

DIES BY HIS OWN HAND

GEN. ADNA ANDERSON ENDS A VERY BUSY LIFE.

HIS SUICIDE SAID TO HAVE BEEN
CAUSED BY INSANITY—HIS RECORD
IN THE RAILROAD WORLD.

PHILADELPHIA, May 15.—Gen. Adna Anderson, the well-known railroad engineer, committed suicide last night in his room in the Lafayette Hotel in this city.

Gen. Anderson arrived at the Lafayette on Sunday and registered simply, "A. Anderson, New-York."

Gen. Anderson had no baggage with the exception of a gripsack. Very little was seen of him afterward, and the hotel attachés who caught glimpses of him as he went to and from his meals saw that he was laboring under a great deal of excitement.

Shortly before 12 o'clock on Tuesday night a colored bell boy heard a pistol shot and notified Night Watchman Rice. Following the direction from which the noise came, the two ascended the stairs to the fourth floor and burst open the door of a toilet room. On the floor lay the body of a fashionably-dressed, distinguished-looking man, beside which was a bulldog revolver.

On a page of a memorandum book left by the suicide was written: "I feel a great buzzing in my ears and a very peculiar feeling in my head. Can this be brain fever?"

Proprietor Maltby was called, and he recognized the body as that of Mr. Anderson. A search of his effects revealed the memorandum referred to. Every effort possible was made to suppress the facts of the suicide. Neither the police nor the Coroner were notified. Dr. Wilson of 1,437 Walnut-street was called in, and after he pronounced the man dead Mr. Maltby sent for Undertaker Earley, who removed the remains to his establishment.

Lieut. Uriton and the Coroner are indignant at not being notified of the tragedy. The undertaker called on the Coroner and stated that he removed the body because the present Coroner's predecessor permitted him to remove bodies of suicides and other cases, providing he did not take them out of the city limits. The hotel people say that they understood that the undertaker would attend to notifying the authorities.

In response to Mr. Maltby's telegram notifying the family of the occurrence, the young son of the suicide arrived here. Gen. Merrill also came on, and the two visited the undertaker. A very affecting scene took place, after which they called on the Coroner and said that they had made all arrangements for the removal of the body.

Gen. Anderson was in moderate circumstances.

Several days before the centennial celebration in New York the General received a note from his intimate friend, Gen. Merrill, Chairman of the National Pension Committee of the Grand Army, to the effect that he intended calling on a business errand, but did not like to visit New-York while the celebration was going on, owing to the crowded condition of the city. Gen. Anderson wrote saying that he had business in this city in a fortnight, when he would meet his friend at the Lafayette Hotel. Gen. Merrill said he would be on hand at the appointed time, which was to-day.

Relatives arrived in this city to-day and completed arrangements for the removal of the body of Gen. Anderson. After the inquest tomorrow it will be sent to Washington and interred at Georgetown.

Up to the time of his death Gen. Anderson was the President of the United States Auxiliary Fire Alarm Company, with headquarters in New-York, and to attend properly to his duties he stopped at the Everett House in that city, returning to his Sing Sing dwelling once a week. It was on account of making the Everett House his home that the General carried a key ring with his own name and that of the hotel stamped on it.

A son of Gen. Anderson told the Coroner that he believed his father to have been insane at the time of the shooting, and could not assign any other cause for the rash act. About a year ago, while engaged in mining, the General contracted what was known as mountain fever. This troubled him for some time and finally developed into brain trouble.

Gen. Adna Anderson, who was well known in this city, committed suicide by shooting Tuesday night in his room at the Lafayette Hotel in Philadelphia. Gen. Anderson's home proper was at Sing Sing, where, with his wife and several grown-up children, he occupied a handsome country residence. The family had, for fifteen years past, stopped at the Everett House in Union-square when visiting this city, which happened frequently. He was rather above the medium height and of light build, and had grayish hair and beard. His friends describe him as quiet and gentlemanly in his demeanor and reticent almost to the point of taciturnity.

The report that he had been on a spree surprised his friends, who had known him to be a steady drinker, but had never before heard of his being visibly affected by his indulgence. None of them had ever heard of his being in difficulties or of his being engaged in speculations of any kind, though they acknowledged that such might have been the case without their knowing anything about it. To them the cause of his suicide was a mystery.

Among his family is a son, who assisted him in his office in this city. Another son is said to be in the railroad business out West. One of his daughters is the wife of a son of Gen. John C. Fremont.

At the Everett House the report of Gen. Anderson's death was a shock to all who heard of it. The news was conveyed to the family at Sing Sing, and a response was received stating that Mrs. Anderson would start at once for Philadelphia.

Gen. Anderson was one of the best-known railway engineers in America. For over forty years he was actively at work, and many of the greatest railway enterprises of the country have been pushed to success with his service. Born in Ridgeway, Orleans County, this State, in 1827, he was twenty years old when the New-York, New-Haven and Hartford Railroad, projecting its route, gave him his first important employment as an assistant engineer. Later he was identified with the lay-out of the Connecticut River Railroad and the Mobile and Ohio, after which, when only twenty-three years old, he was appointed one of the regular engineers of the Michigan Southern system. His first chief engineership was with the old Tennessee and Alabama Road, which he left to take the superintendency of the Central Southern. He did much in the Southern field at about the time of the outbreak of the war, being identified in 1860 and 1861 with the Henderson and Nashville Company and the Edgefield and Kentucky Road, for which later he became receiver.

He had strong Union sentiments, however, and entered the Federal service early in the rebellion as an engineer and as a hard worker in construction corps work. He was with the Army of the Potomac in Virginia from June, 1862, to February, 1863; for the next year he was chief engineer of the military railroads in Virginia; through the Spring, Summer and Fall of 1864 he had charge of the Government railway work in Mississippi, while from November, 1864, till after the end of the war he held the high post of "chief superintendent and engineer of the military railroads of the United States." His work in this was important, arduous, and effective. Again and again he won recognition from the highest quarters. His devotion was continual self-sacrifice.

When the big St. Louis bridge was projected in 1867 he was chosen as its engineer. Later the Kansas and Pacific sought him for chief engineer; then the Toledo, Wabash and Western wanted him for General Manager, a post he quitted to become First Vice President and then President of the then promising Lafayette and Bloomington Railroad. When the Chicago, Danville and Vincennes went into a receivership in 1877 he was put in charge of its affairs. In 1880 he became engineer in chief of the Northern Pacific Railway. Here he did his greatest professional work. Over obstacles which seemed insurmountable he strode forward to a success that added immeasurably to his fame and placed him easily in the front rank of the railway engineers of the world. He remained with the Northern Pacific Company as an honorary Vice President, largely in an advisory capacity, till about a year ago, when sickness, resulting from his devoted years of toil, obliged him to seek relief from every business connection. Every man who knew him was his friend.