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## BURLINGTON NO. 6 HAS A WRECK

### Crashes into Pile Driver Near Oreapolis--Engineer is Badly Injured and Bruised

Through the interposition of Providence the Burlington this morning escaped from a most disastrous wreck when their fast daylight express from Omaha to Chicago collided with a work train at the town of LaPlatte some five miles from here. The wreck resulted in the serious injury of George H. (Sandhill) Moore the engineer and the painful wounding of the fireman whose name is understood to be Shafer. That the list of the wounded was not much longer and that there was not one on the death list can be counted little short of miraculous.

For some time past a work extra has been engaged in driving piling at the Platte River bridge between Oreapolis and LaPlatte. This train has been tying up in this city, departing each morning for the scene of operation about 6:45. This morning the train in charge of Conductor Huddleston and with engine No. 1033, Engineer Lewis and Fireman Shafer departed for the scene of work at 6:50, the train being composed of the locomotive, three bunk cars and a caboose. At LaPlatte they picked up the pile driver, returning to the bridge where they proceeded to commence work.

This has been the usual practice ever since the work of rebuilding the bridge commenced and the train would usually back into LaPlatte for trains No. 6 and 19 both of which were due at the bridge between 8 and 8:30 o'clock. This morning, owing to the bad weather both trains were late and in consequence the work train did not move into the station on its usual time.

No. 6 the daylight Omaha-Chicago train came down this morning with Engineer George H. Moore at the throttle. He had his orders to be on the lookout for the work train and in consequence he was not running as fast as usual when he sighted the station at LaPlatte. This train usually goes through this town at a terrific rate of speed but owing to the work going on and the necessity of watching for the work train this had not been done lately. As the train near the station Moore recollected his orders and kept a lookout for the work train, seeing it on the track and also seeing the flagman of the train standing at one side of the track. The flagman signaled Moore to stop, but, he states, the steam was blowing across the front of his engine and he misunderstood the signal and believed it to be for him to come ahead. The work train was backing in on the siding near the depot, the engine being at the south end of the train.

Moore getting what he conceived to be the signal to come ahead, opened up the big engine and tore down the track. When almost directly in front of the depot, his engine struck the work train, sideswiping a car of piling, ditching it and hurling the material on the car through the platform and the depot building, literally demolishing the former and tearing the end out of the depot. Moore and his fireman failed to discover they were going to hit the work train until they were right on it when it was too late to be avoided. In the crash which followed, the air was filled with flying timbers from the wrecked cars and the cab of the engine was demolished while other damage was done to the engine. The engineer had reversed as soon as he saw that the collision was inevitable and the train came to a stop immediately after the collision. Moore was picked up in a badly bruised condition. He evidently thought that he was about to die as he at once commenced making arrangements to notify his wife. The fireman was also bruised but not dangerously. Moore's injuries consisted of general bruises all over his system, his face being lacerated and cut while the knee and right arm were also bruised up. The fireman's bruises were also of a like nature and were painful but not serious. As soon as possible Drs. T. P. and J. S. Livingston were summoned and departed for the scene of the accident on a special train which was

hastily made up in this city and dispatched to the ground. They gave the two injured men immediate attention and as soon as the wreckage could be cleared away both men were brought to this city, medical attention being given them at LaPlatte. Moore was not favorable to coming here and wanted to be taken to his home at 1924 R street, Lincoln. This was also arranged for by the Burlington officials and he departed at noon on No. 7 being taken in a private coach attached to the train and accompanied by Dr. J. S. Livingston.

It is not thought by his attending physicians that his condition is dangerous, their impression being that no bones are broken but that his injuries are merely bruises which while painful are not so serious.

The work train had other and more startling experiences befall it after the collision. The engineer and fireman on this train, seeing No. 6 approaching and knowing that a collision was inevitable, both leaped from the engine, the engineer reversing his engine and shutting off steam. The force of the impact of the big, heavy passenger train and the car of piling resulted in forcing the throttle of the work train engine open and as soon as steam could get to work the engine and the remaining cars of the work train started off down the track toward the bridge. The bunk cars had a number of men in them and one of these, a water boy on the gang, determined to stop the train at all hazards. He crawled over the cars and finally over the engine tank getting into the cab and shutting off the steam just as the engine moved out on the bridge. It was really an act of heroism. The engine and cars were then backed up to LaPlatte.

It required but a short time to get the track cleared at the place of the wreck and Nos. 6 and 4 were allowed to get past at about 10:30 this morning. A switch engine from this city was sent to bring in No. 6's train which it did pushing the disabled locomotive ahead of it.

There were a number of passengers on the train all of whom had some thrilling stories to tell of their experiences. That the wreck should occur and do no more damage than is set out above is really remarkable as all the conditions were present for a bad spill.

Moore the injured engineer, has been in the Burlington employ for many years past, he entering the company service about the time of the big strike in 1888. He is considered one of the best men in the engine service and this accident undoubtedly happened as he states. The blowing steam obscured his sight and caused him to misread the signal of the flagman. His orders were on his person when he was picked up and distinctly warned him to be on the lookout for the work extra and if they were not in the clear at LaPlatte to stop. That he was primarily to blame for the disaster seems quite clear from everything in connection with the trouble.

The train from the east for Omaha and the west was derailed as stated above, by way of Council Bluffs and all passengers from this city were taken to Oreapolis in a coach attached to the switch engine where they were transferred to the Schuyler and taken to their destination arriving there several hours late.

The mail at noon was on time and went through all right.

#### Fruit Tree True to Name.

I am the agent of the E. L. Watrous Nursery, of Des Moines, Ia., the most reliable institution of its kind in the west. Every tree tested in the nursery before being sent out. I have dealt in nursery stock for years and can say this stock is correct in every respect and prices right. If in need of anything drop me a postal card and I will call.

First class ornamentals of every description.

C. C. Despain.

## FROM THE CAPITAL

Hon. M. A. Bates Writes of the Doings of the Legislature

Lincoln, Neb., Feb. 14, 1909. The House adjourned Thursday evening to two o'clock Monday, in honor of the 100th anniversary of the martyred President Abraham Lincoln, while the Senate continued in session until Friday noon, devoting most of the morning to services in commemoration of the war president, and the respect they bore for the ill-fated executive.

There has been many bills placed on general file, and new ones coming in daily. The committee on banks and banking will have the guaranty bill in shape to report next week. This committee has labored hard to place before the House and Senate a bill that will meet the approbation of all who favor a guarantee law. While there may be some opposition to any measure the committee may report, it is safe to say the bill that will be presented will go through with a whoop.

The democratic caucus Wednesday night at the Lincoln Hotel was attended by all the members in sympathy with democratic measures. And all agreed to carry out the pledges of the democratic party. It was a regular love feast and all felt that it was good to be there. Of course there were a number of county optionists present, and as the platform was silent on this issue, this matter was not discussed. The caucus adjourned subject to the call of the chairman. The democrats are now united for the first time since the session began, and are better acquainted with one another.

There was a lively squabble Thursday over the report on the Soldier's Home, Representative Scheele of Seward county, who was with the committee when it visited the Homes, came to the conclusion that he was the "whole cheese," and presented a report that not one of the committee, outside himself, agreed to, and was objected to by them, and consequently his report was side-tracked. Being a member of that committee, I know his report was outrageous. The inmates have no fault to find, and why should the committee? The committee proper has made no report but when they do it will be what it purports to be—a report that will be satisfactory to the House, and will be approved.

The Senate has killed the women's suffrage bill, and no matter what the House will do, the proposed law has gone glimmering among the bills that were.

The memorial services at St. Paul's church Friday night was a grand affair, and the church was crowded to its utmost capacity. The addresses were very interesting and the music was simply all that could have been desired. It was a just tribute to the memory of the immortal Lincoln.

The House several days since voted an appropriation of \$15,000 toward the erection of the Lincoln monument. When the bill went to the Senate an amendment was tacked on increasing the sum to \$25,000. The amendment was voted down in the House as it should have been. What appears strange to us is why the republican legislature did not make such an appropriation two years ago. They are in favor of it now, and why not then? Every ten year old school child knew that when the 100th anniversary of the great Lincoln rolled around the event would be properly celebrated through the land. Rock has been on the ground for the purpose of erecting this statute for several years, and is lying there yet untouched by the artist's hands. The people of Lincoln should have had this monument ready for unveiling on this 100th anniversary, and then had such a celebration as would have called thousands of people to the capital to do honor to the man whose memory we all revere, and who does so much to save the nation. Tennessee, one of the seceding states, donated this stone for the purpose of erecting a statue and if that state thought so much of the martyred president as to do this, certainly the people of Lincoln should have persisted in an appropriation from the legislature two years ago, and not have waited for the democrats to take this matter off their hands. It looks like they have been very dilatory in this regard. Or maybe, the republican legislature of two years ago had so many other appropriations on their minds that they didn't have time to look after this important matter.

There will be an effort made next

week to pass a resolution against adjournment so frequently, and make it read that no more adjournments shall occur until Saturday noon until Monday at 2 p. m. It is the sense of most of the members that we are liable to remain here until the middle of April, unless something is done to curb the practice of adjourning Friday noon. Such a resolution will undoubtedly be adopted and we hope it will.

Hon. W. J. Bryan will address the members of the two houses next Wednesday evening, and it is safe to say there will not be standing room for the people who will want to hear him.

Fillbustering seems to be the plan of the republicans to retard necessary legislation. The democrats want to be as liberal as possible in the way of appropriations, but many think we made a mistake in appropriating \$200,000 for a binding twine factory at the penitentiary. The same matter was taken up before the republican legislature two years ago, but it was killed. Now the republicans are anxious for it.

M. A. B.

## HAPPILY WEDDED

Miss Ethel Dovey and Mr. Fredrick Truesdel Married at Oakland, California

A message received in this city Saturday afternoon by Mrs. George E. Dovey conveyed to her the intelligence that her daughter, Miss Ethel Dovey, who is now on the road with the road company playing "A Stubborn Cinderella," had been united in marriage on Saturday, Feb. 6, at Oakland, Cal., to Fred Truesdale, leading man of the same company. Mr. Truesdale will be recalled as one of the stars in "The District Leader," when that company visited this city. He is the son of a prominent banker of Michigan, a young man of marked ability in his profession and one who will make Miss Dovey a splendid husband. Miss Dovey is too well known in this city to need any comment upon her many excellent qualities. She is a young woman of refinement and culture and an artist of rare ability. The many friends in this city who have known her from childhood and who have watched her steady rise in the theatrical world with such success, unite in congratulating her upon her venture in the matrimonial field.

#### Nick Holmes Gets Fall.

Uncle Nick Halmes and wife, who have been visiting with relatives at Fairbury, came in last Saturday night Mr. Halmes hastened home to have some injuries which he sustained to his hip and hand attended to by his regular physician. He had gotten up to go out of doors at the place he was stopping and was walking along the porch. Coming to what looked to him to be the end of the porch, he stepped off and was precipitated to the ground falling a distance of some eight or ten feet. In falling he struck on his hip and also badly bruised and lacerated his hand and arm. Despite the nature of his injuries he did not depend upon physicians at that city, but came here at once where his injuries were treated. His hip was plastered and bandaged up and the attending physician thinks that he will soon be himself again. At his time of life such injuries are serious, although he is very rugged for his age.

#### Will Build Station.

Several days since the Journal printed the complaint of J. P. Kell and many others of the inadequate waiting room facilities at Oreapolis. This matter came to the attention of Superintendent Bignall and General Superintendent Byram, who at once took the matter up and investigated the conditions. It is now announced that a suitable waiting room will be constructed at that point, work to commence on it just as soon as the material can be gotten and the forces organized for the work. This is an improvement which is much needed and the prompt action of the Burlington officials in meeting the public demand is to be commended. It is probable that the new building will be erected within a few weeks. The gratitude of the traveling public will be bestowed upon the gentlemen for this improvement.

Mrs. O. P. Monroe is spending the afternoon in Omaha being a passenger on the early train for that city.

## MISSOURI PACIFIC TRAIN DERAILED

### Thomas Barnum, a Prominent Citizen of Union is Killed and Several Severely Injured

Running at a speed of approximately thirty miles an hour train No. 104 of the Missouri Pacific yesterday morning was derailed about one mile north of Union, killing Thomas G. Barnum, a well known citizen of that town and injuring a number of other passengers. This train is the south bound Omaha-Kansas City express leaving Omaha at nine o'clock in the morning and leaving this city at nine forty-eight. The train was in charge of Conductor Thomas Reagan, one of the best known and popular trainmen on the road.

The train consisting of a baggage car combination mail and smoker, tourist car, chair car and buffet car left this city on time and was well filled with passengers. The smoker in which the casualties occurred had a good crowd of passengers returning to their homes from Omaha and this city, many of them being citizens of the west end of the county.

The spot where the derailment occurred as stated above, is about one mile north of Union, at a point where a bridge spans a deep ravine or gully. It is near this bridge when the trucks of the baggage car left the track from no apparent cause. This car ran about one-quarter of a mile before any of the other cars left track and until it struck the wye track perhaps three quarters of a mile from the depot. As soon as the derailed car struck the switch, it also derailed the combination car in which Mr. Barnum was riding and the two cars, baggage and combination ran onto the ties for probably fifteen or twenty feet finally overturning and rolling down an embankment several feet in height. The combination car rolled some forty feet down the bank and out on the right of way while the baggage car rolled about twenty feet to one side of the track. The engine was torn loose when the cars rolled over and it ran ahead remaining on the rails. The tourist car, chair car and Buffet car all left the rails but did not overturn, remaining upright on the embankment.

Immediately after the cars had overturned and the train had come to a stop, those in the other cars who were uninjured swarmed out to assist the trainmen in their effort to aid the injured and to remove the unfortunate Mr. Barnum. The latter was evidently preparing to leave the train at the next stop which was his home. The presumption is that he was on his feet and that the derailment hurled him forward and against the side of the car, crushing his head in on the right side and cutting a long, deep gash through the front part of the head and forehead, through which the brains oozed. Mr. Barnum evidently met death instantly as he was dead when removed from the wrecked car which took place within a very short time after the accident.

Immediately after the wreck uninjured passengers hurried to Union where Drs. Barritt and McLeod were summoned and from which point a telephone message to Nehawka brought over Dr. Alex Walker, all of the physicians hurrying to the scene and rendering every possible aid to the injured.

Later the company dispatched a special relief train from Omaha to the scene of the disaster, this train arriving several hours after the accident. This train in addition to carrying a number of men who were to

clean up the wreck, had a large party of company surgeons headed by Chief Surgeon Ramsey.

Too much praise cannot be bestowed upon the trainmen of the wrecked train for their aid to those unfortunate enough to be caught in the wreckage. They did valiant work and to their promptness and efficiency is due the fortunate rescue of several of the injured whom might have suffered severely by being pinned in the wreckage. The people of Union and vicinity turned out in large numbers despite the bad weather and threw their homes open for the reception of the wounded. Every possible assistance was rendered by them and much credit is due them for their actions.

The injured who desired it were taken to Omaha last evening on the north bound train, a number of them passing through this city bandaged and bound up and looking like real wreck victims as they were.

Among those who were injured and whose names were forwarded to the Journal by Mr. C. L. Graves, editor of the Union Leader, were:

Amos McNamee, of Union. Two cuts on head, not serious and other minor bruises.

Gus King, of South Omaha, cut on head, hip injured and other minor bruises, not serious.

Myran E. Thomas, of Omaha. Traveling solicitor for the Twentieth Century Farmer. Two quite serious cuts on head, right arm broken between elbow and wrist, feet bruised. Condition not considered dangerous, but still serious.

Fred Heaverin, of South Omaha. Deep cut above left eye, left side of mouth and some teeth knocked out. Hand injured. Serious but not dangerous.

J. E. R. Goldsmith, address unknown. Slight injury to right arm.

There were a number of others who sustained slight bruises but who preferred not to have their names injured, regarding their injuries as too slight for notice.

The cause of the accident has not been located. Presumably it was either a low joint in the track or a stiff truck on the baggage car. The condition of the roadbed of this company has been such for several years past that accidents have been looked for by everyone who rode over it. The policy of the Gould management in cutting down expenses and allowing the roadway and equipment to deteriorate is more than probably at the bottom of the trouble.

The dead man, Thomas G. Barnum, was one of Union's best known citizens. He was born in Liberty precinct near the spot where he met his death and had he lived he would have been 48 years of age on March 28th, next. He leaves surviving a widow, formerly Miss Pollard, a daughter of Isaac Pollard of Nehawka, and a sister to Congressman Ernest M. Pollard, and one daughter Mrs. G. W. Cheney of Edison, Neb. The latter was immediately notified by wire of her father's death.

The deceased was a most estimable man, well liked, popular and with a host of friends. He was one of the most affable of men, genial and kind hearted, generous to a fault and of that nature which marks the true man. To all who had the good fortune to know him, the news of his untimely taking off comes as a great shock and is deplored as the loss of a fine citizen and a true man.

#### Laid to Rest.

The funeral of Mrs. Georgia Smith Cline took place yesterday morning from the Christian church in this city, in the presence of a number of friends of the deceased who had gathered to pay their last respects. Mrs. Cline had lived here practically all her life and was well and popularly known. She was a niece of Mrs. Dr. Schildknecht of this city with whom she had lived for many years.

Interment took place at Liberty cemetery south of this city where the grand-parents and mother of the deceased sleep. The deceased was born

at Balco, Mo., and was a daughter of P. S. Smith. Her mother died during her infancy when she was brought to this city by the late Dr. Schildknecht and made a member of his household, living there until the time of her marriage to Roy Cline. She was taken ill some time since with tumor, and on Tuesday last she was operated upon at Lincoln for this complaint, death occurring on Friday.

Mrs. John W. Crabill is spending the afternoon in Omaha going there on the mail train at noon.