

The Fisherman & Farmer.

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FATAL FIRE TRAP.

A Succession of Horrors at Springfield, Mass.

Six People Killed and Four More Badly Injured.

The new office of the *Evening Union*, at Springfield, Mass., was burned out Wednesday afternoon. The blaze was attended with the most sickening horror ever witnessed in that city. Six of the employes met a terrible death. Most of them jumped from the fifth story and were crushed into a shapeless mass below. The fire was first discovered in the mailing room, and clouds of smoke were pouring out of the lower story windows before the fifty souls on the upper floor were aware of their danger. The flames shot up an old elevator in the rear, cutting off escape by the stairway, and most of the employes who escaped found their way to the ground by way of the roof in the rear. The unfortunate men and women who crowded into the editorial rooms met a horrible fate. Some were cut off in the composing room, and the employes who ran into the editorial room were cut off from escape in the rear, and had to face the horrible alternative of burning to death or jumping to the sidewalk below, with the probability of receiving frightful injuries. A ladder was placed to reach to the fourth story, and the sight of rescue so near seemed to madden the suffering persons at the two windows, and, one by one, they dropped to the sidewalk below. Six persons fell in this way. Some of them were forced off and some leaped madly, while the crowd groaned and turned their heads away as they whirled through the air.

There was no fire escape. Dense black smoke issued from the windows in clouds, and by the time the Fire Department arrived the top windows were filled with about fifty despairing human beings, who did not seem at first to realize their dreadful position. The crowd underneath cried to them to have courage, and on no account to jump or try to climb down, and they at first seemed disposed to obey, but so slow were the ladders in being erected that a panic seized the victims. The scene as they began to fall from the blazing windows was horrible. Shrieks broke from the crowd as each of the victims fell into the street below. There was a great clapping of hands when a woman was seen descending the ladder. A large canvas sheet was stretched over the sidewalk, and three men jumped into this, but broke through and fell out on to the pavement. A woman also fell through the canvas and landed on the sidewalk insensible.

With Editor Hill in the editorial room were Dan Phillips, Timothy Dunn (the galley boy), Mrs. J. H. Farley, another woman and a compositor. Mr. Hill opened the window and shouted: "For God's sake, put up a ladder!" Mrs. Farley saw the ladder coming. In her anxiety she could not brook the slowness of its coming and frantically jumped for it. She seemed to roll down the plane and struck on the walk in a heap. The copy holder started to follow, but Mr. Hill caught her by the waist and held her.

"Don't jump, the ladder will reach us," he said, with as much composure as possible. Forks of flames shot through the partitions. Dan Phillips began to choke. He could only say: "Ned (Mr. Hill), I guess our last day has come. I don't care for myself, but for my poor wife."

"I have a wife, too," said Mr. Hill. "That is pretty hard, ain't it?" said one, and then all prayed.

The woman was still struggling to free herself from Mr. Hill's grasp and throw herself to the ground to escape the flames. The smoke curled around them. One and then another dropped to the sidewalk, and the agonized group at the windows could hardly keep back the sobs. The impulse that sometimes comes to a man to throw himself down a steep place seemed irresistible and overcame the fear of death.

Mr. Hill was the last to leave. He swung himself under the ladder and made his descent, with another man in front. It was reported that Mr. Hill was killed. Luckily the report was not true. Choking and blackened with smoke, he staggered on, groping his way to the telephone office, and told his wife that he was safe.

The list of dead and injured is as follows: The killed—M. Brown, a compositor, killed by falling from a window; Mrs. Frederick E. Farley, a member of the editorial staff of the paper, killed by the fall; Henry L. Goulding, foreman of the composing room, burned to death; W. E. Hovey, of Boston, killed by the fall; W. Lamson, Quebec, killed by jumping to the ground; Miss G. Thompson, a proof-reader, was killed by the fall.

The injured—Thomas Donahue, compositor, left leg broken at the knee and bad cut on the head; Timothy Dunn, compositor, arm and leg broken; F. G. Ensworth, compositor, compound fracture of the leg; Joseph W. Witty, compositor, hand, neck and ears burned.

PROMINENT PEOPLE.

HENRY GEORGE, the land tax theorist, is said to be worth \$80,000.

The late Czar is to have a monument in the Kremlin, costing \$650,000.

KING HUMBERT, of Italy, is retrenching his private expenses to pay off his father's debts.

HARVARD boasts of two men in the Cabinet, Endicott and Fairchild. Yale has one—Whitney.

EACH of the nine Trustees of the Standard Oil Trust receives a salary of \$25,000 a year, and the President receives \$30,000.

MRS. GARRETT ANDERSON, the leading woman physician of England, makes an income of ten thousand pounds a year.

J. G. BLAINE, it is reported, intends taking notes of his trip through Italy, Greece, Turkey and Asia, with a view of making a book of them.

FORTY-FIVE years ago David Down, Vice-President of the Chicago and Rock Island Railroad, worked as a porter for \$45 a month.

J. W. WATSON, to whom the authorship of "Beautiful Snow" is most generally ascribed, is a tall, straight man of seventy, who is often seen about the streets of New York.

The aristocratic and conservative *Court and Society Review*, of England, includes John L. Sullivan among the notables worthy of a paragraph in its exclusive columns.

THE NEWS EPITOMIZED.

Eastern and Middle States.

CHARLES DOWNES, the missing insane tiler of the Castleton (N. Y.) Bank, has been found dead in a church at that place, having shot himself.

EARTHQUAKE shocks are reported from Nashua, N. H., and Pasadena, Cal.

The premature discharge of a blast in a quarry at Bethlehem, Penn., killed Foreman George Stuber and his seventeen-year-old nephew.

O. F. WHITE, a business man of Jamestown, N. Y., has committed suicide to escape financial trouble.

Two sleeping-cars jumped the track at Scio, Penn., and one lady passenger was killed and fourteen seriously hurt.

The Lehigh coal miners' strike has been declared off.

THREE trainmen were killed and several passengers injured in an accident caused by the blizzard near Huntingdon, Penn.

HENRY BERGH, lawyer, lecturer, dramatist, poet, shipbuilder, traveler, diplomatist and founder of the American Society for the Prevention of Cruelty to Animals, died at his home in New York City. He was born of German parentage in 1823, and had consecrated his life to the protection of dumb brutes.

South and West.

THE Rush University for colored students of both sexes at Holly Springs, Miss., was destroyed by fire, causing a loss of \$25,000.

CHARLES PARKHURST, twelve years old, while playing with a gun at Attica, Kan., shot and killed Charles Sleppey and fatally wounded George Sleppey.

JULIUS QUINN, William Antwerp and Joseph George, squatters on Rabbit Ear Creek, in the Indian Territory, were burned out of their shanty by a band of cowboys and murdered.

A DESPERATE fight occurred between friends of two rival merchants of New Era, Tenn., named Rufus Kittrell and F. Ernestine, in which four persons were killed and many more wounded.

THE Williamson county (Tenn.) Poorhouse burned, and two crazy inmates perished in the flames.

MACEY WARNER was hanged at Jeffersonville, Ind., for the murder of a convict in the prison of that place.

THE Methodist Episcopal University of Mitchell, Dakota, was destroyed by fire, and all the professors, students, and servants had to leap from the burning building for their lives. The list of victims includes one dead, three fatally injured, and eight seriously hurt.

JOEL BURNETT and his six grown sons, of Ravena, Texas, have been arrested charged with murdering an old hermit named Morgan for his boardings, about \$1,800.

JUDGE DUNDY, of the United States Court at Omaha, issued an order restraining the engineers of the Union Pacific Railroad from refusing to haul the freight of the Chicago, Burlington and Quincy road; also restraining the engineers from striking, combining or confederating for the purpose of organization, or advising a strike.

CHARLES RICHTER, the young son of a wealthy citizen of Evansville, Ind., in a fit of insane jealousy, killed his cousin, Louisa Schmitt, and himself.

H. G. THOMAS, a wealthy planter of Tampa, Fla., and his overseer, Thompson, ended a spree by drinking arsenic and both are dead. Three of the Thomas family drank of the same poisonous mixture with fatal results.

THE three-year-old son of J. C. Dills, of Leon, Kan., in sportive imitation of a hanging he had recently witnessed, put a noose around his neck and leaped from a wagon, killing himself.

THE Republicans and Democrats of Milwaukee have united on a local ticket against the Labor party.

A BOILER explosion at Kavanaugh, Indian Territory, instantly killed one farmer and fatally injured ten.

Washington.

MR. MILTON H. NORTHRUP, editor of the *Syracuse Courier*, has been nominated by the President as postmaster at Syracuse, N. Y.

SECRETARY FAIRCHILD has sent to the House an estimate of \$8,000 to defray the expenses of observations of the total eclipse of the sun, visible on the Pacific coast on June 1 next.

GEORGE W. MORSE, of Washington, D. C., the inventor of the breech-loading system of fire-arms, is dead.

THE Senate has passed by a vote of 44 to 16 the bill granting a pension to ex-soldiers and sailors who are incapacitated for the performance of manual labor, and providing for pensions to dependent relatives of deceased soldiers and sailors. The two Democratic Senators from West Virginia, and the two Democratic Senators from Indiana, with the two Democratic Senators from New Jersey, voted with the Republicans, as did also Pugh, of Alabama, Walthall, of Mississippi, and Brown, of Georgia.

THE President and Mrs. Cleveland gave a dinner to ex-Senator Francis Kernan of New York.

THE ladies and gentlemen of the English, German, Russian, Austrian, Danish and Italian legations at Washington are in deep mourning for the late Emperor of Germany.

Foreign.

FRANCE has relinquished all claims to the new Hebrides, the transport *Dives* has been ordered to take away the French troops.

SIR JOHN ROSS has succeeded Lord Alexander Russell as commander of the British forces in North America, with headquarters at Halifax.

FIFTY persons were killed by the explosion of the river steamer *Rafael Reyes*, at Cartagena, in the West Indies.

THE British bark *Lanowa* was wrecked near Weymouth, England, and thirteen of the crew drowned.

THE British bark *Tasmania* collided in the English Channel with the ship *Corinthia*, and twenty-eight lives were lost.

FIVE of the Buxton (Eng.) Life Boat crew were drowned while attempting to rescue the passengers of the stranded steamer *Isle of Wight*. Twelve passengers were saved, but quite a number perished.

THE American warship *Enterprise* has arrived at Tangier, Morocco, and demanded the immediate release of the imprisoned Moor, who is under American protection. Satisfaction has demanded also from the Moorish Government for the illegal arrest.

THE Prince and Princess of Wales have just celebrated their silver wedding. The Queen and all the participants were dressed in deep mourning in memory of the dead German Emperor.

THE Government of Denmark has promulgated an order forbidding the use or importation of American bacon, steam lard and other pork products.

GENERAL ANTONIO FLORES has been elected President of Ecuador.

EMPEROR FREDERICK, of Germany, has promulgated a proclamation eulogizing his father, the founder of the Empire, and promising to follow his footsteps and make Germany the centre of peace.

AN EASTERN BLIZZARD.

The Worst Snow Storm in New York's History.

Almost Entire Stoppage of Business in the Metropolis.

The storm that visited New York on Monday reduced everything to a condition of suspended animation. Traffic was practically stopped and business abandoned. The elevated railway service broke down completely, but not without supplying a tragedy to the history of the day; the street cars were valueless; the suburban railways were blocked, telegraph communications were cut; the Exchange did nothing; the Mayor didn't visit his office; the city was left to run itself; chaos reigned; and the proud, boastful metropolis was reduced to the condition of a primitive settlement. The wind and snow did it all. The mischief began brewing on Sunday with drizzling rain and gusty winds, which steadily increased in force.

When the city awoke Monday morning, it was staggered and amazed. Great rifts of snow that kept shifting and twisting were piled up at the doors; sidewalks and streets were invisible, the air was filled with sleet and fine pellets of hail, which, impelled by the force of the wind, pinched and stung like hot needles, and clouded the vision with what looked like clouds of white smoke.

Getting to business proved to most people who essayed it an insurmountable task. In the earlier hours of the morning here and there a street car might have been seen lumbering like a ship in a storm behind four or eight horses. Most of the people who succeeded in getting down town had to foot it or endure the extortion of some mercenary Jehu. Fabulous prices were demanded and often paid for carriage hire.

To add to the difficulty of locomotion was the danger of getting one's legs snarled up in the wrecked telegraph, telephone and electric light wires that were plentifully strewn about.

The storm stopped the work of the law courts; the legal mill ceased to grind and for a day offenders went "unwhipped of justice." Sad was the plight of many who had come into the city on the early suburban trains and when they started homeward learned that there were no trains. To make matters worse when they hurried to the telegraph offices to send reassuring messages to their wives and families, they were frequently told that the wires were "down" and there were no "communications open."

Many people rather than put up with the discomfort of a return uptown on foot, stopped for the night at down-town hotels. Taken all in all it was a unique experience for New York, one that New Yorkers will talk about for many a day. Up to 3 o'clock two feet of snow had fallen. The blockade on the roads was complete and there were no trains out of town all day.

Superintendent Toucey, of the New York Central, said that some forty trains were snow bound between 110th Street and Woodlawn Junction on the Harlem Road and Spuyten Duyvil, and that the blizzard had captured all the trains within a distance of at least thirty miles.

But two trains were dispatched—one of them the newspaper train with two engines, and the other the Southern express with two locomotives. Both were sent out wild, without reference to the time table. All telegraphic communication was cut off between New York and the Jersey coast.

The telegraph wires began to give out shortly after 1 o'clock A. M. This was kept up until daylight, by which time there was only one or a hero in operation between New York and Chicago, half a dozen or so to Boston, Southern points, and a few to Boston, Springfield and other New England cities. These did not last long. At noon communication with the West was almost entirely cut off except at intervals. Then the Southern lines went down, except at Philadelphia, where a wire was occasionally obtained for a few moments and then lost.

It is calculated that not less than 500,000 men, women and children, who are classed as wage-earners, were idle in New York, Brooklyn, Long Island City, Jersey City and Hoboken in consequence of the blizzard. Then there about 40,000 men who are employed in various capacities by street, steam railroad and elevated railroads who could not work. They are employed as drivers, conductors, freight clerks, freightmen, truck-men, expressmen. Streets

generally lined with moving freighted wagons and trucks were deserted. It is estimated that 20,000 truck and wagon drivers did not work. Thousands of porters, cab-drivers, store-clerks, printers, agents, collectors, slaughter-house men, lumber-handlers, 10,000 longshoremen, dock-laborers, brick-handlers, blue and brown-stone cutters, coal-yard employes, granite cutters, derrick-men, hod-carriers, laborers remained at home. When dusk came there was no abatement of the fury of the blizzard; it howled more and more loudly, accentuated by the darkness and absence of all distracting sounds. New York had at last experienced at least one day with a Western blizzard. Business was totally suspended in Wall street, the Exchange, the Clearing House, the banks, the State Treasury, the Custom House, and the business that centers about them. All the great Exchanges were practically closed at noon.

A collision occurred on the Third Avenue Elevated Railroad in which one person lost his life and several passengers sustained injuries. A serious accident occurred at Dobb's Ferry, in which several persons were injured, and one very seriously, and it is almost a miracle that there were not a number killed. The ferry-boat *Oswego*, of the West Shore line, came in collision with a schooner on the North River. An unknown woman who was a passenger on the ferryboat, lost her life through the accident. The mail service was at a standstill; the carriers could not make their rounds, and no mails were received from the outside world. The loss entailed on the city by the storm is simply incalculable. Figuring only on the few cases in which definite amounts are obtainable the losses amount up to hundreds of thousands, and if estimates based on the total suspension of business in all branches be included the total will reach far into the millions.

One-third of New York's spool-boat fleet lay wrecked along the shores of the harbor and lower bay, and serious fears were entertained for the fate of fifteen other stanch boats that were last heard of cruising off the coast. The first news that came of the mishaps to the pilots was brought by the tug-boats *Zouave* and *Richards* when they deposited their load of fourteen castaway pilots at Stapleton. They were brought from Sandy Hook where five pilot-boats were

sunk or stranded in the Horseshoe. Not long afterward came the news of three pilot-boats wrecked at Bay Ridge and another at Fort Wadsworth—in all nine vessels. The crews floated ashore on huge blocks of ice. Several prominent citizens became lost in the snow drifts and perished.

The appearance of the city after the storm in the early morning was a picturesque spectacle never to be forgotten. The streets were choked with ice and snow, varying in depth from two to fifteen feet. Narrow thoroughfares were blocked completely for all kinds of vehicles. Buildings were ornamented in fantastic style with deposits of snow and festoons of ice. Signs were obliterated and doorways were hidden behind enormous drifts. On some of the cross streets there were drifts as high as the second stories and mountainous ridges of snow extended along the curbs like bulwarks. The parks were literally buried, and broken trees and shrubs scattered over the white desert were silent but eloquent testimonials of the gale.

Not a surface car track could be seen, and only the long blocks of buildings marked the channels of travel. The elevated railroad structure was the most unsightly object above ground. Many hats and caps blown from pedestrians' heads and not recovered lodged in out-of-the-way places. Broken windows, wrecked signs and awnings, and abandoned snow-bound cars and wagons were conspicuous monuments everywhere.

The river fronts were interesting points to study marine pictures and arctic scenes. The East River was gorged with ice from shore to shore below the Brooklyn Bridge, and people later crossed on the solid floes. The North River was open, but filled with enormous cakes of ice. Many people crossed from city to city during the morning. The general description of New York by daylight would also answer for Brooklyn and Jersey City.

In the height of the great storm the roofs of a block of five tenement houses in Brooklyn were blown away, and several children were seriously hurt.

The Storm Elsewhere.

The disastrous effects of the great storm have been widespread, though confined for the greater part to the States bordering on the Atlantic coast. The storm did not extend west of Buffalo, N. Y., and the trains westward continued running as usual. Within the area covered by the nearest approach to a blizzard the North Atlantic States have experienced for very many years the ruin and desolation which resulted was fearful. The telegraph wires have been thrown down; the railroads have been compelled to cease operations; trains filled with passengers have been stopped, in many cases far from stations or any place where supplies could be obtained; stock in transit on the cars has been frozen to death; the country roads have been so blocked as to render travel upon them impossible; in the various towns and villages the schools and many of the public buildings have been closed, and a general prostration of business has resulted.

At Albany the storm raged with great fury, and the Legislature was compelled to adjourn without a quorum, many of the legislators being snow-bound at their homes.

Advices from Pittsburg, Harrisburg, Bradford, Carbondale and other points in Pennsylvania stated that the storm was the worst in many years and that the business of the railroads was completely paralyzed.

All Eastern and Southern New York was buried under huge drifts of snow, and business was practically suspended. In and about Boston the storm was comparatively light, and travel was not seriously impeded.

Washington, D. C., was cut off from the rest of the world for two days, many telegraph poles and wires having blown down.

100,000 DROWNED.

Official Report of the Yellow River Disaster in China.

The steamship *City of Sydney* has arrived at San Francisco from Hong Kong and Yokohama bringing advices that the Imperial Commissioner who was appointed to investigate the loss of life in the Yellow River inundations has sent an official report to the Emperor of China that the total number of persons drowned is over 100,000, and the number destitute is 1,800,000, apart from those who have been driven into other districts.

GIDEON HILL, a Greene County (Ohio) farmer, claims 3000 acres of the finest farming lands in Madison and Fayette counties, that State, under a land patent granted by John Quincy Adams when President.

LOUIS F. ZIEGLER,

GABINET MAKER

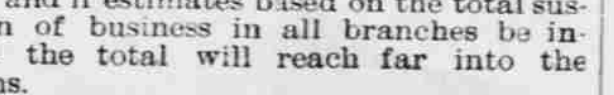
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