

5 KNOWN DEAD ON NO. 116

REMAINS OF THE DEAD TAKEN TO CHADRON.

ROASTED AND SCALDED ALIVE

A DOZEN SHEEPSHEARERS WERE RIDING ON BUMPERS.

SEVEN TRAMPS MEET DEATH

Death List in North Nebraska Wreck Grows to Include Ten Men—Sheepshearers Riding the Bumpers Mangled in Freight Wreck.

Chadron, Neb., June 27.—Special to

The News: Ten men met death in the terrible wreck which befell eastbound Northwestern freight train No. 116 near Gordon, Neb., yesterday. Three of the men who perished were Northwestern trainmen whose homes were in Chadron. Seven tramps were also killed. Two trainmen were very seriously injured, and three tramps.

The dead and injured were brought to Chadron.

The dead: ENGINEER GRAHAM, Chadron. FIREMAN MYERS, Chadron. BRAKEMAN EBNER, Chadron. SEVEN UNKNOWN SHEEPSHEARERS.

The injured: Fireman Harris, Chadron, leg torn off between the knee and thigh, internal injuries, probably fatal. Engineer Pace, Chadron, severe scalp wound, two fingers on right hand washed to second joint. Three tramps injured.

Conductor Walter White and a brakeman were in the way car when the crash came. Both men were thrown to the floor but escaped injury.

Cars Pile Up in Ditch. The train consisted of thirty cars. The wash-out reached for about fifty feet and was about fifteen feet deep. Beyond about thirty feet was a second wash-out almost as bad as the first. The train plunged into the first, the front engine dropping into the raging waters in the little gully. The second engine piled up on top of the first. Thirteen box cars, loaded with lumber and coal, were smashed into kindling wood. The other seventeen cars were not damaged. The water was about fifteen feet deep in the gully as the tops of the cars were barely visible above the swirling flood. On the north of the track hall was piled four feet deep, only the tops of the fence posts showing. The neighboring fields were covered with from three to five feet of water.

Escaping Steam Scalds. Immediately following the wreck came a scene of indescribable horror. Above the hissing of escaping steam and the roar of rushing water could be heard the cries of the imprisoned men, as they were slowly roasted to death. Their cries of agony and torture made strong men sick at heart.

Work of Rescue Started. The work of rescue started immediately. Conductor White, with the brakeman and the two tramps, rushed to the front of the train. Fireman Harris was found lying about twelve feet from the track, near a broken tender and partly in the water. His leg was gone, he was injured internally and suffering terrible agony. By this time passenger train No. 6 following close behind had arrived on the scene and a number of the passengers gave assistance. Farmers from the adjoining country arrived in wagons. The seven dead tramps were imprisoned beneath the wreckage so the work had to be abandoned until the arrival of the wrecker three hours later. The body of Engineer Graham was taken out crushed and burned beyond recognition. A little later the bodies of Fireman Myers and Brakeman Ebnor were also recovered. They had been scalded until the flesh fell from the bones.

"I'm Not Hurt," He Said—And Died. The sheep shearers who were riding the "bumpers" were well dressed. Their bodies were crushed and burned beyond recognition. Buried under wreckage and hall, one sheepman gave directions for his release. When finally free he talked to the rescuers, insisting that he "was not hurt seriously." Three minutes afterward he was dead.

Remarkable Escape. Most remarkable was the escape of one "shearer." Desiring a drink, he left the bumpers at Clinton. The train pulled out before he was aware and he was unable to return to the trucks but caught the caboose in company with a negro who also escaped injury. Had he remained under the train, he would have shared the fate of the others seven who perished.

Passenger Train Behind Time. Passenger train No. 6 was almost two hours behind time or there would have been a different story. The freight pulled out ahead of the passenger, but ordinarily the passenger leaves first.

Dead Taken to Chadron. An engine was secured from Chadron and the dead and injured hastily taken back to that city. It was a gruesome sight. Those ten bodies, wrapped in sheets, lying in a row.

Transfer Made in Wagons. The transfer of passengers from No. 6 to No. 5 was made in wagons,

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RACING SEASON OPENS HERE

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WANTED-A RIDER AGENT... HEDGETHORN PUNCTURE-PROOF... SELF-HEALING TIRES... A SAMPLE PAIR TO INTRODUCE, ONLY \$4.80

J. L. MEAD CYCLE COMPANY, CHICAGO, ILL. any annual or special meeting of the members of the company; and when not present in person, may delegate his authority to vote by printed and written proxy given to a member of the company.

Notice of Incorporation. Notice is hereby given that the undersigned have associated themselves together as a body corporate, and have filed their articles of incorporation as provided by Chapter 10 of Cobby's Annotated Statutes of 1907.

A BIG INDIAN GATHERING... HUNDREDS OF INDIANS CAMP NEAR DALLAS. BIG CELEBRATION JULY 2, 3 AND 4. Famous Warriors Gather in Dallas for Big Fourth of July Celebration.

NORFOLK BOYS CAMPING. Six Norfolk Boys Have Pitched Tents on Ray Farm by Elkhorn. Six Norfolk boys are having a jolly summer outing on the John Ray farm where they are spending a few days "camping out."

Articles of Incorporation. ARTICLE I. Name. The name of this corporation shall be "Columbia Life Insurance company."

Articles of Incorporation. ARTICLE II. Place of Business. The home office of the company and its principal place of business shall be in the city of Norfolk, Nebraska.

Articles of Incorporation. ARTICLE III. Kind of Business and Premium Rates. Section 1. The business of the company shall be to issue policies of insurance on the lives of individuals, payable in the event of death; to pay indemnities in the event of accidental injury, to pay cash and other surrender values during the lifetime of the insured, and to do all things pertaining to the business of life and accident insurance, as defined by the laws of the State of Nebraska, creating and regulating mutual benefit associations, life insurance and life insurance companies, now in force or which may hereafter be enacted.

Articles of Incorporation. ARTICLE IV. Annual and Special Meetings of Members. Section 1. Each individual insured in the company by one or more policies in force at the time of the meeting, shall be entitled to one vote at

Articles of Incorporation. ARTICLE V. Section 1. The company shall have power to sell, transfer or dispose of any real estate, bonds, warrants, mortgage or investments, which it may have secured in the regular course of its business, at any time the board of directors may direct for the best interest of the company.

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