THE FARMINGTON NEWS

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GEORGE H. GOODWIN LIBRARY CORNERSTONE TO BE LAID FRIDAY, AUGUST 3

Finally, the date for the laying of the cornerstone for the George H. Goodwin library has been set for Friday afternoon, August 3, at four o'clock. An auspicious program of exercises is being arranged by the library trustees and will be given full publicity next week. This will be a date when the citizens of Farmington should turn out in public recognition of the generosity of Mr Goodwin, and the hour has been set with an aim toward interfering as little as possible with the commerce and industry of the locality

IN MEMORIAM

Mrs. Mary L. Blaisdell

Mrs. Mary Levina Blaisdell passed away at the home of her daughter and husband, Mr and Mrs. Eli F Clough, on the New Durham Ridge road, Tuesday afternoon. The deceased had been a great sufferer during the past year. She was 71 years old. She was born in Strafford, the daughter of David and Hannah (Gray) Freeman, and her entire life had been spent in Strafford county, where she was known and loved by all with whom she came in contact. In early life she united with the Baptist church and remained devotedly in the faith to the end. Those most heavily afflicted are the husband, one daughter, Mrs. Eli F. Clough; one son, Orrin Blaisdell of Rollinsford; three brothers, Stephen Freeman of Dover, John of Boston and Valentine of Madbury Funeral will be held from the home this Friday afternoon at 1.30, with Rev. W. D. Callender officiating. Interment will be in the Clough family lot at Farmington cemetery

BAY VIEW PAVILION

Aspects for a big midseason program of amusement are looming up at Bay View Pavilion. The big success that attended the personal appearance of "Miss America" and the official state championship ball and Cinderella Pageant that recently have been events of culminative achievement, have placed Bay View Pavilion in a class by itself. Its fame and popularity has reached every corner of New England and as an amusement resort of par excellence it has few if any contemporaries. Bay View is not yet ready to announce its next big exploit, but patrons may be assured that the interim will be filled with a little bit more than the regular Monday, Wednesday, Friday and Saturday pictures and dance programs and the Tuesday and Thursday pictures.

Peculiar Way Deadly Curare Poison Works

"Curare is the deadly poison that tips the arrows of the South American Indians," the explorer said. "A pin prick from one of their tiny and slow moving blow-pipe arrows tipped with curare will kill a peccary, a jaguar or a man.

"On the Amazon one day my Tucunos killed a monkey. The piece of monkey that was served to me afterward happened to contain the wound. There it was, the ragged curare-filled wound made by the blow-pipe arrow. I cut that bit away, you bet, but a Tucano snatched it up, swallowed it and laughed in my face.

"'How is it,' I asked him, 'that you can eat without harm the poison-loaded flesh of the birds and animals that you kill with your curare-tipped arrows?'

"For answer—and a very good answer it seemed to me—the Tucano took a pinch of curare from his pouch; enough to kill a dozen persons; and rolling it into a ball he swallowed it down with his monkey meat and manioc.

"Then I understood. Curare is a poison that must be injected directly into the blood. It can be eaten and digested with impunity."—Springfield Union.

Fought Slaveholding

The antislavery agitation commenced in the United States at a very early period of its history. The National Antislavery association was formed in 1833. In 1831 William Lloyd Garrison founded the Liberator, a weekly periodical, which continued its publication until 1866, and which was devoted entirely to the propagation of antislavery sentiment. Associated with Mr. Garrison previous to the Civil war were such men as Wendell Phillips, Charles Sumner, Gerritt Smith, and a woman, Lucretia Mott.

Giraffe a Tight Fit

The entire staff of Harvard university paused in its duties for four hours while professors, instructors and ordinary help gave advice on the problem of getting a giraffe, 15 feet and 6 inches tall, into the institution via a door that was only 6 feet high and 4 feet wide. The giraffe, being dead and stuffed, could give no assistance by bending his neck. After many maneuvers failed he was placed on his side and sawed in with the aid of 18 stout dead-game bearers

Specialized Farming

"The only thing that Jim Jenks, the laziest farmer in twelve counties, ever raises," sez his neighbor Nat Nolan, "is a hue and cry when advised to go to work."—Farm and Fireside.

Train Wreck Kills Four

Eight Sent to Hospital

BERNARDI'S GREATER SHOW TRAIN SUFFERS ACCIDENT AT MEETING HOUSE CROSSING

Last Sunday registered the worst railroad disaster this sheet ever has been called upon to cover. At 11.31 standard time, the Boston & Maine two freight locomotive special, which pulled out of Lakeport at 9.47, in charge of Conductor Charles E. Came of Dover, and bearing the entire equipment and most of the personnel of employes and performers of Bernardi's Greater Show, which concluded a week's engagement at the lake city Saturday night, met with a terrible accident in "Edgerly's cut," two miles south of the local station. The train was made up of two locomotives in charge of Engineers J. O Willis of Boston and Irving A. Sargent of Amesbury, Mass., fourteen 70-foot flat steel cars, three wooden box cars and two coaches of the circus and a Boston & Maine caboose on the rear Engineer Willis was in the cab of the rear locomotive and was looking back over the train as the fourth car behind the tender, a "flat," reared on end and lashed across the roadbed, completely filling the cut and burying one end in the south gravel bank. He pulled the whistle for reverse and the engines and tenders slid only a few feet, while the grinding, splintering crash, as the heavy train tore up the roadbed and bore the ill-fated mass of wood and metal into the derailed midsection of the derailed train, never will be forgotten. Four human lives went out in the pall of tragedy and eight suffering victims were thrown clear or extricated from the wreckage during the next hour, as circus laborers, performers and train hands turned to the work of first aid The show complement of the train was in charge of Circus Trainmaster Frank "Shanty" Cross of Parimoo, Wis., and the employes of the show were in charge of Lot Superintendent O. R. Edwards, both of whom are to be complimented on having organized the first relief from among the 368 persons traveling with the show Crew Foreman Palmer ran to the home of Erville Edgerly, a quarter-mile distant, and sent out a call for help from local undertakers and doctors. Conductor Came ordered the head engine cut loose and a quick run was made to Place, where a man was dropped to telephone for the aid of Rochester doctors and undertakers, and the engine continued on to Rochester to secure the wrecking crew which was called from Portsmouth and supplemented by section hands from the Rochester and Farmington sections. Undertaker Norman L. Otis of this town responded with the first ambulance and Undertaker R. M. Edgerly of Rochester was the next to respond and within an hour the living injured were on their way to the Rochester hospital, where an emergency ward was opened. Rochester and Farmington doctors volunteered to the emergency Associated Press representatives and newspaper reporters were on the scene from one o'clock on, and the "News" was the first to be recognized by those in authority, and began the gathering of details thirty minutes after the accident. The rescue and search for bodies was begun as soon as the injured were in the hands of physicians. The first body was removed from between the wreckage of the last derailed box car, which remained upright, and the wagon debris of a flat car ahead that was partially turned in a warped side position. This body some hours later was identified as that of George Munroe, 22, colored, of Baltimore, Md. This was the only body visible among the wrecked cars and wagons when the search for the dead began Only the shoes on the dead man's feet protruded and it was plain that life was extinct. County Medical Referee Dr F L. Keay of Rochester was on the scene when this body was extricated and viewed the remains. He remained to perform all other autopsies until the last body was taken from the wreck at 7 45 Between the point where Munroe's body was impaled and the great steel car that filled the cut and protruded into the right gravel bank was the half overturned car with two demolished circus wagons, then came an empty flat, derailed but not upset, its contents of wagons crashed into the office wagon on the next flat, the side of which was curved into the bank. Following the flat that reared and filled the cut came another flat bearing the office wagon, which remained partially in position. It appears that the two wagons ,which were the contents of the flat following that of the office wagon, crashed into this latter and were tossed upon the bank Here was the worst tangle of the wreck, a jumbled mass of broken wagons, twisted metals and a part of the tent equipment of the show. However, at 2 10 a body later identified as that of William M. Glienicki 23, white, of 2643 Orthodox Avenue, Philadelphia, was recovered from the mass of wreckage. The remains were terribly mutilated. The location of other bodies being a matter of mere speculation, the wrecker commenced work on the blockade and two circus wagons that laid partly on the bank and on the wreck were removed by use of the crane. On the opinion of an employe that the body of one of his "buddies" was buried in the gravel bank, work was begun and a crew of shovelers shortly unearthed the remains of Reginald Paggett, known to the show as "Eddie Johnson", 22, white, of Lynchburg, Va. Paggett may have died of suffocation, as he was under five feet of sand, loose stone and gravel. His body was not mutilated. At 4.20 the body of Clarence Williams, colored, 25, of Charlestown, W. Va., was taken from the wreck between the debris of the office wagon and the steel car that filled the cut. His body was considerably mutilated. The location of no further bodies having been determined, and the wrecker from Concord having arrived, the undamaged part of the circus train was hauled to the Farmington station and the cook car put in operation to feed the personnel of the show. Trainmaster Cross, Lot Superintendent Edwards, Special Agent Holland and General Manager Max Linderman, the last two of whom were recalled while enroute to Gloucester, Mass., where the show was to play this week, called the roll as completely as possible. Of the 368 persons with the show, 28 were missing. Eight were at the Rochester hospital and reported convalescent, four were identified dead and sixteen did not answer to their names. Of the latter number, officials stated that possibly some had gone ahead to Gloucester by automobile or had deserted since breaking the stand at Laconia. A downpour of rain set in at two o'clock and continued into the night, and with wrecking and section crews working at both ends of the wreck, the cut was cleared and track repaired for slow traffic at 2.30 Monday morning. It is estimated that the show suffered a property damage of between $25,000 and $30,000. However, the circus train pulled out at 12.02 Monday and it was announced would attempt to fill the Gloucester engagement as scheduled. Enroute to Rochester it passed through the memorable scene of the accident. The local police force, augmented by outside recruits, did efficient duty in policing a very trying situation, both in the way of traffic and in handling a crowd of morbidly curious that numbered an estimated 5000 people from all parts of New England. The rain complicated the situation and the insistence with which the tremendous crowds surged the scene from 1 p. m. until midnight testified to the graveness of the spectacle. During the night railroad officials, among whom were the trainmaster of the Dover division, Arthur Marden, General Manager J W. Smith, Superintendent A. S. Twombly of the Portland division, and Master Mechanic Smith of Boston, together with wrecking crews and section men, worked by the light of engine headlights and flares. Early in the afternoon the cause of the accident was definitely determined. The link-pin in the draw-bar of No. 4 circus car dropped out a quarter-mile north of the crossing. It was found that the draw-bar had dropped down at the time and cut the ties but had bounded back into the link again and held in place because the engine shut off for the crossing and downgrade and the cars were crowding the locomotives. The bar, however, dropped down again in the "cut" and lodging between the ties up-ended No. 4 car, derailing its four followers. The performers were riding in the two rear coaches next to the caboose and were unhurt. The employes and circus houstabouts either were riding along the sides of the flats or sleeping on their mats under the show wagons and this section of the train suffered the most severe casualties. The Bernardi Greater Shows company maintains winter quarters at Richmond, Va., and is reported to be financially sound, so it is unlikely the loss will materially affect the future of the schedule.

The convalescent injured at the Rochester hospital are Mayo Williams, 36, foreman of flying horses Princeton, Ky, possibly fractured skull, serious condition. Edward Bittner, 21, of St. Valley, Ky, Allard Love, 23, known as "Lavoie," of Petersburg, Va., C. J. Roberts, 21, colored, of Tifton, Ga., James Garfield, 36, colored, of Lewisburg, W. Va., Sylvio St. Laurient, 21, of 110 Canal street, Nashua, N H., Hugh McNichols, 24, of Philadelphia, Pa., Springle Sult, 25, Marion, Va. The story of St. Laurient, a convalescent patient at the Rochester hospital, appears the most valuable unofficial report. He was riding back to back with a fellow employe on the end of a flat, following the one that upended and filled the cut. When the crash came he was thrown clear and his companion was killed and buried in the wreckage as the circus wagons surged forward from the abrupt stop of the train. He states that most of the circus hands were asleep under the wagons of their outfit and that he was dozing. He says, further, that his section came to a quick stop and he slid forward, striking something. What followed was a slower grinding, ripping noise, as the heavy train crashed on, by its weight and momentum, into the derailed section. As this was occurring he was thrown clear Although he did not know the name of the fellow at his back, it was quite certain, from the location of Munroe's body in the wreck, that the ill-fated negro was St. Laurient's riding companion.

Although somewhat less a day of spectacles than its predecessor, Monday, at the scene of the wreck, was a day of engineering feats, and telegraphic operation. During Sunday night a telegraph sending and receiving connection was tied in on the telegraph wires running beside the track and a rustic office improvised in the pine woods where the end of the big steel flat tore through. The stonewall served as the desk for the sets and Dover Division Trainmaster Arthur Marden, former chief train dispatcher, was put on the job and was one of the busiest yet most courteous officials throughout a trying situation. His duties continued during Monday and his instruments were kept hot with official communication with all division terminals. One wrecking crew and the Farmington section division were kept busy all day removing the wreckage of circus trains and cars strewn beside the tracks, and repairing the track. All trains were required to proceed slowly through the cut as the roadbed showed a tendency to settle by reason of the track ballast having been so deeply disturbed by the wreck. Circus Trainmaster Cross remained over Monday in charge of the wrecked circus property. Not until Wednesday was the scene of the accident entirely abandoned by the curious and not until time shall cease to be will the memorabale tragedy of Edgerly's cut cease to cast its spell of mysterious misgivings over the souls who pass through it on the way to and from our peerless Winnipesaukee region.

Custom is what makes it so improper for a man to appear in company with his suspenders showing and perfectly proper for his wife to go around with her garters visible as the sun.—Cincinnati Enquirer.

Fussy Old Lady—"I wish you would give me two good seats in the coolest part of the theatre."

Ticket Seller—"Certainly, here's two in Z row."—Two Bells.

Patient—"Doctor, what are my chances?"

Doctor—"Oh, pretty good, but don't start reading any long continued stories."—New York State Lion.