

DEATH IN THE FOG

Terrible Result of the Collision on the Fitchburg Road Saturday Night.

SIX PEOPLE KILLED IN THE WRECK

No Escape Was Possible from the Car Into Which the Engine Dashed.

FIRE ADDS TO THE TERROR OF THE SCENE

Flames Rapidly Follow Upon the Crash That Brought Death to Many.

STATEMENT OF THE FREIGHT ENGINEER

He Says the Signals Showed the Track Was Clear and Then His Machine Struck the Fated Passenger Train—Due to the Fog.

Boston, Mass., Sept. 11.—The horror of the great railway accident was recalled last night when a through freight fast express train, west bound, on the Fitchburg railroad ran into a passenger train standing on the sidetrack at West Cambridge Junction, telescoping the rear car, killing six persons outright and injuring nearly forty others. Three of the injured have since died.

Passenger train No. 181, due to leave Boston at 10:30 p. m., started on time. When West Cambridge Junction was reached the engine found a passenger train standing on the sidetrack. The engine was in the process of starting to go when it was struck by the freight train. The passenger train was seen to be five minutes late, and about the same hour the local passenger train from Waltham, scheduled to leave there at 10:30 o'clock, was due at West Cambridge Junction.

The westbound train which left Boston had come to a full stop in order that the east-bound train from Waltham, which had been right-of-way, could pass that point before it crossed over to the Watertown branch.

While standing near the crossover the express freight train, which was bound west, came thundering along and just as the passenger train started to cross to the Watertown branch the freight train crashed into the rear car of the passenger train with the result above described.

The passenger train engine and forward truck of the smoking car, No. 73, had crossed over on the branch track, which left passenger cars in a pile on the crossover and the rear car, standing on the main westbound track. Engine No. 218, to which the freight train was attached, was a powerful eight-cylinder Wheeler of the model pattern.

When the engine struck the rear car it entered like a wedge, splitting it into two parts, each of which fell outward upon the passenger cars. The result was a pile of wreckage, with the rear of the locomotive on top of the wreckage. The record from the collision drove the heavily loaded freight cars backward, and although the two cars nearest the engine, which were a refrigerator car and Burton stock car, were not injured, the ten or twelve cars behind them were smashed into kindling wood. Several of these were loaded with hay, and this was strewn all along the track.

Blocked Both Tracks.

The cars were piled upon one another in such a manner as to completely block both tracks for fully 100 yards. As soon as the accident occurred, word was dispatched by telephone to the various police stations in Boston, Somerville and Cambridge, asking them to send surgeons to the scene. Among those who quickly responded were Drs. McCarthy and Dwyer of Cambridge. The train dispatcher's office in Boston was notified at once. Superintendent Adams was quickly on hand and gave instructions to have all the medical assistance available sent by a special train.

Drs. Duns and Collins, both of the north end, went out on the special train which left at 11:30 p. m. Fifteen minutes later the wreckage train, consisting of the two engines and derrick cars, was sent out, but owing to the fact that a man was forced to run on foot in advance to flag duty, the relief and wrecking trains were slow in reaching their destination. On arriving at the scene they found that six of the bodies had been removed from the wreckage and were laid out in the West Cambridge passenger station. These bodies were moved to the undertaking rooms of A. E. Long, 28 North avenue, Cambridge, as were the bodies of two others recovered later. By 1 o'clock this morning all visible bodies had been removed from the wreck and the wounded had been cared for by willing hands.

Horrible Scenes Witnessed.

The paint and cylinder boxes of the freight engine were poked underneath the forward truck of the rear passenger car, which made it almost impossible for any human being to escape without injury, who occupied seats in that car.

On the rear end of the ill-fated car a man's legs were protruding. The track being found a quarter of a mile down the track. The prevailing impression was that it was a tramp stealing a ride on the pilot of the freight engine, or tucked away on the rear truck of the passenger car.

The rear brakeman of the passenger train, who shortly after the accident was sent back about 100 feet to notify the crew of the freight train ahead, states that he went back as directed and signalled the freight train and his signal was answered by two whistles, which is the usual answer that all signals have been seen and noted. The reason for the collision, he feels sure, was the engineer of the freight train could not control his train, which consisted of thirty cars, the greater part of them containing lumber, all very heavy. The train was the regular Saturday heavy freight, which was unusually heavy last night.

Collided with Great Force.

The train is scheduled to leave Boston about 8 o'clock, but last night did not leave until after 10 o'clock, and was running at the rate of about twenty miles an hour when the collision occurred. Engineer Goodwin of the freight train is in the Cambridge hospital, suffering from a bad shaking up, but is not seriously injured. He said: "I was running the trip last night as a matter of accommodation for a man who wanted to be off. It was the Erie freight and was very heavy. We were two hours late leaving Boston and had the right of way. Everything was all right until we got to West Cambridge. The signals were all right beyond the station for us to have the track. We were going about twenty miles an hour. When I saw the signals were all right I whistled and immediately afterwards saw the rear end of the pas-

FAILED TO OPEN THE SAFE

Burglars Raid a Bennington Bank With Poor Success.

THEY WERE SUPPLIED WITH EXPLOSIVES

Powder Was Used, but Failed to Perform Its Functions—Burglars' Tragedy Still Attracting the Curiosity of Neighbors.

BENNINGTON, Neb., Sept. 11.—(Special to The Herald.)—Between the hours of 1 and 4 this morning burglars broke into the Maudsley & Glend bank in this village. They were evidently quite new at the business, for, although they were undisturbed, they did not succeed in opening the safe. They stole a blacksmith's tools to work with, but managed to knock the knob off the door of the safe, drive the bolt back and drop blasting powder in, but without effect. They stole a revolver belonging to H. B. Waldron and \$1.00 in postage stamps, and they stole away.

Peru's Schools Opened.

PERU, Neb., Sept. 11.—(Special to The Herald.)—Wednesday opened the school year at the State normal. The outlook for a prosperous year is very encouraging. The first day's enrollment was larger than for several years past. Over 300 have already entered. The graduating class is the largest in the history of the institution, while the other classes in the normal course fall but little short in proportion. Since last year the faculty has been somewhat changed. Prof. H. P. Duncanson, who has been in charge of the school since the resignation of Prof. Taylor, and Miss McClain of Denver have been appointed. They will be in charge of the school for the coming year.

As soon as the crash came there was at once a wild rush to get out of the cars. Frantic men and women rushed about shrieking and groaning. Those who were in the station and on the sidewalk gathered with surprising rapidity. All along the track these people ran to and fro, shouting and crying. The freight train was moving slowly, and the passenger cars were being crushed together. The windows of the cars were being blown out, and the cars were being crushed together. The station was turned into an emergency hospital.

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ARMED MEN PREVENT THE LANDING OF THE NORMANNIA'S CABIN PASSENGERS

Authorities of the State Resisted All Arrangements for the Transfer Had Been Made—Several Ships Arrive with Clean Bills of Health—Situation at Quarantine.

QUARANTINE, N. Y., Sept. 11.—Sunday morning at quarantine the United States coast guard and health officers and their assistants opposed the first night's undisturbed rest since the dread cholera invaded the shores of New York bay.

The first arrival in port this morning was the steamer Martella. No sickness being found on board she was at once released. She was followed by the French liner La Champagne at 6:30 a. m. La Champagne's deck was crowded with anxious faces all eager to know their fate from the health officers and all expecting to be released with little delay, as the steamer had no sickness of any kind on board. She carried 100 passengers and 100 crew members, but no immigrants. Their hope was not of long endurance, however, for the health officer ordered the ship's detention although all the passengers' baggage had been shipped aboard and inspected and fumigated, arrangements to that effect being presented to the quarantine officer by the United States coast guard.

Dr. Jencks reported that outside the new cases of the sickness at Staten Island, New York, were doing well. Dr. Jencks having received word of opposition being threatened by the residents of the island to the landing of the detained passengers on Staten Island, he reported that the health officer had been ordered to hold the steamer at anchor until further notice.

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RELIEF WAS IN SIGHT

Attempt to Remove the Normannia's Passengers to Staten Island.

QUARANTINE, N. Y., Sept. 11.—A number of steamers arrived during the early morning hours and dropped anchor in the lower bay to await the arrival of the health officers after sunrise. Among the arrivals were two cargo vessels belonging to the firm of prominent transatlantic lines. The steamer Martella, which was detained at quarantine, was the first to arrive. It was followed by the French liner La Champagne at 6:30 a. m. La Champagne's deck was crowded with anxious faces all eager to know their fate from the health officers and all expecting to be released with little delay, as the steamer had no sickness of any kind on board. She carried 100 passengers and 100 crew members, but no immigrants. Their hope was not of long endurance, however, for the health officer ordered the ship's detention although all the passengers' baggage had been shipped aboard and inspected and fumigated, arrangements to that effect being presented to the quarantine officer by the United States coast guard.

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CHANGED THEIR ABODE

Cabin Passengers of the Regia Transferred to an Old Frigate.

NEW YORK, Sept. 11.—The Regia, an Italian battleship, left her dock at Hoboken at noon today, and in tow of two tug boats took aboard the Regia's first cabin passengers. There was great dispatch made in getting her ready, and several volunteers assisted in the work of filling up her state rooms with the passengers. The Regia was quite an object of interest on account of her large hull, resembling a house, to which a story was added to the hull.

At the beginning of this dispatch affairs are assuming a serious aspect at Fire Island. Although only 7:30 o'clock in the evening, the health officer has ordered the ship to be released, and the passengers to be allowed to land.

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ARRESTED ALL THE CONSULS

Dictator Mendon of Venezuela Attempted