ENTERPRISE

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Invariably in Advance.

### OFFICE:

161 Main Street.....Marlboro, Mass.

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tional 25c. Special rates for yearly  
advertisers.  
Business notices in local column,  
10c a line each insertion.

WEDNESDAY, NOVEMBER 29, 1905

## SAD MAYNARD

### FIVE FUNERALS HELD IN ONE DAY.

All Sympathize with Friends and  
Relatives of Wreck Victims.

Today has been Maynard's day of  
sorrow as five victims of the Baker  
bridge accident were buried. At nine  
o'clock this morning the funeral of  
Miss May Campbell took place. The  
long funeral cortege left Miss Camp-  
bell's former home on Summer st.  
shortly before nine and at the ap-  
pointed hour a solemn high mass of  
requiem commenced at St. Bridget's  
church. The large edifice was crowd-  
ed to the doors and wave after wave  
of emotion swept over the large as-  
sembly.

After the service the funeral pro-  
cession proceeded to St. Bridget's  
cemetery where the burial took place.  
The bearers were William Poyatt,  
Edward Carrier, Frank and William  
Brayden and Thomas O'Rourke of  
Brockton.

The floral tributes were magnificent  
and included a handsome floral clock  
from the weavers at the Assabet mill.  
The hands pointed out the hour of the  
wreck. Ladies' auxiliary, No. 33, of  
which Miss Campbell was vice pres-  
ident sent a floral tribute and also sent  
an escort of officers to the funeral.

At 1:30 the double funeral of Wil-  
liam J. Harris and his little son Ir-  
ving, took place. Side by side the  
caskets were laid in the parlor of  
Mrs. Charles Sanderson's house, Con-  
cord st., where sorrowing relatives  
gathered to witness the farewell ser-  
vice. The service was simple and  
was in charge of Rev. E. F. Hunt. At  
its conclusion father and son were  
carried to their last resting place. The  
bearers were Joseph Allen and Joseph  
Byron representing the Harriman  
dry employees F. E. Sanderson,  
Murphy, Arthur Fairgrave  
and Albertus Sims of  
Berkton.

At 3 o'clock the double funeral of  
Mr. and Mrs. Carlsen took place from  
their former home, 26 Harrison st.  
The services were in charge of Rev.  
W. W. Sundell. The bearers were  
Matt Mattila, Robert Warila, Andrew  
Ruotrala, Matt Sarvala, Oscar Saari  
and Marcus Palola. The full Maynard  
Military band escorted the remains to  
the cemetery.

The funeral of Miss Hannah Des-  
mond was today at Harvard.  
The burial of Thomas Crowley will  
be at Waltham.

### NOTES OF THE WRECK.

This Wednesday morning the May-  
nard total was nine killed, 15 more  
or less badly injured, and a dozen  
slightly hurt.

Mr. and Mrs. Albert Batley and  
Mrs. Margaret Owens are now the  
only Maynard people in a critical con-  
dition. All the rest will surely re-  
cover.

The three Johnson sisters were in  
the wreck but none were injured.  
John Hallihan, reported missing, is  
believed not to have been in the  
train.

John Zerenski reported dead is safe.  
His cousin Jules Chicco was the vic-  
tim.

Claim agents and lawyers are be-  
sieging Maynard. Most of the slight-  
ly injured have settled.

### Notice.

Thanksgiving day there will be  
three sessions at the skating rink:  
9:30 to 12, 2 to 5, 7:30 to 10:30.

### MAYNARD.

The firemen's dance tonight will be  
in Cooperative hall.

The Ladies' Benevolent society will  
have a social Dec. 7. The mite boxes  
given out a year ago will be opened.

### MAYNARD LOCAL.

Fritz Oelschlegel, Zither soloist and  
teacher, now ready for engagements.  
Box 44, South Acton, Mass.

Small store for sale cheap, large  
store windows, can be moved to any  
part of Maynard. Address box 180,  
West Acton.

## CONCORD VICTIMS

### MISS MCSWENEY'S THE ONLY DEATH IN CONCORD.

The Injured Doing Well and Will Soon  
Recover from Effects.

Miss Margaret McSweeney of Con-  
cord, who was killed in the wreck at  
Lincoln Sunday night, was popular  
and well known in Concord, where she  
had always lived. She was a daughter  
of Mr. and Mrs. John McSweeney and  
was 27 years of age. She had been in  
Boston during the afternoon, going  
in on the noon train. Her brother,  
Richard B., had been sitting with her  
until the train reached Lincoln, when  
he went up into the smoking car at the  
front of the train to see a friend.  
This act, unknown as it was at the  
time, undoubtedly saved his life as he  
did not get anything more than a  
shaking up.

Miss McSweeney's death must have  
been instantaneous.

She was a graduate of the Concord  
high school and since completing her  
studies has been employed in Brook-  
line and the past few years has been  
a bookkeeper for the S. M. Howes Co.  
of Boston.

Her death is an especially sad one  
for her family as her older sister,  
Mrs. John Manning, died suddenly last  
summer and her brother, Daniel, died  
a few years ago, suddenly, both from  
the same disease.

The Concord people in the accident  
who were injured were resting com-  
fortably this Wednesday, and if nothing  
more serious develops they will  
soon be up and around.

The two daughters of George W.  
Hunt, the railroad station agent at  
Concord, were injured as seriously as  
any of those in Concord.

Both of the Hunt young women  
were fortunate in receiving very  
prompt medical attendance. They  
were with Roy Flewelling and Milton  
Beane. Flewelling was one of the  
first to get out of the car, and he  
assisted the young women and then  
hurried to the Eldridge house near  
there and telephoned to Concord for  
a physician and conveyance home for  
them.

At first it was thought that Miss  
Bessie Hunt, the older of the two, had  
her nose broken, but this was not so.  
She was cut about the nose, which re-  
quired seven stitches.

She had another cut in the back  
of her head. She also complained of  
a lame back. Miss Maude Hunt's in-  
juries were confined to her leg, which  
was wrenched and badly bruised.  
Flewelling was shaken up, but did not  
need medical attendance. Beane did  
not call a doctor Sunday night, but  
Monday morning he felt his injuries  
more and sent for a doctor.

Fred Millett, employed in a bank-  
ing house in Boston, was cut on the  
head, but this Wednesday was feeling  
much better.

### PROMPT TO RESPOND.

Concord People to the Rescue of the  
Sufferers at Baker's Bridge.

Concord's share in the rescue work  
at the railroad horror at Baker's  
bridge Sunday night was an import-  
ant one. There was a number of Con-  
cord people on the train, but with the  
exception of the unfortunate Miss  
McSweeney, all escaped with their  
lives. It is learned that Mrs.  
Shangnessy, at the Junction, who  
was said to have been killed or badly  
injured, was at home and all right.  
Ed. Laughlin, of Concord, who was  
also reported missing, came out on the  
Southern division. Miss Hosey, Miss  
White and John C. White, who were  
said to be on the train, were found  
to have returned home on other  
trains.

The two daughters of Station Agent  
G. W. Hunt, were both injured, Miss  
Bessie being far more seriously than  
her sister Maud. It is hoped, how-  
ever, that both will recover, as the  
shock and excitement wears off.

When word of the wreck was tele-  
phoned to Concord, the response to  
the call for help was prompt and  
heartily, Dr. Titcomb being one of the  
first to respond, and John Loftus has  
made a name for himself among the  
Concord people for his heroic efforts  
in aid of the injured. Rev. M. J. Scan-  
lon, too, was prompt to respond to the  
call, and hastened to render all pos-  
sible aid and administer spiritual  
comfort to the injured and dying.

Among the first on the ground after  
the accident was Dr. and Mrs. Blod-  
gett of Lincoln, and their hard work,  
and especially the efforts of Mrs.  
Blodgett to alleviate the suffering of  
those who were injured was spoken of  
by those who witnessed it in terms of  
highest praise. All the tales of suffer-  
ing and rescue on that awful night may  
never be known. But Concord has  
reason to be proud that her sons were  
so prompt to respond to the call of  
suffering as they were to answer the  
call to arms in defense of liberty so  
many years ago.

The Concord sufferers from the  
wreck at Baker's bridge are reported to  
be getting along comfortably,  
though evidences of the nervous shock  
which many received are still too  
painfully present.

Last Saturday the high school foot-  
ball team won a runaway victory from  
the cadets of the training ship Enter-  
prise, the score in the one half played  
being 16-0.

## CONCORD

Three new recruits were examined  
for admission to Co. 1 on Monday  
night.

The monthly roll-off at the Monu-  
ment Hall alleys takes place this  
week.

Thanksgiving morning the school-  
boys will try conclusions with the  
Alumni and a close game is expected.

The C. M. & H. cars will start on a  
half hour schedule as soon as new  
motors are placed in all of their cars.

Annual vesper service of Concord  
council, K. of C., Sunday night. Past  
Chaplin Rev. E. J. Moriarty of Cam-  
bridge will give the sermon.

Union services Thanksgiving morn-  
ing will be held in the Trinitarian  
Congregational church at 11 o'clock.  
Rev. H. K. Hannah will preach.

Roller skating which started in so  
auspiciously at the town hall has been  
abandoned because of the rowdiness  
of a few of Concord's tin horn sports.

Sergeants Petersen and Ford of Co.  
1, both passed the militia examination  
board last week and now are duly com-  
missioned as first and second lieut-  
enants respectively of Co. 1.

The play which the Dramatic club  
is to present before its members on  
Dec. 11, is "The New Boy." Rehearsals  
are in progress and judging from the  
cast, the play, and the management,  
it will be a screaming farce,—that is  
to say a complete success.

Company 1 is to install many new  
pieces of gymnastic apparatus in its  
drill shed. With the new gymnasium  
in commission membership in the  
company will be even more of value to  
the young men of the town compris-  
ing as it will, gymnasium, shower-  
bath, pool room, reading room, shoot-  
ing gallery and instructive drills.

The meeting of the Woman's club  
Monday was an occasion of delight  
and pride to the club, and to every  
member of it. Our former fellow citi-  
zen, Miss Alice Keyes, read her lec-  
ture on Whistler and his works, pre-  
pared for the Copley society, Boston.  
Her concise sketch of his early life  
abroad, her tribute to his genius and  
achievements, and her interpretation  
of his portraits and etchings shown on  
the screen were all charming. The  
audience was very large.

### PLEASING CONCERT.

The Cecilia Operetta company ren-  
dered the following program on Tues-  
day night before the appreciative au-  
dience in the town hall, the concert  
being given under the auspices of  
Corinthian lodge, A. F. & A. M.:  
Quartet, "Come all ye lads and lasses"

Solo, "Storm the King," J. P. Slack

Mr. Osgood. Sarasate

Violin, "Spanish Dance," Redding

Duet "Thou art my love," Wilson

Solo, "Carmena," Hollis

Solo, "Italian Romanza," Guercia

Trio, "Waves of the Sea," Anderton

Mrs. Hollis, Mrs. Woods and Mr. Hall

Violin, "Romanza," Paderevsky

Wienawsky

Miss Weidhorn

"THE SLEEPING QUEEN,"

Standard Operetta in One Act.

Words by H. B. Farnie

Music by M. W. Balfe

Cast of Characters.

Maria Dolores, Queen of Leon.

Dona Agnes, a Maid of Honor.

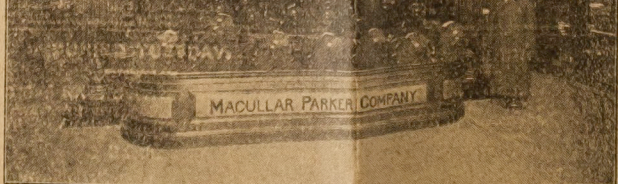
Philippe D'Aguiar, a Young Exile.

Hiss Excellency, the Regent.

Mr. Osgood

## MAYNARD.

The final chorus rehearsal for the  
Rose Maiden will at the usual place  
of meeting on Monday evening, Dec.  
4, at 7 o'clock.



**MACULLAR PARKER COMPANY**  
Makers and Retailers of the  
**Best Clothing for Men and Boys**  
MEN'S AND BOYS' HABERDASHERY  
Fine Custom Tailoring for Men and Women  
400 Washington St. BOSTON

## MARLBORO.

Rosario Girard is putting in the  
foundation for G. M. Comstock's new  
house on Maple st.

Alderman E. P. Longley enter-  
tained a number of friends at his coun-  
try home at Northboro Sunday.

Eugene Lapierre of Blake's cloth-  
ing store, who has been on the sick  
list, returned to work Saturday.

Mrs. Moise Belmore, formerly of  
this city, but of late years of Fitch-  
burg is visiting relatives in town.

T. P. Hurley, who has the contract  
for remodeling the Ashland town hall,  
expects to have that job finished in  
two weeks.

Nazaire Dansreau, a former shoe  
dealer of this city, but for the past  
two years a resident of Brockton, is  
renewing acquaintances in this city.

Miss Ruby Angell, one of the popu-  
lar "hello" girls of the central ex-  
change, attended the Dartmouth-  
Brown game at Springfield Saturday.

Mrs. F. C. Marshall has received  
\$1000 from the Prudential Life In-  
surance Co., the amount of the policy  
on the life of her husband, who died  
at Nantasket beach, a short time ago.

The committee on sidewalks, drains  
and sewers made an inspection of land  
of Bernard McCabe, Beech st., and  
brook near the Russell House Sunday,  
in order to make repairs on the same.

Flanagan's orchestra has the follow-  
ing engagements this week: Monday,  
Hudson; Tuesday, Worcester; Wed-  
nesday afternoon, Westboro; night,  
Preston hall; Thursday, Worcester;  
Friday, Millis; Saturday, Worcester.

A new dancing floor is being built  
in the Guest building. The National  
Guards, who have been holding Sat-  
urday night dances, will discontinue  
these dances until the new floor and  
other improvements have been made.

The Harvey-Gage Co. completed a  
week's engagement at the theatre  
Saturday night with a good house.  
The company made a very favorable  
impression here and coming back to  
Marlboro again will receive good  
houses.

A benefit dance in Hibernian hall  
for Miss Annie Danahy took place Fri-  
day evening. Among those in attend-  
ance was a number from Hudson.  
The Union orchestra furnished music  
and dancing was in order until mid-  
night. C. F. Lynch was in charge of  
the floor and he was assisted by M.  
H. Sullivan.

Mrs. Frank Desruisseau and daugh-  
ter Lillie where visitors in town Fri-  
day. Mrs. Desruisseau was a former  
resident of this city and she was the  
daughter of the late Onesime Levas-  
seur of Marlboro. Miss Desruisseau is  
a graduate of St. Anne's academy and  
has a large circle of friends here who  
were pleased to meet her.

Mrs. A. Cusson and two children  
of Montreal are the guests of the  
former's parents in town. Mrs. Cus-  
son, formerly Miss B. Brodeur, was  
born in Marlboro and previous to her  
moving to Montreal had always re-  
sided here. Mr. Cusson was former-  
ly foreman in the Main st. factory and  
is well known here. At present he is  
a man in a large shoe factory in the  
Boston metropolis.

### ACCOMPANIED INSPECTOR.

Delegation of Local G. A. R. Went to

Camp 10, Worcester, Thursday

Night.

A number of the members of Post  
43, G. A. R. went to Worcester Thurs-  
day night, when Lafayette Stickney  
inspected Post 10. The trip was made  
over the Worcester & Marlboro street  
railway. Those in the party included  
George Balcom, J. M. Gleason, J. R.  
McCrillis, E. C. Marsh, W. S. Frost,  
C. H. Albee, Richard Kelleher, H. K.  
Steward, G. H. Brigham, Thomas  
Ahearn, John Cavanaugh, E. L. Perry,  
Albert Perry, Lafayette Stickney and  
Commander J. S. Fay.

## CONCORD LOCAL

WANTED—A representative for  
Concord, Maynard, Acton and Bedford  
for the sale of Burrows' Expansion  
Files, on commission. Address—Box  
604, Concord, Mass.

Fritz Oelschlegel, Zither soloist and  
teacher, now ready for engagements.  
Box 44, South Acton, Mass.

Wanted—A boy about sixteen years  
of age to make himself generally use-  
ful and at the same time learn the cut-  
ting trade. Call on the C. F. Budd  
Company, underwear manufacturers,  
Concord Junction, Mass.

WANTED—Cows and horses to  
board. Apply to Erastus H. Smith.  
To Let—The Lovisa J. Brooks house  
on Middle st. Apply to Philip Mo-  
Manus, Concord, Mass.

## MARLBORO.

Hubert O'Neil is working in Har-  
vard.

A. A. Jones has moved from South  
Acton.

E. P. Longley has a newly painted  
wagon.

Peter McManamy is home from  
Wester.

Business is booming at the Marl-  
boro last factory.

Rev. R. D. Van Tassel will soon  
start on a lecture tour.

A. T. Lynch is acting as manager  
of Worcester's hotel for the present.

John Conway has gone to Worces-  
ter, where he will reside with his son.

J. E. Warren & Co. is putting a new  
floor and trusses in the Guest block  
on Lincoln st.

Dr. E. L. Salmon has been appoint-  
ed physician of the local commandery  
of the Golden Cross.

Miss L. C. Hunter is exhibiting  
some of her art work at Scherree's  
art gallery, Worcester.

George Cutter, formerly of this city,  
is proprietor of the Nashville House,  
17 Cambridge st., Boston.

Mrs. H. W. Estabrook, who has  
been in feeble health for several  
months, is slowly improving.

Jeremiah Buckley, Sumner st., has  
accepted a position in the sole leather  
room of the Diamond F factory.

Miss Iva Perry is taking a course  
of instruction on the violin, under  
the tutelage of Leslie Gleason.

Patrick Hurley, Rice st., who has  
been employed at South-Framingham,  
is working in the Curtis factory.

L. E. Kirby is painting houses for  
Mrs. Julia Fitzgerald on Washington  
st. and Mrs. Harriet Morse, on Neil  
st.

Fred O'Donnell, who has been work-  
ing in Webster, has secured a posi-  
tion in the Knott & Pope factory, Hud-  
son.

Mrs. A. A. Gelinas, Howland st., has  
resumed her duties as dressmaker, af-  
ter being confined to her home with  
illness.

Joseph Temple has recently sold  
horses to George A. Howe, Cal Whit-  
ney of Maynard and Marshall Baldwin  
of Wayland.

Carl Clark, Pleasant st., has re-  
turned from Riverside and has gone to  
work in the sole leather room of the  
Diamond M factory.

Marlboro division of the Consoli-  
dated street railway employees will  
have a dance in Northboro town hall  
Friday evening, Dec. 8.

A committee has been appointed by  
Court Marlboro, F. of A., to confer  
with other courts in this vicinity in  
reference to a class initiation.

Frank Spellissy, who lost a foot in  
a recent accident on the N. Y. N. H.  
& H. railroad, has been discharged  
from the hospital, after being confined  
there 10 weeks.

Mrs. A. B. Cutter, who has been in  
Arkansas in company with her hus-  
band, who is working on a railroad  
survey in that country, is home for a  
short vacation.

Mark Caffrey has concluded his  
services with the Metropolitan Life  
Insurance Co. and will take charge of  
the leveling department in the L. B.  
Hall factory Monday.

There is much complaint because  
there is no street light in front of the  
library on West Main st. Why this  
condition of affairs exists nobody  
can be found who will tell the reason.

F. L. Gage went to New Bedford  
this week and inspected a new hearse  
which the G. L. Brownell estate is  
constructing for him. The new  
vehicle will be in keeping with the  
latest ideas in funeral work and will  
be delivered about the middle of  
January.

### WENT AS HEAD WAITER.

E. C. McKenzie Returns from Trip  
Abroad on Col. O. H. Paine's

Yacht Aphrodite.

Everett C. McKenzie has returned  
to town, after a several months' cruise  
in the steam yacht, Aphrodite, which  
had only one passenger, Col. O. H.  
Paine, the millionaire and prince in  
the kingdom of finance. The Aphro-  
dite was in foreign waters for seven  
months and during that time visited  
Scotland, England, Denmark, Sweden,  
Germany and other continental coun-  
tries.

The Aphrodite is 302 feet long and  
is said to be one of the best modeled  
boats in the country. Mr. McKenzie  
was head waiter, seven men being  
employed on the ship in this capacity.  
Mr. McKenzie speaks very highly of  
Col. Paine, saying that despite his  
large wealth, he is as unassuming  
and kind, as could possibly be  
imagined.

Call at Richardson's  
and Get a Free  
Sample of His

**Jasmine Lotion for  
Chapped Hands**

Cor. Main and  
Walden St. Concord

### TRINITARIAN CHURCH.

Union Thanksgiving services will be  
held in the Trinitarian church Thurs-  
day at 11 o'clock. Sermon by Rev.  
Henry K. Hannah. All citizens are  
invited.

The pastor of the church will give  
the third lecture on Daniel next Sun-  
day evening at 7:30. Subject, "The  
King's Forgotten Dream."

The superintendent of the Sunday  
school of this church, Thomas Todd,  
Jr., has introduced recently several  
features which not only have increased  
the interest in and attendance upon the  
school, but have shown on his part a  
special genius for initiative and vari-  
ety of methods in its management.

A Sunday school choir has been or-  
ganized, which is doing much to im-  
prove the singing of the opening ex-  
ercises. To encourage a worthy  
rivalry among the classes in attend-  
ance, several of our country's flags  
are kept on hand to be distributed by  
the superintendent at every session  
to those classes all of whose numbers  
are found to have been present, al-  
lowance being made for absence on ac-  
count of sickness; and these are read-  
ily noticed by the school as it closes.  
They serve at the same time very  
properly to stir a new feeling of pa-  
triotism in connection with the study  
of religious truths.

Also, and especially worthy of men-  
tion, is a unique and interesting fea-  
ture of last Sunday's session, when  
by careful arrangement a week before,  
the officers of the school, and after  
them the several classes, came for-  
ward by separate call, and laid upon  
the platform gifts of household  
vegetables, to be sent to "The Home  
for Little Wanderers" and "The City  
Missionary Society" of Boston; thus,  
in a spirit of Thanksgiving bene-  
volence, to "send portions to those for  
whom nothing is prepared." The  
scene was one of beauty and delight  
to all who witnessed it.

### WATER SUPPLY SHORT.

Consumers Notified and Asked to be  
Economical in the Use Thereof.

The water commissioners have  
issued notices to consumers requesting  
them to be as economical as possible  
in the use of the water on account of  
the small supply of water in Sandy  
pond, Lincoln.

At present there is only 1.90 feet  
of water over the



# SURVIVORS TELL OF SCENE OF DEATH AND AWFUL HORROR

**Heroes of the Wreck Worked Nobly to Save the Imprisoned Victims From a Fiery Fate—Witnesses of the Disaster Overcome by Horror of the Spectacle.**

Tales of horror and suffering are those of the survivors of the wreck at Baker's Bridge. Those who escaped safely thank God for their safety and have prayed for those who were injured and killed. Tears came to the eyes of the men and women who escaped death in the wreck as they told their stories.

Conductor William Fletcher of the express which crashed into the local said: "I was in the forward car when the crash came. It threw me off my feet. Then the train stopped and the air was filled with the most horrible noise I ever heard—the screeches of injured passengers.

"My crew instantly went to the rescue. We did all we could to get the injured out of the wreck. We worked like mad. It is a horrible thing, the most horrible wreck I ever saw."

D. W. Bartlett, conductor of the Pullman car on the Montreal express, was one of the first trainmen to reach the injured. He was almost overcome by the horror of the scene, but started at the work of rescue in less than two minutes after the crash came.

## Woman Dies in Rescuer's Arms

"When I reached the engine of the wrecked train I saw the body of a woman pinned under the firebox. I dragged her out. Her clothing was afire, and she was insensible. I carried her in my arms to my car and laid her on one of the chairs. I tried to bring her back to consciousness, but while I was at work upon her she passed away. She was Miss Adams of Lincoln."

"I have been in many wrecks and have seen scenes of horror," said A. L. Foote, a porter in the Pullman car, "but this wreck is the most horrible I ever have been in. Some of the survivors helped me in the work of rescue. We took chairs and broke off the backs to use as stretchers. We did everything possible to ease the pain of the persons rescued.

"There were nineteen passengers in our Pullman car, and every one of them was thrown from his seat to the floor, but none was seriously injured."

Herbert S. Kimball, of No. 325 Woodard street, Waban, was one of the survivors from the local train. "I boarded the train at Waltham and was going to Fitchburg. The first intimation I had of anything wrong was when I felt four or five distinct shocks and was thrown from my seat into the aisle. Then I heard a grinding and crashing noise, and terrible screams filled the air. I knew that an accident had taken place, but the sight that greeted my eyes when I made my way out of the car was more horrible than anything I expected to see.

"The cars had taken fire. I saw a girl trying to climb out of the window I got out of. I assisted her and she fainted in my arms. I carried her to one side and went back to the window and helped others and carried a woman who had an arm cut off to a nearby house. I then returned to the wreck.

"Dr. Hickey dressed my scalp wound and one on my knee. "Albert E. Bratley, unconscious, was taken to Waltham from the wreck by a man supposed to be his brother. He was taken to the hospital in a hay wagon. He has a fracture of the skull, fracture of right leg, and is on the dangerous list."

## "It Was Hell," Says Survivor

Edward Lynch, of Hudson, who was a passenger on the accommodation, tells a graphic tale of the crash and the fight to get out the injured.

"I was in the middle of the second coach of the accommodation on my way home to Hudson," he said, "when the crash came. We had just left the Baker's Bridge station and were two minutes late. The train had hardly gotten under way when there was a smash, then two slight shocks, and it seemed as though the train was about to fall to pieces.

"I was thrown from my seat, as was practically everybody in the car. Some, less lucky than I, were knocked senseless, but the worst that happened to me was a few bruises. I got out of the car as fast as I could.

"In the rear of the train was the express, its engine a wreck, and the rear car of our train off the iron and a mass of ruins, in which there were scores of passengers. I pulled two women out, but then the fire got too hot and I was driven away while I was trying to get out still another woman. There is no doubt but that she was burned alive. Apparently she was not very badly hurt, only just pinned into the wreckage. It was impossible for anybody to do anything for her or for a number of others who were knocked senseless or rendered incapable of helping themselves.

"It was awful—it was hell while it lasted. I could not bear to see more of it and went away and came here, hoping to get home.

"The force of the collision detached the engine from the two cars, the smoker and second first-class coach that remained on the rail, and it went along some distance before it could be stopped.

"The rear car must have been filled to the limit with passengers. In the car in which I rode there were a lot of people standing and there was a crowd in the smoker, so I can see where there was no chance for anybody, unless it was the very few who were standing near the forward door."

## Girl Saw Dying and Fainted.

Miss Eva M. Barnes of Fitchburg, a sister of Dr. Francis Barnes of No. 686 Tremont street, was one of the survivors of the wrecked local. She was prostrated by the sight of dead and dying men and women. When she recovered she said: "It was terrible. I hope I shall never see such a thing again. There is little about it that I can remember. What I do recollect comes with a terrible shock. I hear the cries of dying men, women and children. I looked about me when I got out of the car, and then I fainted. When I came to kind hands were caring for me. I was not badly injured."

Another story of the wreck is told by G. W. Shattuck, one of the passengers on the Montreal flyer. He said:

"I was in the smoker when the crash came. I was thrown from my seat, and instantly realized that an accident had occurred.

"The first thing I saw, that told of the awfulness of the catastrophe was the limp form of a woman hanging from one of the windows of the telescoped car.

"I tried to lift her out, but something was holding her.

"I climbed up on the edge of the window and found that a piece of iron seat stanchion had wrenched her foot and had pinned her down.

"She had evidently tried to get out of the window, but could not move. Finally I succeeded in releasing her foot and took her out into the air. Her leg was broken."

## Rescuer Called Physicians.

James E. Baker, who lives near Baker's Bridge, was one of the first of the rescuers to reach the scene of the wreck. The crash was so loud he heard it at his house, some distance from the station. He says:

"I heard the great crash from my house, rushed outdoors, saw that there was a great wreck, and the screams told me only too well what was most needed.

"I ran in to the telephone and called up all the physicians I could think of. I called at least five of them, and in a few minutes they began to appear on the scene.

"They bound up many wounds and prevented many from bleeding to death.

"By that time the trainmen had taken a number of the injured from the cars and were laying them out on the station platform and on the ground.

"Among the first doctors to arrive were E. H. Lodgett of Lincoln, Joseph Hart of Lincoln, Henry Grayley of Concord, George E. Pitcomb of Concord and Dr. Theodore Chamberlain of Concord."

Dr. H. A. Woods, who rendered assistance at the scene, said:

"It was the most awful sight I ever witnessed. The dead and injured were strewn along the ground, the injured moaning and calling for help.

"Cars were burning and people were hurrying here and there, and every one seemed to have lost all presence of mind.

"I should say that there were between twenty-five and thirty persons temporarily cared for and sent to the hospital."

## Station Agent Saw Express Flash By the Danger Signal

"I was standing at the railroad station just after the Marlboro local had gone past. A few minutes later the Montreal flyer went rushing through the station. The station agent turned to me, with a horrified expression, and said: 'My God, they've gone by the signal! They'll be something doing now!'"

—Statement of Dr. Blodgett, of Lincoln, who helped at the scene.



MAY COLLINS, CONCORD, DEAD IN WRECK.

## GRIEF AT DEATH OF MISS M'SWEENEY

One of the victims of the wreck was Miss Margaret McSweeney of Concord. She was widely known and popular in her native town and her death has cast deep gloom over the community. She lost a brother about three years ago and her relatives had hardly recovered from this.

In the office of the S. M. Howes Company, No. 42 Union street, Boston, there was also much distress over the death of the young lady. She had been employed there as assistant bookkeeper for three years and was a general favorite with the officers of the company as well as with her fellow employees.

"Her death is a great blow to me, personally. I shall go to her home and do everything possible to alleviate the suffering of her people in this, their hour of affliction."

This is what John E. Fleming, president of the company, said to a BOSTON AMERICAN reporter, who was the first to inform him of the death of Miss McSweeney.

"My wife has already gone to Concord to see the family of Miss McSweeney, and I shall go there as soon as I can. She was a very fine woman and a general favorite with all who knew her. Her death comes to us as a personal loss."

Miss McSweeney had been spending Sunday with friends in Boston and was on her way home when killed. She was twenty-seven years old and her people were well known in Concord, having been in the employ of the Howes family, which the late Senator George F. Howes was a member.

Most of the officers of the class of '96 at her brother's school, S. M. Howes College, were in the office of the company, said to a BOSTON AMERICAN reporter, who was the first to inform him of the death of Miss McSweeney.

"I have great doubts as to their recovery. She was a graduate of the class of '96 at her brother's school, S. M. Howes College, and was a general favorite with all who knew her. Her death comes to us as a personal loss."

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Another sister of the dead man, Mrs. Jessie Richardson, whose husband is foreman of a silver mine at Pike City, Utah, has also been notified.

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according to my informant, having been carried along by the onrushing locomotive."

## INJURED MAN FINDS BODY OF HIS SWEETHEART

With his leg broken and suffering intensely from internal injuries, Harvey Broadbent, one of the sufferers in the crash, forgot his physical pain in a greater anguish for some distance away from where he found himself when he crawled out of the wreck, lay the dead body of May Campbell, his betrothed.

Dragging himself slowly and painfully along the embankment, he scanned the faces of the injured and the dead, until his eyes finally rested upon the inanimate form of her whom he sought.

With his frame convulsed with grief, he threw his arms around the dead girl and sobbed as if his heart would break. Those who were caring for the injured endeavored to take him away, but he would his arms more tightly around the form of Miss Campbell and refused to be separated from it.

When it became apparent that his own injuries required immediate attention, he took all the strength the two men could put forth to lift him away, and he was carried off pleading not to be separated from her, and those who bore him off could not refrain from tears.

This scene by the roadside was a sad culmination of a romantic love affair. Harvey Broadbent had been a soldier in the Philippines, and returned only recently to marry the woman he loved. He was on the train to company with Matthew Campbell, a brother of his betrothed. Mrs. Campbell and Miss Campbell were killed outright, and Mrs. Campbell received injuries of such a nature that she cannot recover.

Mr. Campbell had his leg fractured and was injured internally, and Mr. Broadbent was himself seriously injured.

Mrs. Campbell's leg was broken and her arm was literally torn off. The unfortunate woman was taken into the house of Mrs. Eldridge, near the scene of the accident in Lincoln, and later was sent to Boston.

## DECLINED TO WAIT UNTIL MORNING AND IS DEAD WITH SON

William J. Barris who, with his son Irving was killed in the wreck, was on his way to his home in Maynard after having spent a particularly pleasant Saturday night and Sunday with his brother, Robert F. Barris, in Watertown. Mrs. Barris was with him and she was seriously injured.

His brother and his brother's wife urged him to remain in Watertown over night and go to Maynard on the first train in the morning. He said that he was coming to spend Thanksgiving with his brother's family, and for that reason would not "wear his welcome out."

When Robert F. Barris was informed of the wreck he came at once to Boston to look after the bodies of his brother and nephew. He said to a BOSTON AMERICAN reporter:

"My wife and I begged my brother to remain with his wife and baby at our house over night and his wife was ready to stay. My brother said that as long as Thanksgiving was coming this week they would best go home, as he would be an hour late for his work if he waited for the morning train."

NEARLY CRAZED BY FATE OF BROTHER AND BOY ON TRAIN

Robert Barris of No. 36 Lexington street, Watertown, at whose home, his brother, William J. Barris, spent Sunday before he and his little boy, Irving, were killed and his wife seriously, is not faintly injured in the wreck is completely prostrated at the catastrophe. He has refused to eat any food since his brother's death, and his wife for his reason. The dead man lived at Maynard and refused the earnest invitation of his brother to stay over until Monday morning. He was anxious to return in time to go to work early Monday morning.

Mrs. Mary Macurdy of Lynn, a favorite sister of William Barris, is now at a nervous breakdown. She has been informed by wire of her brother's death, and her brother Robert fears it will cause a relapse and possibly death.

Another sister of the dead man, Mrs. Jessie Richardson, whose husband is foreman of a silver mine at Pike City, Utah, has also been notified.

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## PRESIDENT TUTTLE HORRIFIED AT WRECK

President Lucius M. Tuttle, of the Boston & Maine road, was aroused at an early hour and informed of the accident. He asked several questions regarding the nature of the wreck, and gave out the following statement:

"I am horrified more than words can tell, and I cannot understand how such a frightful accident could have happened, unless the signals were in some way misunderstood. We shall begin an investigation immediately to discover the cause of the disaster."

E. J. Rich, secretary to President Tuttle, was at work doing all in his power to aid the injured and care for the dead at an early hour. He said:

"Everything will be done that it is within human power to do to assist those who were the victims of this unfortunate affair. You can rest assured that no stone will be left unturned to place the responsibility where it belongs.

"Of course the first thing to do is to care for the victims. After that it will be time enough to investigate the cause of the disaster. From whatever reason, it is evident that failure to see a signal of danger is responsible for the wreck. We have twenty-five doctors and a corps of men on the scene."

"Whether a block signal was not working or whether the engine failed to see it, it is too soon to say now. It is evident that some one is to blame, and every effort will be made to ascertain where the fault lies."

## 19 DEAD, 31 HURT IN AWFUL WRECK

Continued From First Page.

and none of the passengers on the rear train were hurt. In the darkness there was a willing rush to the rescue.

## FIRE ADDS TO AWFUL HORROR.

Hardly anything had been done, however, until there was a flash of flame and the debris of the crumpled cars, which were wrapped in a crackling blaze, which showed the agonized faces of men, women and children held fast by the heavy wreck age.

Tuttle efforts were made to stop the fire. Then the attempt to rescue the injured from incineration was redoubled. Time and time again brave men rushed into the burning mass and labored to assist a groaning man or woman. In many cases they failed—in some cases they saw the blaze wrap the victim in its folds of death. In the rear car a beautiful young woman died in this manner before the eyes of her would-be rescuers.

## FINDS FIANCEE DEAD.

Harvey Broadbent, a soldier of the Philippines, who returned home recently to marry his sweetheart, Miss May Campbell, and who with his betrothed and other members of her family was on the fatal train, crawled from the deadly heat with a broken leg. Forgetting his own pain, this soldier-hero crawled about calling the name of his fiancée.

Scanning the faces of the injured and dead who lay in a row at the edge of the embankment beside the track he sought the girl who had promised to be his wife. Suddenly there was a cry of anguish and the young man threw himself upon the dead body of his sweetheart while his frame convulsed with sobs.

On the rear train was F. J. Neelan, a prominent young man of Littleton, who was engaged to be married to Miss W. W. Hartwell, a social favorite of the same place. He came to Boston yesterday to meet the young woman, who turned home with her. He missed the local train upon which Miss Hartwell started home, and followed upon the express.

Knowing that his sweetheart was on the wrecked train, the young man searched with a frenzy born of an awful fear that she might be a victim of the tragedy. For an hour he kept at his task. Then some one cried:

"Here is another body!"

Neelan ran to the spot. One look was sufficient. It was the dead body of the girl he loved. He fell at the side of the inanimate form as though stricken dead. Afterwards he returned with the body of the girl to Boston.

## PIEST COMFORTS DYING.

By this time doctors had begun to arrive on the scene. They came from Lincoln and Concord, later to be augmented by details from Waltham and Boston. Twelve of the injured were carried to the home of A. E. Eldridge, near the scene of the collision. They were all in the agony of pain. Some of them feared that they were going to die, and uttered prayers for help. Into this house of suffering, like an angel of light, came the black-robed figure of a priest. He sat on the floor, his hands clasped in prayer. With soft, consoling voice and tender touch the clergyman moved among the victims of the crash. One man called for help and told him he was going to die. The priest went to his side. In pleading tones he said a prayer for the man at his side. The man opened his eyes.

"I'm a Protestant, Father," said the victim, "but I thank you—I thank you."

## BRAVE WOMEN HELPED.

From one to another of the sufferers the priest moved with comfort in his word and touch. The doctors did what they could with anaesthetics to snatch away the pain from the quivering nerves. Constituted nurses, some of whom were women whose strength had been keved up by the emergency to almost the snapping point, were almost ready to drop. Some of them fainted and then the priest and the physicians had more work on their hands. But among them none brought more help than the priest.

"You must be brave," he murmured; "you must try to be brave. I know it is hard, but God will help you if you only trust him."

And men who had been crying out with

**Gillette Safety Razor**

NO HONING  
NO STROPPING

Always Ready  
Always Keen

12 WATER BLADES  
24 SHARP EDGES  
AS THIN AS PAPER  
HARD AS FLINT,  
TOUGH AND  
FLEXIBLE  
AS BALE-  
BONE

Nothing to Adjust,  
Nothing to Learn,  
SIMPLY SHAVE

THE BEST GIFT TO MAN  
Father, Husband, Son, Brother or  
Lover. A razor for the tender touch  
heard can stand before it. Sold  
at leading cutlery and hardware stores  
and by dealers in gent's fine toilet  
articles.  
Ask to see them, and for booklet,  
or write us.  
GILLETTE SALES COMPANY,  
Times Building, New York City.

**Save Your Dollars Trade at Moller's**

House Furnisher

LAFAYETTE ST. CAMBRIDGEPORT

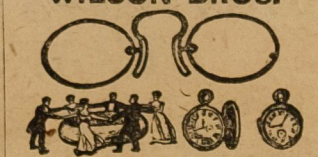
## CLOSE COLLEGE FOR FOOTBALL VICTIM

SCHENECTADY, N. Y., Nov. 27.—President Raymond of Union College announced today that the college would be closed two days out of respect for Harold Moore, the right halfback on the Union team who was killed in the football game with the University of New York on Saturday. The faculty will discuss the advisability of abolishing football in the institution.

## GUNSHOT KILLS A BOY WHILE HUNTING

BETHLEHEM, Pa., Nov. 27.—While out hunting with a companion early today, Harry Kressler, aged fifteen years, of Hollertown, leaned his gun against a pile of brush and fired a round which had routed out a rabbit that had taken refuge under the pile. The gun was accidentally discharged and the full force of two bare lead bullets struck Kressler in the stomach, instantly killing him.

## THE ORIGINAL WILSON BROS.



## "WIVES WANTED"

TO NOTIFY their husbands that neither John nor Ed Wilson, the original and only owners of the old firm of Wilson Bros. Sewers, are no longer interested in Wilson's Hanger St. store, or what was once their place on Tremont row, go across the street now, on the same side and near the big red kettle, 95 Court st. Old customers tell our friends.

## Liquozone Free

Any sick person who has never used Liquozone should try The Liquozone Company, 458-460 Washington Ave., Chicago. They will send you an order on your druggist for 50-cent bottle free, if you will state the disease to be treated. 544.

## LAX-ETS FOR BOWELS.

Only 5 cents per box—Lax-ets, a new, sweet, toothsome laxative for constipation, sour stomach, bad breath, bad taste, biliousness, etc. Unless you try Lax-ets you will never know its value—and only 5 cents at druggists, or by mail for 3 2-cent stamps. Dr. Shop, Racine, Wis.

## HEARST'S BOSTON AMERICAN

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Daily and Sunday: One year, \$5.00; Six months, \$2.50; Three months, \$1.25.

One month, \$0.25.



# VICTIMS PINNED DOWN BY WRECKAGE WERE BURNED TO DEATH

Scenes of Horror at Awful Rear-End Collision on the Fitchburg Division of the B. & M. Railroad.

The collision occurred within 200 yards of the Baker Bridge stop, about seven miles out of Boston. The pilot engine of the Montreal express crashed into the slow-moving Mariboro local. The ponderous locomotive of the express plowed its way through the two rear coaches of the local train, telescoping them and crushing them into a mass of twisted metal.

There were three short, sharp bumps, felt particularly by the passengers in the forward cars of the express, then came the crash. All the lights in the cars of the local train were extinguished in the wreck, and the horrors of the darkness were lighted up almost immediately afterwards by flames from the burning cars.

As soon as the work of relief was begun, the dead and dying were all around. Men and women plied down by the debris were pitifully calling for help, and as fast as possible were rescued from death by flames. Broken timbers, twisted iron, twisted seats held down scores of people, who, while not dead, yet saw death from the flames starting them in the face. And yet the work of rescue went on as rapidly as possible.

The noise of the wreck, together with the flames, had attracted the attention of many of the country people. These valiantly went to work. Fences were torn down, and with the emergency tools on the train, were used to pry off heavy timber holding sufferers down in the wreck. Huge bonfires added to the horror of the scene although they gave light for the work of rescue.

**Work of Rescue Proceeds.**  
Cots were laid out on the rails, mattresses were placed on the side of the tracks and willing hands bore the stretchers with their suffering burdens from the wreck to this temporary hospital. Every unfortuné passenger helped. And yet the cries and moans of the wounded were pitiful.

Then came assistance from Waltham. About twenty physicians hurried to the scene of the wreck and these helped the relief corps. Then it was that something like order was brought out of chaos. The dead, many horribly mangled, were laid on one side and the injured received attention. Cut and bruised, bleeding from almost every part of their bodies, shrieking in pain, the injured men, women and children were attended to as rapidly as possible.

The anguishing cries of the suffering mingled with the words of attempted cheer of the rescuers. There was as much hurry as was consistent with safety as the wounded were brought forth from their temporary burial place under the wrecked cars.

Engine Barnard of the pilot engine of the express was one of the first to be found. He had paid the penalty of his loyalty to duty in sticking to his engine.

At the Massachusetts General Hospital, to which place the wounded were taken, the surgeons performed heroic work. The hurry due to the exigencies of the treatment at the scene of the wreck had prevented anything but temporary dressing of wounds, but at the hospital everything was completed as far as possible.

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## B. & M. Officials Unable To Account For Lincoln Wreck

"I cannot understand how such a fearful accident could occur unless there was a misunderstanding of signals. An investigation shall be begun immediately."—Statement of President Lucius Tuttle of Boston & Maine road.

"I cannot place the responsibility now. I have been informed that there was a mistake in signals. We have done everything possible to aid the injured and recover the bodies of the dead."—Statement of Edward J. Rich, representing officials of Boston & Maine road.

"I cannot say what caused the accident. The local was considerably late. It had evidently received no orders to take a side track to let the express by. This is the worst wreck on the Fitchburg Division during my service with the road."—Statement of Charles L. Gilpatrick, assistant superintendent of Terminal Division, Boston & Maine.

## ARCHITECT KIMBALL IS HERO OF WRECK

Herbert S. Kimball, the architect, with offices in the Paddock building in Boston and living in Waban, was one of the heroes of the wreck. He was in the next to the last car of the local passenger train, and was badly cut about the head and hands, but the scenes of horror and the agony of the other victims buried in the ruins made him forget his own injuries and he bent every effort to rescuing those whom he could aid.

He did not desist until long after midnight when the wreckage was nearly cleared away and all the injured and dead that could be found were taken from the ruins. Then he went to one of the hospital trains to Waltham and placed himself under the care of a physician. To a BOSTON AMERICAN reporter he said: "The first thing I knew was a crash and a terrible jolt that sent me flying out of my seat."

There was a noise that sounded like an explosion with the crash, and I thought some of the women might be badly bruised by the jolt as I tried to get to my feet. Just as I got up and looked around I saw men and women lying in the wreckage, and I knew then that some of them must be dead. Before I could take a step to extricate myself there came another explosion.

Both Arms Gone.  
"The car was instantly a mass of flames and the fire started to burn in several parts of the wreckage."

"Two seats back of me a Swedish girl was sitting, and I found her lying on the floor with some seats on her, and both arms were cut off. I saw her move, and I knew she was alive. The flames were getting toward me and I could not make out one end of the car from the other."

"I crawled over to the poor girl and lifted her body. I then kicked out a window and thrust her out and followed until I got her where some of the other passengers in the cars that were not smashed could care for her."

"Then I heard some more shrieks in the car and I crawled back and managed to get a man and a woman out through the window. The jagged glass cut me and the last trip the fire had gained such headway that I was burned a little."

"I knew I was cut a little, but there was so much excitement then I did not realize that my arms were at all painful or that I was bruised until it was all over and the doctors and nurses had come and the relief train started back."

Refuses Aid.  
"I suppose I looked badly because I was bleeding a little and the blood from that poor Swedish girl was also all over me and because of this some of the doctors and nurses wanted to take charge of me. I would not let them do this, for they were needed, every one, just then, to care for the dying."

"I knew I was not dying or anywhere near it, and so I would not let the doctors and nurses waste their time on me. I bandaged some of the cuts I got jumping through the window and then tried to help the best I could."

"It was terrible out there in the night, with people groaning and shrieking in agony, the cries of horror, curses and prayers and the noise of escaping steam and crackling burning wood."

"It was no time to falter then, however, and if ever there were heroes, the men who helped rescue the unfortunate are in that class. We worked until the relief train came and some one said we had got every one out but the poor engineer and men, who were under their engines and could not be dug out to-night. Then the train full of dead dying and grief-stricken and hysterical ones started from the scene."

"I decided a physician here could fix me up, and as I didn't want to take up for the ones who were suffering and dying, I got off here, and after seeing up I will rest a bit and then get home."

MISTOKE ONE OF THE INJURED FOR BROTHER

When the news of the wreck at Lincoln was received at Waltham every available nurse and physician of the local hospital was hurried to the hospital to care for the wounded there, while the hospital proper was made ready for a rush of surgical cases. Later it was decided to send every one to Boston.

One peculiar case turned up at the hospital, however. About 10 o'clock a farmer named Smith of Concord drove up with a man whom he said was his brother, who had been badly hurt at the wreck. He was at the train to meet him, and hearing of the accident, drove to the scene in time to find his supposed relative and rush him to the nearest relief point.

The hospital attaches took the unconscious man from the wagon and placed him upon the operating table, where it was soon seen that he had a scalp wound and a probable fracture of the skull, a broken right leg and probable internal injuries. He was placed on the dangerous flat at once, it being thought likely that his wounds would prove fatal.

While the doctors were making their examination the man who brought him to the hospital called up his brother's house and told him of the accident.

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## JAMES J. STORROW EARLY IN AID WORK

James J. Storrow, of Boston, whose country home is about a mile from Baker's bridge, was one of the first on the scene of the accident, and rendered efficient aid in caring for the injured.

"The first I knew of the disaster was when I saw the blaze from the burning cars," said Mr. Storrow. "I thought at first it was a building on fire, and hurried down there. The sight was one that I can never forget."

"The dead and dying were lying on the embankment near the tracks and the groans of the wounded were heartrending to hear. The cars were burning fiercely. I do not know whether there were any who were unable to get away from the flames, but it seemed impossible for anything human to live, so intense was the heat."

"Many of those taken from the wreck were frightfully burned. Some of the dead were so charred as to be unrecognizable. The sufferings would have been more intense had it not been for the work of Dr. Blodgett of Lincoln, who was the first physician on the scene. He was alone for some time and did the work of half a dozen."

"I can't see how the engineer on the rear train could have escaped seeing the lights on the train ahead. There was no fog that I noticed. The air was clear enough for me to see the flames half a mile away, and I should have thought it would have been impossible for the engineer on the express to miss a danger signal had one been shown."

**LOCAL TRAIN LEFT BOSTON HALF HOUR BEFORE EXPRESS**  
The through train to Montreal, which

crashed into the local, left Boston, Sunday evening at 7:45 o'clock. According to its schedule, it does not stop until it reaches Concord, two miles beyond Baker's Bridge, the schedule time for arrival at Concord being 8:22 p. m.

The local train left Boston at 7:15 p. m., or half an hour earlier than the through train. Stopping at every station, the local train is scheduled to reach Baker's Bridge at 8:12 p. m., and Concord at 8:17.

The local train is due at South Acton, where it branches off the main line, at 8:28, or seven minutes before the through train is due there.

As the local train is due at Baker's Bridge at 8:12 it must have been at least six minutes behind its schedule when struck by the through train.

The Montreal train is an especially heavy one and is frequently pulled by two engines.

A disagreement of the jury which heard the testimony in the case against Margaret Morton, charged with performing an illegal operation on Agnes Nilsson of Swampscott, was reported to Judge Stevens in the Superior Court to-day.

The jury spent seventeen hours in considering the evidence, and decided on Saturday forenoon to report a disagreement. The prosecution grew out of a discovery made by the police while engaged in an effort to solve the suit case mystery.

The defendant, who was prosecuted under the name of Margaret Morton, testified during the trial that her right name was Helen Dolan of Worcester.

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## JURY OUT 17 HOURS FREES MISS MORTON

Disagreement in Case of Alleged Operation on Swampscott Young Woman.

**WAS UNDER NEW NAME**

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...ought that Harvard has made a mis- take in continuing to accept Yale as our special athletic competitor. The conditions have not been equal. In 25 years Yale has developed her "anything to win" policy. She has had Mr. Camp, whose ideals and methods she has made her own. Her authorities have submitted to triumphant athlet- icsm, if they have not abetted it. At Harvard, on the other hand, there has been a sincere, unflinching and partially successful effort to bring athletics into proper relations with the serious aims of the university. That our athletes and our athletic graduates were op- posed to restrictions, that they, too, had to be educated in the essentials of sportsmanship, made the task harder. But it was accomplished, and even Yale had to consent to the adoption of cer- tain obvious regulations in her contests with Harvard. Not that Harvard play- ers have been above reproach. The tem- peration to imitate the practices which have brought victory to their opponents has sometimes proved too strong. It is, indeed, so unfair to subject young men to the humiliation of being beaten by rivals trained in a different system, that crude human nature will assert itself. Martyrs sacrifice themselves as a matter of course, but sport should not be martyrdom. Harvard athletes have felt that until they could quit as victors, it would seem too much like "squealing" to suggest quitting at all. But they have surely given proof enough of their pluck and tenacity, and it is as absurd for them to go on con- senting to be beaten for the glory of Yale—so long as the difference in stand- ards practically assures Yale's success—as it would be to perpetuate a shoot- ing competition if our marksmen were restricted to muzzle-loading muskets while their rivals had Mauser rifles.

The athletic rivalry between Harvard and Yale began more than 50 years ago with boat racing. At that time the two colleges were almost on a par in numbers. Harvard men forget that dur- ing the early part of the 19th century, down to about 1840, Yale actually out- numbered Harvard in students. Then Harvard caught up and slowly forged ahead. The following table tells the story:

	Harvard.	Yale.
1840.....	442	574
1850.....	604	555
1860.....	869	449
1870.....	1161	755
1880.....	1364	1087
1890.....	2271	1645
1900.....	4288	2536

(In the recent Harvard figures the summer school attendance is not included.)

These figures may be commended to persons who assert that athletic achieve- ment is the corner-stone of a univer- sity's popularity and strength. The decade between 1890 and 1900 was the worst Harvard ever saw in athletics, and it was Yale's best, nevertheless. Harvard's attendance in that time in- creased from 2271 to 4288, while Yale's increased from 1645 to only 2536. No wonder, as I remarked above, that Yale should be most solicitous to have her name coupled with Harvard's, if only indirectly through athletics.

**Yale Professor Is Quoted**  
**Showing College Choice.**

Let me quote from the "History of Yale University," by Prof. Charles Henry Smith, LL.D., of Yale. Writing in 1897, he says: "Yale's disinclination to row except with Harvard is well known. The disinclination was shown many years ago, as already stated. It was not then, nor is it now, directed against any particular institution. Yale does not claim, nor care to maintain, a row- ing championship of American colleges. She does desire to have a yearly trial

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Such instances were exceptional, how- ever, for in the majority of cases the bodies were identified by some trinket, garment or fragment of garment, with- out necessitating the ordeal on the part of the claimant of viewing the black- ened or distorted features and the broken and dismembered frames.

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# Thanksgiving Headquarters

FOR

# TURKEYS

—AT—

## GEORGE E. SKINNER CO.

21 Dock and 28 Faneuil Hall Sq.

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Advertising is the greatest salesman in the world. You get the best advertising in New England in The BOSTON HERALD.

# THE BOSTON HERALD

THE BOSTON HERALD CO., Proprietors.

TUESDAY MORNING, NOVEMBER 28, 1905 — SIXTEEN PAGES.

SUNDAY HERALD "Board and Room" ads. offer a varied list of attractive accommodations. If you don't see what you want, advertise in The SUNDAY HERALD for it.

PRICE TWO CENTS.

## MARY M. ROGERS KNOWS NOT SHE DIES ON DEC. 8

Gov. Charles J. Bell Positively Refuses to Act Further in Her Interest.

GRIM GALLOWES WAIT IN ATTIC OF PRISON

Counsel Moloney Still Feels New Evidence Is Ground for Commutation.

MURDERESS PACES HER CELL, MOROSE, SULLEN

Unanimous Decision of Supreme Court There Is No Federal Point Involved.

(Special Dispatch to the Boston Herald.)

WASHINGTON, D. C., Nov. 27, 1905. By the unanimous refusal of the United States supreme court justices to interfere with Vermont jurisdiction, Mrs. Mary Mabel Rogers, now under sentence of death at Windsor, Vt., for the murder of her husband, is irrevocably consigned to the noose Dec. 8.

The only possible chance for the convicted woman lies in intervention by Gov. Charles J. Bell of Vermont, but the Governor has flatly refused hitherto to act, other than to give the murderess all possible legal opportunity for defence, and he takes the same firm stand today, according to a Walden, Vt., dispatch.

The mandate of the United States supreme court will issue tomorrow or Wednesday, setting forth its refusal to interfere in the case of Mary Mabel Rogers, convicted murderess, of Vermont. This follows the unanimous decision of the nine justices today, upholding the order of District Judge Wheeler in denying a writ of habeas corpus. The mandate will go by mail to Atty.-Gen. Fitts. It will probably reach him Thursday. This decision, announced by Justice Day, ends forever any hope Mrs. Rogers could have of assistance from any federal tribunal.

As action by the court was expected because of the proximity of the day of execution, quite a company of spectators gathered at the capital to hear the woman's fate. They were not kept waiting long. The justices, in their black silk robes, appeared at the side entrance promptly at noon and moved quietly to seats behind the long bench.

## SAYS IT'S TIME FOR HARVARD TO BREAK WITH YALE

A Crimson Man Gives Strong Reasons in Graduates' Magazine.

WOULD SEVER ALL ATHLETIC RELATIONS

Claims Harvard Cannot Adopt Methods of the Blue and Be True to Ideals.

NEW HAVEN COLLEGE LEADS IN ATHLETICS

But Has Not Kept Pace with Cambridge University in Pursuit of Knowledge.

The advance sheets of the Harvard Graduates' Magazine for December contain a strong presentation of the reasons for Harvard's abandonment of athletic relations with Yale, claiming that Harvard cannot adopt Yale methods and be true to her ideals, that she cannot win without Yale methods, and, consequently, further contests with Yale are only advertisements for that university. The article states that while Yale has forced ahead in athletics, she has not kept pace with Harvard in offering greater opportunities for the pursuit of knowledge, and says that the New Haven university is more than anxious to retain the position which it has in the public mind as a school on a par with Harvard. The article protests against the universities providing a spectacle each year for the excitement-loving public, so that "it can bet on contestants that will not sell out," and closes by saying: "Let us realize that the time has come for abandoning intercollegiate relations which cannot possibly serve the ideals that we profess."

The article is part of the "From a Graduate's Window" department, and is sub-headed, "Let Us Face the Crisis." It says: Some time ago an instructor in a Harvard department which had had its shortcomings recently discussed was overheard to say with some petulance: "They wouldn't do that at Yale. Down there they don't advertise their defects. They just keep still, and let the public suppose that they are perfect." To which outburst the reply came: "You ought to be teaching at Yale, if that's your point of view."

## SUIT CASE TRIAL HAS ITS OPENING DAY IN COURT

Crawford and Hunt Plead Guilty as Accessories After the Fact.

MOTHER OF THE GEARY GIRL ON THE STAND

Disposal of the Body Told of by Crawford in His Testimony.

MORRIS NATHAN ALSO CALLED TO TESTIFY

Tells of His Relations with Susanna Geary and Search for Her.

## JURY THAT IS SITTING ON "DRESS SUIT CASE" TRIAL.

MICHAEL CAVANAUGH, (foreman), hacks, 209 Havre street.

WILLIAM J. FORBES, core-maker, 521 Bennington street.

HENRY B. SNODGRASS, harness maker, 167 Warren avenue.

OLAF HOUG, carpenter, Chelsea.

WILLIAM E. DILLON, mill hand, 57 Revere street.

WALTER S. CAMPBELL, painter, 14 River street.

JAMES W. MANSFIELD, clerk, 5 Foss street.

JOHN P. N. TRAUB, painter, 29 Goldsmith street.

WALTER H. GROCE, clerk, 376 West Fourth street.

LUKE J. LYONS, steamfitter, 72 Baxter street.

HORACE S. GILCHRIST, carpenter, 211 Crescent avenue, Revere.

JAMES J. MAHONEY, miller, 508 Medford street.

CASE OPENS IN COURT.

## DEAD AND INJURED PASSENGERS IN FRIGHTFUL CRASH OF BOSTON AND MAINE TRAINS AT LINCOLN SUNDAY NIGHT



MRS. MATTHEW CAMPBELL, INJURED



MISS BEATTIE A. HUNT, INJURED



MISS W. HARTWELL, DEAD



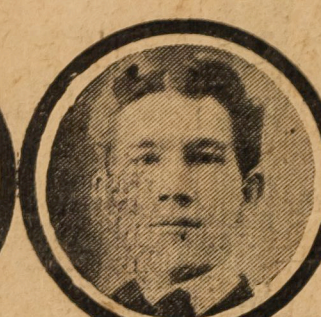
MISS ANNA E. O'BRIEN, DEAD



RICHARD B. MCSWEENEY, INJURED



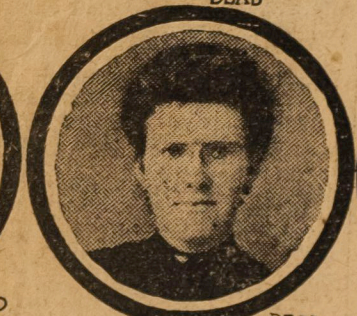
MARGARET E. MCSWEENEY, DEAD



MATTHEW CAMPBELL, INJURED



MISS MAY CAMPBELL, DEAD



MISS MAUD HUNT, INJURED



ALBERT E. BATLEY, INJURED



BRAKEMAN GAUTHIER, DEAD



WARREN BROADBENT, INJURED



J. W. J. BARRIS, DEAD



MRS. ALBERT BATLEY, INJURED

## ENGINEER LYONS OF HORROR TRAIN LEAVES BOSTON

Crazed by Lincoln Disaster He Disappears—Officials Seek Him.

ON VERGE OF COLLAPSE WHEN HE LEFT HOME

Deaths of Disaster Number 18 —Four Still on Dangerous List.

FIVE BODIES ARE STILL UNIDENTIFIED

Parents and Friends Weep as They View Mangled Remains at Undertakers'.



## KEPT DAUGHTER'S BODY 25 YEARS

Certificate Purporting to Be from Amherst Undertaker Found with Dismembered Corpse at Los Angeles.

LOS ANGELES, Cal., Nov. 27. Nearly 28 years ago, in Amherst, Mass., Miss Lora L. Thompson, a beautiful girl, 27 years old, died and was buried there. Four years later the remains were taken up and shipped to Los Angeles, the family having difficulty in locating her.

## MOTHER CALLED; RAN TO HIS DEATH

Johnny McMahon, Roxbury, Killed by Street Car as He Sped on Hearing Parent's Voice—Woman's Grief.

Hastening to answer the call of his mother, little Johnny McMahon, 9 years of age, ran to his death about 6 o'clock last evening, as in crossing Heath street, Roxbury, he was struck by an electric car and instantly killed.

## KING EDWARD CUP FOR YACHT RACES

England's Ruler Gives Trophies for Annual Competition by American Boats—The New York Club Holder.

NEW YORK, Nov. 27, 1905. Announcement was made tonight at the New York Yacht Club of the presentation to the club by King Edward VII. of two trophies, to be known as the "King's Cups," one for schooners and one for sloops, and to be raced for annually by American yachts in American waters.

## REVISED LIST OF DEAD

MAY T. CAMPBELL, 23 years. Body taken home.  
G. H. GAUTHIER, rear brakeman on front train; 21 years old, lived at Marlboro. Body taken home.  
D. J. WEATHERBEE of East Acton. Body taken to home of brother at Auburndale.  
J. W. J. BARRIS, Warren street, Maynard. Taken home.  
IRVING BARRIS, 2-year-old son of J. W. J. Barris of Maynard. Taken home.  
CHARLES EDWARD HARNARD, 89 Washington street, Charlestown, fireman on engine 4534, one of two engines on rear train. Thought to be one of unidentified at morgue.  
BIRIE TYDEPRU, as nearly as officials could make out from notebook in pocket on which name was written in Russian or Italian. Man about 50 years of age, heavy build, wore cheap striped suit, black and white striped shirt, celluloid collar, and vest still contained piece of gold watch chain. Watch missing. Purse in pocket contained \$24.79. Body at morgue.  
MISS J. W. J. BARRIS, 19, Ayer street, father, James W. J. Barris.



whose duty it was to protect his train from just such a rear-end collision as occurred, was instantly killed in the collision, which seems to give full evidence that he was upon the rear platform, or at the rear door of his train, and attending to his duty, and there is ample outside and disinterested testimony showing that he threw off three 10-minute fuses, all of which burned clearly for 10 minutes—one a short distance east of Lincoln, and another when his train left Lincoln, and a third just before his train started to leave Baker's Bridge.

**Train Should Have Stopped  
Within Distance of 1500 Feet.**

"Every part of the mechanical appliances for stopping the Montreal express train seems to have been in perfect order, and the train should have easily made a stop at any time within a distance of 1200 or 1500 feet at the outside."

"All of the testimony as yet secured shows with positive assurance that the Montreal express train was warned by at least two, and probably three, spacing block signal lights and three red fuse torches, though paying the slightest attention to them, and unless other testimony is introduced at the more complete investigation that is now going on and that



# SAD REUNION

## Misfortune Still Clings to Maynard Wreck Victims

### Three of the Injured Arrive Home, One to Find Father Dead.

Doubly sad was the Christmas of Harvey Broadbent this year, as he was obliged to come home sooner than he expected, and for a painful duty, to attend the funeral of his father, who died Saturday. It would seem that sorrow never comes singly, as after losing his sweetheart in the awful Baker Bridge disaster, and almost losing his own life, Mr. Broadbent arrived home for Christmas to attend the obsequies of his parent. Dr. Flagg went to the hospital Saturday to accompany Mr. Broadbent home. Until that time Harvey knew nothing of his father's sickness and when he learned of his parent's death the shock was a severe blow to him, although his condition is such now that it did not injure him physically. The Broadbent family were planning on giving Harvey a pleasant reception on his arrival home from the hospital, but the late trouble has only made the reunion more sorrowful. Mr. Broadbent is almost completely recovered,

will to men." Instead of the usual Endeavor meeting in the evening, there was a praise service in the audience room of the church.

Misses Sophia Taylor and Flora Reed of Holyoke college are enjoying a vacation at their homes. Miss Hattie Tuttle of the hospital department of Holyoke college is enjoying the hospitality of her aunt, Mrs. T. F. Noyes.

Dr. and Mrs. Barker and Howard Daniels have been spending Christmas days with Mrs. Daniels in Pittsfield.

The John Fletcher homestead is unoccupied this winter.

Haynes Greenough has been in town this week.

George W. Tuttle of New York has been visiting his father and brother.

Mr. and Mrs. Herman Parker of Stoneham were guests in the Luther Conant homestead last Sunday.

Mr. Boyd who has recently settled in the James Fiske place has re-



FRIDAY, DECEMBER 29, 1905.

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### Misfortune Still Clings to Maynard Wreck Victims

#### Three of the Injured Arrive Home, One to Find Father Dead.

Doubly sad was the Christmas of Harvey Broadbent this year, as he was obliged to come home sooner than he expected, and for a painful duty, to attend the funeral of his father, who died Saturday. It would seem that sorrow never comes singly, as after losing his sweetheart in the awful Baker Bridge disaster, and almost losing his own life, Mr. Broadbent arrived home for Christmas to attend the obsequies of his parent. Dr. Flagg went to the hospital Saturday to accompany Mr. Broadbent home. Until that time Harvey knew nothing of his father's sickness and when he learned of his parent's death the shock was a severe blow to him, although his condition is such now that it did not injure him physically. The Broadbent family were planning on giving Harvey a pleasant reception on his arrival home from the hospital, but the late trouble has only made the reunion more sorrowful. Mr. Broadbent is almost completely recovered, although he still shows the effects of the terrible ordeal through which he passed.

Albert Batley arrived home for Christmas from the Mass General hospital Monday morning, and is now in fairly good health, and it is expected that he will soon be strong enough to be about. His was not a very merry Christmas, however, as his wife is still in the hospital where it was necessary several days ago to amputate her leg almost up to the hip in order to save her life, and she will be there a number of weeks longer before it will be safe to take her home. Mr. Bailey is able to get around a little on crutches and has a nurse to attend him. He will probably be deaf in one ear all the remainder of his life as a result of his injuries.

Mrs. Bailey passed through the fearful ordeal of having a leg cut off at the hospital with the bravery that has characterized her life since the accident, and she did not complain a particle, expressing satisfaction that her life will at least be saved.

Mrs. Mathew Campbell arrived home from the hospital Wednesday and is now well on the road to recovery, as with the exception of her arm, which was broken, she is now almost as well as ever. Mrs. Campbell is receiving congratulations from a host of friends over her recovery and her good fortune at escaping worse injuries. Mr. Campbell expects to be able to come home next week. He is able to get around with the aid of crutches, and although he will be laid up for some time with his broken limb, is otherwise in good health.

Baker  
Bridge  
Disaster  
Lincoln

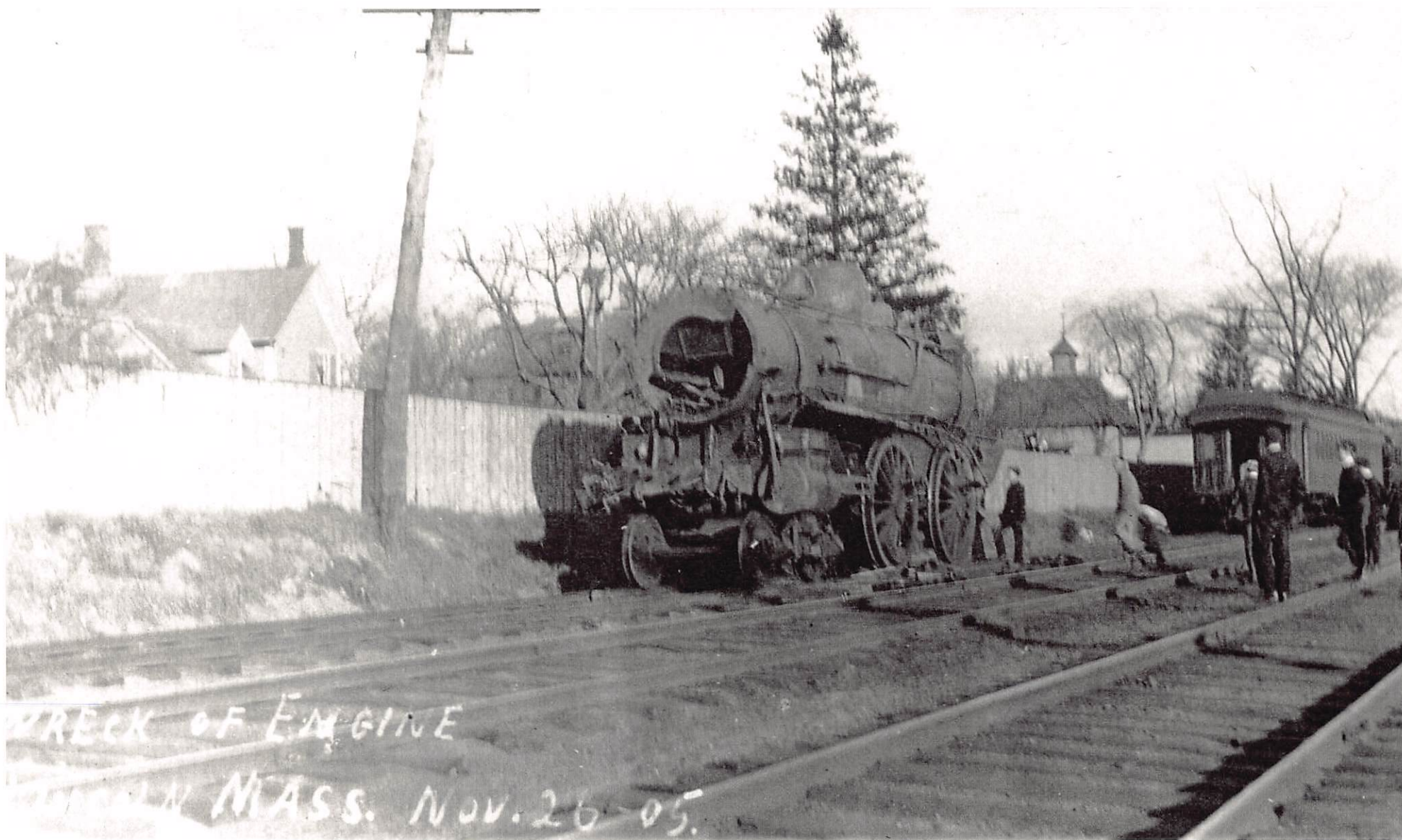
Broadbent

Batley









WRECK OF ENGINE

WILLOW MASS. NOV. 26-05.