

THE OMAHA DAILY BEE.

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OMAHA, WEDNESDAY MORNING, JULY 31, 1901—TWELVE PAGES.

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ROCK ISLAND WRECK

SCHLEY GETS AMMUNITION
Sends His Counsel to Department Rec-
ords for Data and Obtains Some
Necessary Facts.

One Passenger Killed and Four Injured
Near Kremin, Okl.

VICTIMS FROM LINCOLN, IOWA AND KANSAS

A. S. Klins, Andrew Nette and Others Are
from Nebraska.

MAJORITY ARE HOMESEEKERS RETURNING

Ill-Fated Train Heavily Loaded with Them
Out of El Reno.

DEFECTIVE RAIL DITCHES THE CARS

Small Boy Sees Impending Cata-
strophe, but Cannot Signal Engine-
ner of Train No. 2
In Time.

KREMLIN, Okl., July 30.—The north-
bound Chicago, Rock Island & Pacific pas-
senger train No. 2, which left El Reno at
7 o'clock, three hours late, crowded with
departing homesekers, was wrecked while
going at full speed two miles south of
here at 1:45 o'clock.

C. L. McLain of Enid, Okl., was killed
and twenty-four other passengers received
cuts and bruises. It is believed none was
fatally hurt. The most seriously injured
was L. J. Schmidt, Kansas City, cut badly on
the face and hands.

W. H. Kelsey, Medford, Okl., cut on head,
face and hands. James Taylor, Jamesport, Mo., severe
cuts on chest and head.

G. L. Sholund, Victor, Colo., arm
broken.

D. E. Salgham, Joplin, Mo., severely cut
and injured internally.

K. Raub, North Topeka, Kan., thigh
jammed, head bruised, serious.

A. N. Smith, Milo, Ia., back and wrist
hurt, severe.

Others injured, whose hurts consisted
mostly of cuts and bruises, follow:

Charles Smith, Topeka, Kan., Rock
Island employee.

C. C. Mulvane, Fort Smith, Ark.

J. V. Prock and wife, Kansas City, Mo.

Mrs. Brock was saved serious injury by
a fellow passenger intercepting a flying
window shade.

John Chaney, Chanute, Kan.

D. B. Redman, Bartlesville, Okl.

John Drapperman, Astell, Kan.

M. C. Cullock, Pueblo, Colo.

Neil McCarthy, Lucy, Okl.

A. G. Kline, Nebraska.

L. L. Kitchen, Joplin, Mo.

J. McGovern, Joplin, Mo., arm, head and
one leg bruised.

Barnett King, Joplin, Mo.

Martin H. Hart, Medford, Okl., two ribs
broken, shoulder blade broken, other in-
juries.

Andrew Nette, negro, Lincoln, Neb.,
back and shoulder injured.

J. O. Credan, Atwell, Kan.

How it Occurred.

A broken rail in a culvert, washed out
by heavy rains, threw the baggage car
from the track. This car, the smoker and
one passenger car were overturned, rest-
ing on their sides. Three passenger cars
and the Pullman also left the track, but
did not overturn.

The engine and mail car remained on the track. Engineer
Kelly shut off the air on the train as he
saw the culvert's condition and thus saved
a greater disaster. The track was torn up
for 300 feet. Passengers in overturned cars
were lifted out through the upper windows.

C. L. McLain, who was killed, was sit-
ting in the car when it stopped. He was buried under
a car truck and his body was not taken out
for two hours.

A stock train had passed the point just
ahead of the passenger and a farmer boy
saw the broken rail and washout. He tried
to warn the passenger engineer, but was
too late.

ATTEMPT TO WRECK TRAIN

Masked Men on Baltimore & Ohio
Road Lay Plans that a Watch-
man Spills.

WALKERTOWN, Ind., July 30.—An un-
successful attempt was made to wreck the
Baltimore & Ohio passenger train from Chi-
cago to Baltimore last night. Two masked
men were discovered obstructing the track
near Terre Haute, three and a half miles
east of here, by Thomas Kronk, a track
watchman. One of the men knocked Kronk
down the embankment, but he got away
from them, hurried back to Walkertown
and signaled the rapidly approaching train
in time to save it. The men wound a
large wire cable around the rail and
through a knot they put large iron fish-
plates. It is reported that a suspected
man has been captured.

Too Slow to Smash Much.

PERU, Ind., July 30.—The fast eastbound
mail train on the Wabash collided with a
bridge train near Erie, four miles west of
here, this evening. The trains were running
at a slow rate of speed and beyond
the demolishing of the cowcatcher on
the engine of the mail train no serious damage
was done.

WABASH MIGHT GIVE IT UP

New Line into Pittsburgh Affected by
Present Negotiations Gould is
Carrying On.

NEW YORK, July 30.—The Mail and
Express says: There have been several
conferences during the last three weeks
between representatives of the Pennsylvania
and Gould interests which may result in
some disposition of the new Wabash line
into Pittsburgh, and possibly the establish-
ment of a close working agreement be-
tween the several systems involved. In
this event probably the rival road will not
be built.

It is assured that under this arrange-
ment the Missouri Pacific would have a
suitable arrangement for using the
Pennsylvania system as an eastern outlet.

MRS. NATION DECIDES TO PAY

Accepts Governor Stanley's Pardon
and Will Liquidate Fine on the
Installment Plan.

TOPEKA, Kan., July 30.—Mrs. Carrie
Nation, who is serving a sentence in the
county jail here for joint smashing, was
recently pardoned by Governor Stanley. She
would not at first accept the pardon because
the fine and costs were not re-
mitted, but afterward decided to do so. The county commissioners will allow her
to pay the fine and costs, amounting to
\$100, in installments of \$5 a month.

SCHLEY GETS AMMUNITION
Sends His Counsel to Department Rec-
ords for Data and Obtains Some
Necessary Facts.

WASHINGTON, July 30.—Secretary Long
left today for his annual vacation, which
will be spent in New England. He will
return as Assistant Secretary Hack-
miral Crowningshield, chief of the bureau
of navigation, will be the acting secretary of
the navy.

Admiral Schley has already begun the
preparation of his case. At his request
Mr. James Parker, his assistant counsel,
today made application to the department
for permission to examine the logs and
official records in connection with the
movements of ships on the south side of
Cuba, and this permission was granted. Mr. Parker was given access to these documents
and was examining them today.

Both Admiral Dewey, the president of
the court, and Admiral Benham were at
the department today. The latter has
formally acknowledged the receipt of the
order of Secretary Long detailing him on
the court. There is no question of ac-
ceptance of such a detail where an officer
is physically able to serve and Admiral
Benham expects to be present when the
court convenes, September 12.

When the Navy department closed at 4
o'clock this afternoon Admiral Crowningshield,
acting secretary of the navy, said he
had not seen the letter in which Ad-
miral Schley wrote to the secretary of the
court acknowledging the receipt of the
court of inquiry precept and asking cer-
tain suggestions in reference thereto. Captain
James Parker, the former naval officer
who is acting as assistant counsel in
the case for Admiral Schley, says that
the letter was mailed to Secretary Long at 6 o'clock Sunday evening. Captain
Parker says that he himself deposited the
letter in a box at the general postoffice.
In the ordinary course of the mail the
letter should have reached Secretary Long
yesterday morning. The supposition at
the department is that if Secretary Long
received the letter he took it with him on
his departure from Washington this morning
without making its contents known to the
officials of the department.

It is certain that the letter of Admiral
Schley comments upon the specific
instructions of the precept, and it is believed
makes certain suggestions regarding it.
Captain Parker will remain here several
days to complete his examination of the
official papers bearing upon matters which
will come before the court.

ALL HIDES MUST BE HEALTHY

Customs Collectors Are to Refuse Im-
ported Ones Unaccompanied by
Regular Consular Certificate.

Inadequacy of Appropriations.

Under the head of recommendations and
estimates for the Missouri river the of-
ficers in charge again invite attention to
the inadequacy of the appropriations for
accomplishing useful results or for making
progress toward an ultimate improve-
ment.

The commission is also invited to the fact that
for the local works upon which the com-
mission has been required by congressional
enactment to expend large parts of ap-
propriations, the amount for each work
is usually so small compared to the re-
quirements of the localities that but little
useful effect can be obtained and the
work done is frequently lost by the impos-
sibility of making it secure with the money
available for it. The plant for work on
the river is steadily deteriorating and be-
coming reduced owing to the lack of funds
for its maintenance and renewal. It is so
small in quantity now that there is much
embarrassment owing to the small amount
of the appropriation and the further fact
that the plant has been moved about so much
and some of the works cannot be done until
late in the season when ice begins to
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PHILLIPS DISCOVERS FAKE

Corn King Warns Postal Authorities
of Alleged Swindling Scheme
Using His Name.

CHICAGO, July 30.—George H. Phillips,

the corn king, today reported to the postal
authorities his discovery of a fake

signature of his name.

PHILLIPS & CO.

is a well-known firm of grain dealers in

Chicago.

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