

TRAIN ROBBERY.

A Repetition of the Glendale Affair Within Two Miles of the Previous Robbery.

The St. Louis Train on the Alton Stopped and All the Passengers Robbed.

Sixteen Masked Men Take the Train and Carry Off Everything of Value.

Kansas City Journal.

The people have scarcely tired of reading reports of the bold robbery of the Rock Island train at Winston, when they are to be startled by a repetition of this bold outrage on the Chicago and Alton. It was nearly 10 o'clock last night when the St. Louis train on the Alton road ran into the Union depot, and a crowd of excited passengers poured out of the cars and announced that they had been stopped between Independence and Glendale and robbed of all their money and valuables by a gang of masked men. The passengers all talked freely, and it was soon learned that probably the boldest and heaviest of all the long list of train robberies on railroads centering in this city had just been perpetrated within ten miles of the city. The details as they were related by the passengers showed that it was a well planned and well executed affair, but while planned by those who had evidently had experience in such matters before, the majority of the gang engaged were countrymen who will doubtless be at work on their farms in the vicinity of the robbery by the time the tale of their exploit reaches the reader.

The Robbery.

The train robbed was the St. Louis division of the Alton, west bound, due here about 9 o'clock. Just about three miles east of Independence and not more than a dozen miles from this city, in a sharp curve and grade, the train men are in the habit of watching for stalled freight trains on that curve, and keep their trains well under control so that they can be stopped quickly. The robbers probably had observed this before.

The engineer of this train was on the outside of the curve looking ahead, when he saw a dim red light. A tall man waved the light across the track, and as he did so the gleam of the headlight fell on him and showed that he was masked. The first thought of the engineer was that there was a stalled freight train ahead, but as he caught a glimpse of the mask, and at the same instant of a big pile of stones between the rails, he understood the situation perfectly. There was nothing that could be done but to stop the train and

SUMMARY.

The engine came to a dead stop just as the prow of the pilot touched the pile of stones. The location selected for the robbery is in a cut, and immediately the robbers, sixteen in number, came running down the banks on either side, and surrounded the train. The leader covered the engineer with his revolver and commanded him to break open the express car. The messenger of the United States Express company, which runs on this road, and the baggage master, had left the car, but the messenger was soon found and under cover of a revolver was forced to open the safe. It is likely that the amount obtained was small, though that could not be certainly ascertained last night, as they took the bills and all the contents of the safe. This fact may have

PROMPTED THE ROBBERY.

of the passengers, for, after knocking the messenger twice on the head with a revolver, and cursing him for not having more money, they dumped the contents of the safe into a common grain sack and started for the passenger coaches. While a guard was stationed on either side, a party of five or six went through the whole train, one carrying the sack, while the rest, with revolvers drawn, demanded the passengers' money, watches and other valuables, and as fast as they were handed over they were thrown into the sack. The robbers carried off

NEARLY A BUSHEL

of pocket books, papers, watches, rings, pins and other valuables. There was a party of Western excursionists from the vicinity of Pen Yan, N. Y., on board in charge of C. Roland Camp, general traveling and land agent for the Ft. Scott road. From these excursionists alone the robbers took about \$4,000. It is probably no exaggeration to say that the passengers contributed from \$15,000 to \$20,000 in money and valuables, while the contents of the express company's safe cannot be definitely learned, but probably did not exceed \$2,000. The baggage master said he didn't think the safe contained over \$100 in money, the contents being principally papers. After the robbers had gone through the train they marched back to the engine and told the engineer to drive on. They immediately climbed up the bank and disappeared in the woods. The whole transaction occupied about thirty minutes, and in that time was executed one of the boldest and most successful raids ever attempted on a railroad train.

THE ROBBER.

The leader is described as a tall man with dark beard. He wore a mask part of the time—when in the light—and in general answers very well to the description of the man who led the gang at Winston, and also bears resemblance to one of the men who robbed the Council Bluffs train about a year ago near Winthrop. The leader introduced himself to the engineer as Jesse James, and a companion, a short, heavy man, as Dick Little, and several times afterward the leader addressed the small man, calling him Dick. The other members of the gang were masked, but wore the dress of farmers. It was noticeable that the shoes of several were heavy cowhides, such as farmers wear when plowing.

The Engineer's Statement.

L. Foot, engineer of No. 150, was stopped. He said: "We were coming around a curve in a cut about three

miles east of Independence, running twenty-five miles an hour when I saw a dim red light waving across the track just a short distance ahead. Freight trains often get stalled there and I supposed that was what was the trouble this time. I began to slack up and soon saw that the man who was flagging the train was masked, and I also saw him set the lantern on a pile of stones between the rails. I turned to my fireman and told him we were going to be robbed. As the train stopped, two men came down the bank and one of them, presenting a cocked revolver, told me to come down out of the cab and bring the coal pick with me. I said: "Don't shoot, boys." The leader replied: "All right; we won't hurt you if you get down and out of that right lively." I didn't move very fast, because I knew what they wanted with the hammer, and I didn't know but a little delay might help the messenger a little. They commenced to swear, and said: "Do as we tell you, or we'll shoot the d—n head off of you." All this time I heard orders from some one to the gang telling them to do this and do that.

The leader was a tall, rather good looking fellow, with dark, heavy beard. He had a slight crook in his nose as if it had been broken some time, and wore a broad slouch hat. He came up, shook hands and said his name was Jesse James. He then introduced one of his gang, a short, heavy fellow. I don't remember what he called him. "Dick Little," suggested the reporter. I believe that was it. I think I heard him call him Dick afterward. Of course I don't know whether this was Jesse James or not; I never saw Jesse James and don't know how he looks. Well, they took me to the express car and told me to break open the door. I introduced a few blows and the door opened. In the meantime the express messenger and the baggage-master had slipped out at the door on the other side and were trying to conceal themselves. The robbers asked me where the messenger was and were very angry at not finding him. I told them I didn't know. The leader said very calmly and positively, "Find the express messenger or I'll shoot you." I didn't like to look in his face, so I told the express messenger he might just as well give up. The leader told two of the men to get into the car. The messenger was very slow about opening the safe, and they struck him over the head with a revolver.

I understand there was only a small amount of money in the safe and they seemed to be mad about it and struck the messenger again. I guess they hurt him pretty bad. They dumped the contents of the safe into a sack and started back to the train, saying, "We'll go through the passengers, and don't you move till we tell you." We had passed a freight train at Glendale, and there was danger of its running into the rear of our train, so the conductor sent a brakeman, Burton, back to flag it. The robbers saw him start with the lantern, and commenced to shoot at him. I guess there must have been as many as forty shots fired at the boy. I told the leader what he was going back for, that unless the train was flagged the freight would run into us and maybe kill a lot of people. He threw up his hands and ordered the firing to stop, and it did stop instantly. They then started to run after this d—n Alton road they can't run. They then vanished over the bank. I didn't see any horses, but suppose they had some there somewhere. They kept us there about half an hour.

The Conductor's Story.

Conductor J. N. Hazelbaker related the circumstances of the robbery as follows: "We were about three miles the other side of Independence, in what is known as the Blue cut, when the train suddenly stopped and I went out to see what was the trouble. I saw the train surrounded by a number of masked men heavily armed, and at once started back, passing through all the cars, warning the passengers to secure their valuables, as a gang of robbers were aboard who would spare nothing of value if visible. I passed to the rear platform, where a man with two revolvers leveled at me. He commanded a halt. I told him an approaching freight would smash into us directly, and I was going back to flag it unless I was killed before I got there. I took a lantern, and, stepping off, started back around the curve to signal the freight. The man on the platform did not shoot, but a number hidden in the bushes on the banks shot at us repeatedly, some of the bullets whistling unpleasantly near, and I must confess to a little nervousness, young man, but I was determined to stop that freight, for if it came into us I knew that everybody in the rear car would be killed or hurt. They were so close to us that I only had to go about ten rods—just around the curve—and after I saw them stop I went back and took a seat in the sleeper. Just then the men came in the car, and if the passengers had kept away from me I don't think I would have been recognized, but everybody crowded about me for protection, as though they thought me a government arsenal. Of course I was 'spotted' and had to give up pretty liberally. I had hid my watch and \$75 in a water tank as I passed through the cars, and saved about \$30 which I gave up 'like a little man.' I can tell you what time it is, though," and the conductor pulled out a gold repeater and a roll of about \$75, the product of his mine in the water tank. "After the train was gone through the whole crowd went to the front and told the engineer to move on, that they were satisfied; and we moved

out while the robbers ran up the bank and disappeared in the woods. There were sixteen of them that we counted, but it is probable there were more hidden in the bushes, as the shots fired as we came from the bank and I saw no one approach the train after it was stopped. They made a second trip through the sleeper, turning up cushions and ransacking things generally. It was the worst looking car I ever saw after they left, and I guess the passengers, as a general thing, gave up everything they had, though I believe there were a few who saved part of their money and some jewelry.

"I went forward after we started and found the express messenger had been hit on the head with a revolver and slightly cut; the wound being some but I don't think he was badly hurt. I guess he fought for the money he had, and tried to hide it, for the boys told me the engineer was forced to go back and break open the door to the express car with a coal pick, so I presume they felt a little badly toward the messenger, but they thought they would get some kind of a hitting place for their money. It was a tough gang and they meant business, you can bet on that."

In the Chair.

Charles Garfield, who was in the reclining chair, said: "As soon as we stopped I suspected from the locality, it being right in the middle of the woods, that there was something wrong. The passengers were all very quiet and the train men seemed to want to get out the way. I heard the sound of human voices. It seemed as though they were quarreling. I stuck my head out of the window once and didn't see anything. I then went forward to the smoking car, and in a minute or two stuck my head out the window again. I saw what I think was a man sitting by the side of the track, and I guess he was sticking out his head, and I saw him stick it out here again." Soon after that I heard eight or ten shots; they seemed to be all along the side of the train. When the passengers realized that the train was being robbed they were greatly excited. The women would scream and the men would yell down in the car and prayed. Some of them laid down under the seats and then got up again. They all seemed to be intent on hiding their money. Some men were tugging away to get their boots off, others were frantically looking around for some hiding place in the car. They put their money in almost every conceivable place. Soon the robbers came in. They all wore white masks over their faces, with holes for the eyes and nose—just ordinary cheap muslin. The first thing we heard was a cry of "hands up," and two or three revolvers were stuck in the front door. There were either five or six, I don't remember which, that came into the car. They were all armed, one of them, the leader, also carrying a Winchester rifle. They cursed and swore fearfully as they passed through the car. There was one man carrying a satchel into which everything was dumped. I only saw two watches taken. One lady who had some fine rings on her finger was ordered to pull them off. She did not hesitate much about it. One woman faints. The leader seemed to be very solicitous about her. He went and got a handkerchief and bathed her face, and then gave her back a dollar that they had taken from her. They made everybody take out their money. Some men dropped in their keys, others pocket-knives. I dropped \$20.35. No one seemed to offer the least resistance. They came along with drawn revolvers, and held them pointed at a person until they had got through with him. They made every one, however, keep his hands held up. After they had got through the leader ordered them on to the next car, and he stationed himself at the door. He had two revolvers and a Winchester. He kept talking all the while. He said: "If you are getting tired of holding your hands up so straight, why, slip them around behind your head and rest them. I suppose most of you put your hands up two or three times. I don't suppose the detectives will all be here in a day or two. They will all come on free passes, but they won't find us here. They can't stop us from robbing trains; it's our business. We could do it just the same if the baggage car was full of soldiers." He quoted the Bible considerably. He said: "If we are going to be wicked, we might as well make a good job of it." He thought it was wicked to lie as it was to steal. In appearance he was a rather spare man, medium height, rather broad shoulders. He had on a pair of brown pants, dark coat and slouch hat. He seemed to be talking in an unnatural tone. It was a sharp voice with a decided Southern accent. It was perhaps ten minutes after he went out before the train started. We heard them going back toward the engine. I think that they got a good deal of money out of our car.

The Express Messenger.

H. A. Roberts, of St. Louis, was the express messenger. He had received two very severe cuts on the head and wasn't inclined to talk much. His story of what happened in the express car is almost the same as that of the engineer who was a witness of the scene. He was compelled to unlock the safe at the point of a revolver, but declined to say how much he had. Dr. Rieger dressed the wounds and pronounced them severe, but he thought not serious. One was on the most prominent point on the left side of the head, near the top; the other was a round cut almost on the crown. It was the most severe and it was feared at first that the skull was fractured, but the doctor decided that it was not.

What the Colored Porter Did.

Ed. Watson, the colored porter of the sleeping car, said: "We did not know what was up, although we thought something was wrong, until the conductor came through and told

us. He went back to signal a freight train that was close behind us. The passengers, all men, were very much excited. They kept following me around and wanted me to hide their money and watches in a locker. I told them that the robbers would surely get it there. I told them to hide their money in the spittoon, and under the carpet. I think that three gold watches and about \$300 was put in the spittoon. A good many of them hid their valuables under the cushions. They kept following me around all the while. I heard about thirteen or fourteen shots. I hid my money in the spittoon. When the robbers came to the car door they shouted: "Hands up, every one of you!" They came in cursing and swearing terribly. One man carried an open satchel, and the others held their revolvers pointed right at a man until they got done with him. After they had passed through the car they came back, and one of them, holding a cocked revolver right at my breast, said: "Here's the money, and the watches. 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