

Frightful Accident on the Boston and Maine Railroad.

THE PORTLAND TRAIN BEARS THROUGH A BRIDGE AT FIVE O'CLOCK, AND PLUNGES DOWN AN EMBANKMENT, KILLING THREE, AND WOUNDING SEVEN. A NUMBER OF PASSENGERS WERE KILLED AND MANY MORE WERE INJURED.

PORTLAND, Jan. 2. The through express train on the Boston and Maine railroad, due here at 12:45, ran through a bridge over the highway at Boothby's crossing, three miles above Kennebec, this afternoon at 12:15 o'clock. The train was fifty minutes late, and owing to the snow storm was attached to two engines, and at the time of the accident was running as near as possible to the limit, about thirty miles an hour. Some say more, others less. The engineers of the train say they were running not over twenty miles an hour. However that may be, they must have been traveling with considerable speed to have succeeded in dragging the tender of the second engine and the smoking and parlor cars across the chasm. The bridge is an ordinary iron truss, and is not very long, and is comparatively a new one, as the road has been built but a short time. Last week the railroad commissioners over the road and inspected the bridges, this one being the only one inspected. The track crosses the highway at a sharp angle, which accounts in part for the position of the cars. The first engine went over all right and the second one was held up when they came to the chasm, driving wheels settle under him, but fortunately the first engine pulled the second over, for had the scalding steam been added to the wreck the loss of life and property must have been greatly increased. Both engines together pulled the baggage car over and also the drawing room car, literally scraping the trucks from under them as they scraped along over the edge of the chasm. The end of the smoking car, which was next to the drawing room car, crashed into the abutment and glanced off toward the left, falling about fifteen feet and sliding along the side of the chasm. The next car, a new passenger car, went down into the chasm and stood on end, followed by another passenger car, also on end, with the upper end resting on the chasm. The cars were badly broken and wrecked. The mail car, the last on the train, kept the track but telescoped with the car in front, smashing in the ends of both cars and breaking the trucks. The next passenger car and scattering its contents, and almost instantly both cars were in a blaze; being very much soiled, the flames ran with lightning rapidity through these cars, and in five minutes all four of the cars were in flames.

The mail car, one of the first to catch fire, burned so rapidly that the agent and his clerks had just time to grab the registered letter boxes and packages of registered letters and rush out of the car, and even then the fire singed the hair of the agent. All the rest of the mail was burned, there not being time to save anything. The baggage car, also, although it had crossed over, the fire left the track and ran down over the embankment, throwing the five men in it, together with the baggage, promiscuously into the chasm, bruising and jamming them severely. The cut-off agents and the baggage master were badly cut about the head and bruised with the heavy trunks and parcels. Henry Downs, one of the oldest employees of the road, was thrown into the end of the car and was crushed by an enormous sample trunk, which had to be lifted off him before he could be released. He was found to be injured internally and very badly, and an internal hemorrhage having set in, there are but slight hopes of his recovery. Being convinced that he should die, he made his will, after being conveyed to a neighboring farm house. The cut-off men who were injured were Lewis P. Clark, of Portland, express manager, and M. A. Atkins, Lewiston, cut about the head and legs, and very badly injured. The accident occurred near some farm houses, and the most severely injured were conveyed, car doors and cushions being transformed into stretchers upon which the victims were placed. When Boothby's crossing nearest house and to this the cars were immediately carried, and the small house was soon filled with sufferers. The list of dead and injured, so far as ascertained, is as follows: An unknown man, black hair and mustache, with fair complexion, about 40 years of age, was killed almost to a jelly and terribly crushed. From his appearance a laboring man, but he was to be A. O. Kidder of Haverhill, as there was a note in his pocket, payable to the order of such a person. He also had an open faced silver watch, and in his pocket some physician's prescriptions. He lived but fifteen minutes, breathing with difficulty, when carried to the nearest house. Henry Downs, Berwick, mentioned above. C. K. Tibbels, Boston, badly sprained ankle, broken toes and badly bruised about the head. James Kennedy, present working on the road, cut about the head of Pittsfield, right leg badly jammed, and Leland Kenney, same place as above, injured about the head and internally. The one of these brothers is unusually sad, as he was placed in the car with his mother, who was dying. Oliver Winn, York, arm broken. L. D. Parrish, Salem, injured about the head. Wm. G. Mills, Portland, a face and head bruised. H. Bennett, Wells, injured about the head. J. H. Keep, Wilton, hip bruised. J. H. Smalley, Boston, injured about the head and internally. Annie M. Haskell, Portland, wrist hurt. John Sutherland, Pictou, N. S., head and neck bruised. L. J. Lovell, hip broken. Gray Heseltine, young son of the above, badly hurt about the head, and face mashed almost to a jelly. Mrs. Henry G. Timmons and daughter, Portland, and Mrs. J. G. Timmons, Purdy, Old Orchard, eye, head and leg injured. Lewis P. Clark, Portland, cut on the head. M. A. Atkins, Lewiston, cut on the head and leg. E. Weymouth, conductor of the train, cut about six inches long on the scalp and another five inches long, extending from under the eye over the ear, opening to the cheek wide, delirious and badly hurt. E. Smith, Great South Road, injured about the head and leg and bruised. Mrs. George A. Clark, No. 3 Deering Place, Portland, injured about the head. A. Hill, Rockland, cut on the head and neck. S. A. Roberts, Lawrence, slightly injured internally. H. S. French, Brockton, leg badly injured. George Lane, Leeds, head badly injured. John Jackson, Norway, arm bruised severely.

Soon after the accident one of the engineers ran down to the Kennebec station with the express and delivered the immediate vicinity being collected together with nurses, brought them to the scene of the accident where they were soon busied attempting to alleviate the sufferings of the victims.

THE WOUNDED BEING WELL CARED FOR.

PORTLAND, Jan. 3. The Kennebec bridge is up this morning and in running order. Seven wounded are still at the Maine General Hospital. Smalley, of Boston, injured about the head went home today morning. The others are progressing well.

Kennebec, Jan. 3. The Coroner's jury met to-day, organized and adjourned until Thursday, January 5th. The body of the man killed in the accident was identified as Daniel Hodgkins, of Haverhill, Mass. He was 49 years old and leaves a family.

The coroner of the Maine Teachers Association held a Biddford last week, the fifth annual session. The attendance was not large but the proceedings were interesting. The papers were read. On the last day of the session, Prof. T. H. of Portland, was requested to present the history of this organization.

THE STATE COLLEGE FARM.

Mr. T. G. Rich, the efficient farm superintendent at the State College, has been successful in dredging and filling in, and has raised crops as follows: 120 bushels of corn, 100 bushels of clover, 100 bushels of alfalfa, 100 bushels of timothy, 100 bushels of hay, 100 bushels of straw, 100 bushels of grain, 100 bushels of seed, 100 bushels of fertilizer, 100 bushels of manure, 100 bushels of lime, 100 bushels of plaster, 100 bushels of salt, 100 bushels of soda, 100 bushels of potash, 100 bushels of sulphur, 100 bushels of iron, 100 bushels of zinc, 100 bushels of copper, 100 bushels of lead, 100 bushels of tin, 100 bushels of silver, 100 bushels of gold, 100 bushels of platinum, 100 bushels of palladium, 100 bushels of rhodium, 100 bushels of ruthenium, 100 bushels of selenium, 100 bushels of tellurium, 100 bushels of iodine, 100 bushels of bromine, 100 bushels of chlorine, 100 bushels of fluorine, 100 bushels of oxygen, 100 bushels of hydrogen, 100 bushels of nitrogen, 100 bushels of carbon, 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chlorine, 100 bushels of fluorine, 100 bushels of oxygen, 100 bushels of hydrogen, 100 bushels of nitrogen, 100 bushels of carbon, 100 bushels of

17125

STORE FOR SALE.

AT SOUTH CHINA, KENNEDY COUNTY, Maine, with a full stock of Dry Goods, Groceries, Drugs, &c., building large, new and modern, built six years ago, recently finished, tenement in second story, with an addition for storage on first floor. Fine miles from railroad station. The above building is the largest store in the town of China. Business \$10,000 per year. Post-office address No. 100, China, Me. Call on
CHAS. B. STUART, P. M.
4951 South China, Me.

WANTED

A FIRST-CLASS CARRIAGE-MATERIAL. Steady employment and good wages to the right man guaranteed. Will let shop, tools, and furnish shares if preferred. Reference required. Address
22nd St.
G. WHITNEY, Machias, Me.

The new Cabinet and the old compare as follows—

Sec. of State, J. G. Blaine.	Under Pres. Arthur, T. F. Frelinghuysen.
Sec. of Navy, Wm. Windom.	Charles J. Folger.
Sec. of War, Wm. D. Felt.	Wm. C. Gilman.
Sec. of Navy, Wm. H. Hunt.	Wm. H. Hunt.
Sec. of Int., S. Kirkwood.	S. Kirkwood.
Att.-Gen., J. C. McLaughlin.	Wm. H. O. Howe.
U. S. Gen., W. MacVeigh.	Benj. H. Brewster.

At present, three of the members of the Cabinet are from the New England States of New York, New Jersey and Pennsylvania; and three from the adjoining States of Illinois, Iowa and Wisconsin. The latter, who is expected to be superseded at no distant day, has been in office for the second time in the history of the country. There is no Representative of New England in the Cabinet, although the President has been elected as had at least one New Englander at his council table. [Boston Advertiser.

Franklin, in his long gorgeous days, never had a more beautiful and more shining breastplate than when he was in the street or in his carriage, and knows where they are instinctively, and his hands and collar are invariably spotted, and you may sometimes find dirt in his shirt collar or peeping out of the top of his shirt. This particularly Pinkieish, Brester, with his hands and collar spotted with dirt, and his coat of rich material, and garters cover his feet. He courted in all his aspirations (if he understood the word) to be a gentleman, and he will sit with the grace of a fencer to whom the rapier was as natural as the cooking-spit.

Louisville, Kentucky, has three daily papers, and other inhabitants will issue his, just as soon as he can get type and press from Cincinnati.

A man out in Montana sneezed with such violence that he broke one of his ribs. His nose was longer than his back.

Building Machinery & Ship Work

Make a specialty. Duplicate parts or full sets of nearly all vertical lathe implements in use in industry in stock or made to order. Prices will be low, and we hope and expect to merit and win a liberal patronage.

POWER WITH ROOM TO RENT.

C. J. HALL, Lessee
100 East, March 1, 1981. — 12

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LOST MANHOOD RESTORED

...of youthful impudence causing Premature Erection, Nervous Irritability, Lost Manhood, etc. tried in vain every remedy, has now discovered a simple-easy cure, which he will send FREE to any man who desires, address J. H. HARTLING, 45 William St., N. Y.

1937

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AND HAVE THEM
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For the present year for Magazines soon expires,
and the time has come to leave behind this pro-
mote. Do not neglect this, and you will soon
have a handsome library besides saving your books.

At School and other Libraries rebound cheap.
Repairing neatly done. cost
work called for by the house and in the most
so samples and learn my low prices.

REMEMBER THE PLACE:
MARY STREET,
near Swift's Shoe Store.
H. H. CORBETT.

REMOVAL.
 MRS. J. H. BRADY wishes to inform her many friends and patrons that she has moved from her old place to the rooms over No. 5, Burroughs street, Boston, where she will continue to keep her business. Those who want of a first-class Dress Maker are invited to call. Terms reasonable.
 MRS. J. A. S. DOW.
 Sept. 15, 1881.—381.

Annual Meeting of the Boston Anti-Slavery Bazaar.
 The annual meeting of the Boston Anti-Slavery Bazaar, for the purpose of raising funds for the support of the Bazaar, will be held on Friday, the 10th of October, at the Bazaar Room, Jan. 10, 1882, at 10 o'clock.
 A. M. W.
 J. H. BRADY, Cashier.

upon herself the trust of Adminis-
trator of the estate of
JOHN W. WALDO, late of Hallowell,
County of Waldo, deceased, by giving bond
directly, she therefore requests all per-
sons indebted to said deceased's estate to
make payment of their respective debts
any person, to the said Administrator
of the estate of LUDIA B. FERGUSON,
at her residence in the City of Portland,
Me., Dec. 1st, 1881.

And she further gives public notice to all
persons, that they have been duly appoint-
ment upon themselves the trust of Execu-
tor of the estate of
NATHAN STONE, late of Unity,
County of Waldo, deceased, by giving bond
directly, they therefore request all per-
sons indebted to said deceased's estate to
make payment, and those who have any
claim, to exhibit same to said settlement
of J. EDWIN STONE
at his residence in the City of Portland,
Me., Dec. 1st, 1881.

WAGONS WANTED.
Wanted—Good, heavy, reliable wagons for
and water. Family, fire-trucks, mar-
kets, schools, village, store and R.
R. stations. Will be sold at great
reduction. Write for B. H. desired. Apply
JOHN W. LANE, Brooks, Me.

CAMEN WANTED.
WANTED—SEAMEN ANTED IN ROCK
or coasting. Apply to
JOHN S. RANLEY, Shipping Agent
Aug. 20, 1881.—20

ANCE FOR SALE.
WANT HAND FURNACE, good make and
complete order, will be sold cheap. Apply
JOHN B. WADLEY, Main street

Best Metal for Machinery.
The best anti-friction metal for
machinery boxes, for sale at
lowest prices. Write for catalogue.