

THE DAILY BEE.

Thursday Morning October 9

LOCAL BREVITIES.

The asphalt paving on Fifteenth street is being repaired. The Adventists have folded their tents and are about to depart. Mrs. Cicilia A. Adams has gone east for a pleasure trip for a few days. A vote on the B. & M. passenger train from Lincoln yesterday resulted as follows: Blaine 90, Cleveland 68, Butler 4, St. John 14. The B. & M. railroad company yesterday put a force of graders at work grading across Tenth street and will lay their track as soon as the work of grading can be finished. The Northwestern Electric Light company's lights were completely extinguished last evening for about one-half hour, owing to a break in the bolting in the manufactory. Undertaker H. K. Burket left yesterday for Earlham, Iowa, where he will disinter the body of a young man named Lyman, who died a few years ago, and ship it east to the relative's family.

THEIR LAST RUN.

A Horrible Accident on the Union Pacific Road.

Three Men Meet Their Death By a Collision at Elkhorn.

A Fireman and Engineer Crushed and Scalded on the Engine.

An Engineer Neglects to Look for Signal--Detailed Account of the Accident.

The most serious accident which ever happened upon the Union Pacific railroad occurred yesterday about noon and caused the death of three men, an engineer and two firemen. The scene of the accident was in a deep cut, about a quarter of a mile west of Elkhorn.

Train No. 9 left this city on time yesterday morning and went out in two sections. Nos. 1 and 2, Section No. 2 was delayed about twenty-five minutes at the stock yards and did not reach Waterloo, the regular place for meeting the Lincoln passenger, and lay upon a side track in Elkhorn until that train had passed. As soon as the passenger left the station the second section of No. 9 pulled out for Waterloo. The train had just been gotten under full headway and it entered the cut and was running 12 or 15 miles an hour. At this point there is a very sharp curve and it is impossible to see an approaching engine. Just as the freight train reached this curve an engine, running at full speed here in sight and both engineers saw at a glance that

A COLLISION WAS INEVITABLE. Quick as thought both engineers reversed their engines and gave them steam, but it was too late. They were less than twenty car lengths apart before they saw each other and they came together with

A TERRIBLE CRASH. The engineer and fireman of the freight train were pinned between the boiler head and tank and there held while the escaping steam scalded them to death. The fireman of the light engine, Richard Norris, in attempting to jump from the locomotive, was caught by the legs beneath the tender and his limbs were

FRIGHTFULLY MANGLED. The engineer of this engine, James Lowry, had succeeded in jumping clear of the wreck and was unhurt. He hastened to the relief of his fireman, and with the assistance of George Miller, the head brakeman of the same train, succeeded in getting his limbs loose and laid him upon the ground. Dr. Cyrus Baldwin was soon upon the scene and did all in his power to alleviate the

SUFFERINGS OF THE DYING MEN. Upon examining Norris he found that his left foot was crushed, his right leg broken and badly mangled and one of his arms broken. The artery in his right leg was also severed. The doctor took by the artery and staunch the flow of blood. Norris was then placed in a caboose and brought to this city. He was accompanied as far as Papillion by Dr. Baldwin. At this time the Lincoln passenger train had left this city, having on board Dr. S. D. Mercer and several assistants. Upon meeting the train having Norris on board at Papillion, Dr. Mercer and his associates took charge of the wounded man and returned with him to this city. He was taken to the hospital and everything which could be done for him was done, but the task was a hopeless one and death came

RID HIM OF HIS SUFFERING. At 2:30 the wrecking train left this city for the scene of the accident. On board the train was the regular crew and a large number of section men. A Bee reporter boarded the caboose just as the train pulled out from the depot. Several stops were made on the way to pick up section men, and Elkhorn station was reached at 4 o'clock. Immediately upon reaching the station the train was run down to the scene of the wreck. It is impossible to paint a pen picture which would begin to convey to the mind of the reader the

HORROR OF THE SIGHT which met the eye (as the train halted near the wreck. On both sides of the track cars were in the ditch, the trucks were turned in every direction, the cars were lying upon their sides and ends and some of them had been turned bottom-side up. A walk alongside the train showed the track to be torn up and some of the rails bent, twisted and flattened. When the engine was reached a ghastly sight was presented. The engineer, George Chamberlain, and the fireman, George Sheldon, both stood in their places, but

DEATH HAD CLAIMED THEM. The engineer stood with one hand upon the throttle and the other upon the lever, with his face to the window, just as he had stood after reversing the engine. The fireman stood partially turned around as if he had started to leave the cab when caught and crushed. The two engines, which were No. 2 of the O. & R. V. road, which was running east light, and engine No. 8 were fearfully wrecked. The front ends were jammed together so that it was hard to tell where one engine left off and the other began. The smokestack of the No. 8 was about five rods from where the two engines stood. The trucks were turned and twisted in every direction, and the tender of No. 8 had telescoped the cab and had caught the engineer and fireman between it and the boiler head. In this place the poor fellows were held and

LITERALLY SCALDED TO DEATH. The engineer lived about half an hour while the fireman survived about an hour. It is impossible to describe the horror of such a death. They were unable to help themselves and those who came to help them were unable to do so. They were both perfectly conscious until the messenger of death came. Mr. Beemis, head brakeman on No. 9, was found and gave the following account of the horrible affair. He said that when they left Elkhorn he was sitting upon the top of the head car. He saw the approaching engine when it was within ten rods of the train. He ran back and set one brake and had just started for another when the collision occurred. Immediately after the crash he jumped to the ground. He then ran forward and saw Norris, the fireman of engine No. 2, fast by his legs. The engineer and conductor came to his assistance and they succeeded in getting the fireman loose. He then went to the cab of engine No. 8, and there saw both the engineer and fireman standing in place and the engine climbing upon the engine the engineer said, "FOR GOD'S SAKE HELP ME OUT OF THIS." He said he thought they were held fast by the coal as it was piled up around them to their shoulders. He took a shovel and began to shovel it away. By this time more help had arrived and the men were soon shoveling back from the imprisoned men but it was impossible to extricate them. He took hold of the engineer's hands but he

SKIN AND FLESH PEELLED OFF. from having been scalded. During all this time the poor fellows were crying loudly for help. Brandy and water was given them to drink. The fireman stood the trying ordeal the longest. The lowing of the water was open and was so situated that the hot water from the boiler was pouring out upon the lower portion of his body. He attempted to close it, as did also others who were present, but it could not be reached and so he stood and was fairly boiled for an hour. Beemis put his hands under the fireman's arms and tried to lift him out. The fireman had the use of his hands and tried to help himself out. All attempts were fruitless, and at last he said, "PUT A CUSHION BACK OF ME AND LET ME DIE EASY."

This was done, a cushion was placed back of him and he lay back upon it. Kind hands held his head until at last, unable to bear the torture any longer, he closed his eyes and died. Mr. Miller, the conductor of train No. 9, was upon the engine when the engine from the west was sighted. He started to run upon the coal which was in the tender, but the end gate threw him back and just as he was making the second attempt the engines struck each other. The jar threw him out and off the side of the track. He struck upon his knees upon a pile of rails and was slightly bruised upon the legs. After the accident, Lowry, the engineer of the light engine, was nearly frantic and took it terribly. He blamed himself for his negligence in not seeing whether the first section of No. 9 carried a flag or not when it was in Waterloo. He said if he could only be in the place of one of the dead men he would be satisfied. He said he was wholly to blame for it, and could not be comforted. It was necessary at one time to hold him for fear that he would do himself some injury. Whether he was to blame or not could not help pitying him in his agony of mind.

When the wrecking train arrived the two men had been dead about four hours, and another attempt was made to get their bodies out, but it could not be done until the tender could be pulled back. Joe Miller then mounted the engine AS A DEATH WATCH until the coroner should arrive. The faces of the dead men were covered with soot, and all afternoon a crowd stood upon the embankment gazing silently and sadly into the wide desolate water. It was a sight which will never be forgotten by those who saw it. The wrecking train went to work and soon had the track cleared to the engines. The section hands were then put to work and by half past six o'clock a track had been laid around the wrecked engines and trains were able to pass. About 5:30 a special train from Omaha arrived at Elkhorn. This train brought Superintendent Nichols, R. S. Kory, Coroner Maul, W. J. Jackson, of the Herald, W. H. Kent and others. As soon as Coroner Maul arrived he empaneled a jury composed of the following named persons: F. J. McShane, W. H. Kent, D. E. McKelvey, Omaha, H. A. Nolle, Jerry Meade, John Law, Elkhorn. The jury climbed into the cab and looked at the dead bodies as they were still caught fast. After the jury had viewed the bodies an engine was hitched to the rear end of the tender of the wrecked locomotive and it was pulled back far enough to allow the bodies to be taken out. When they were lifted from the engine they were found TO BE FRIGHTFULLY MANGLED. They were carried into a caboose, which had been backed up for the purpose, and laid upon the floor. The caboose was pulled down to the depot, where the corpses were put in coffins and carried within the depot building. Here the coroner's inquest was held. The facts elicited are about as follows: James Murray was the first witness called. He testified that he was the head brakeman on train No. 9. He said the train left Omaha at 9:30 yesterday morning. He was standing on hind end of caboose when the collision occurred. He was thrown back against the car and his elbow was driven through the window. He looked out the side of the car and saw freight cars rolling over in the ditch. He got a flag to stop train No. 16 which was backing out of a side track. He then ran ahead and found the fireman as above stated. He said the escaping steam in engine No. 8 made it almost impossible to see anything. He knocked out the window and the steam set to shoveling. Chamberlain, the engineer, cried, "Oh, my God, help me out of this." After searching a while longer Chamberlain said "It is no use, you can't get me out." He then tried to lift out the fireman but couldn't, and he also said it was of no use. The fireman said "Put a cushion up behind my back and let me die easy and die easy." He then turned his head toward witness and said "this is horrible." Witness then tried to jack the tank back and while he was doing that the fireman died. He did not think Chamberlain lived more than fifteen minutes. G. B. Miller, the conductor of the freight train, was next examined. He said he got on the engine as his train left Elkhorn. They were twenty-three miles late and were running about twelve miles an hour. The first intimation he had of an approaching engine was when the fireman said, "look there." The engine was standing upon his seat at the time. He jumped down and reversed his engine. Witness rushed out upon the tank but was pushed back by a gate which had been thrown upon the coal. He made a second attempt and it was while doing this that the collision occurred. He was thrown over the side of the tank and struck upon a pile of rails. The light engine, No. 2, witness thought was running about 15 miles an hour. After witness got up from ditch he went forward and saw Engineer Lowry, of engine No. 2, holding his fireman in his arms. The fireman was caught beneath the tender and he helped Lowry to extricate him. He then went to his own engine and tried to get his own men out but could not. He did not know exactly what he was doing he was so excited and shocked by the collision. C. P. Beemis, the head brakeman, was called and gave substantially the same testimony as has been credited to him before in this article. J. W. Lowry, the engineer of engine

No. 2, going east, was next called. He said he left Valparaiso yesterday morning with engine No. 2, to take it to Omaha to put it in the shops for repairs. At Valley he got the following orders: "Run extra to Omaha, 20 miles an hour. To Waterloo regardless of No. 17 and No. 9." The order was signed by J. G. Boyd, the train dispatcher. He said he arrived at Waterloo and waited until No. 17 had pulled out and No. 9 had pulled in. I did not see the signals or the engine of No. 9, and the engineer did not whistle to call my attention to them as is customary in such cases. I had orders regardless of No. 9, but No. 9 was not there and would not have been until the second section arrived. It is customary to specify in train orders whether there is more than one section or not. It was an oversight on my part getting by Waterloo without seeing the signals on that engine. It was daylight and I should have seen them. When I saw the second section of No. 9 I whistled but it was too late. I followed to my fireman, "Dick, here is a special get out as quick as you can." I then reversed my engine and gave her steam, and the throttle was open for an hour after the engines had run together. I found my fireman caught and helped to get him loose. I went up in cab of No. 8 and tried to pull the engineer out, but the skin and flesh peeled off his wrists and did all that it was possible for him to do to alleviate the suffering of the dying man. He accompanied fireman Norris as far as Papillion, where he turned him over to Dr. Mercer. Mr. Baldwin, the telegraph operator at Elkhorn, and stated that it is customary to designate when there is two sections of a train. Mr. Boyd, he said, had been in the habit of naming both sections and giving names of conductors. He said the station agent should have had his flag out at Waterloo to hold the light engine. He said that by reading the order which Mr. Lowry had he should only look for one No. 9.

Owing to the fact that Train Dispatcher Boyd's name had been mentioned in connection with the matter the jury thought it would be well to have his testimony, and accordingly adjourned to meet in this city this afternoon at 1 o'clock. THE VICTIMS. George Chamberlain, the engineer who was killed, was about 35 years of age, was married and had three children. His remains were brought to this city about 10 o'clock last night, and were taken to the undertaking establishment of Drexel & Maul. Geo. Sheldon, the fireman who was killed, was a single man, and boarded at Victor's restaurant in this city. His remains were also brought to this city and taken to Drexel & Maul's last night. NORRIS'S DEATH. Richard Norris, the fireman who was so badly injured and was brought to this city, is now in Joseph's hospital, lying awaiting about 6 o'clock. Besides having his limb so badly mangled he was also hurt internally. He was a young man and was very married about three weeks ago. He gave his name while being brought to this city and said that his wife was in Lincoln and asked that she be sent for.

THE DAMAGES. The two engines are badly wrecked, as are also nine freight cars. There did not seem to be any perceptible freight on board. The damages are estimated at from \$4,000 to \$5,000. CLEARING AWAY THE DEBRIS. A large gang of men are at work picking up the wreck and by Friday night all will be cleaned up and brought to this city and the spot will not present an appearance to cause an unsuspecting person to think that it was the scene of the most disastrous wreck the Union Pacific road ever had.

THE RIVER COMMISSION. It will be in Omaha on Saturday next to view the River at this Point. On Saturday next the Missouri river commission is expected to arrive in this city. The commission consists of its president, Major Suter, Messrs. Ernest and McKenzie, United States engineers, Lieutenant Fink, secretary of the commission, and Hon. W. J. Broatch, of Omaha. Before this commission was created the Mississippi river commission looked after the Missouri river. This is the first commission ever appointed for this river, and this coming is its first visit to Omaha.

The members of the commission have been looking along the Missouri to determine upon its needs and have been in Kansas City looking after the river at that point. Being urged by Senator Manderson to come to Omaha and look about it here, the members have at last consented to visit Omaha. Mr. Creighton, chairman of the board of public works, Engineer Putnam of the B. & M., President Johnson and Superintendent Goodrich of the city waterworks, City Engineer Rosewater and Superintendent Lane of the Union Pacific railway have been requested to confer upon the needs of the river at this point and will probably lay the result of their investigations before the commission during their stay in the city.

DIED. SERBOUSEK--In this city, October 8th. Frank Serbousek, aged 45 years. Funeral will take place October 9th, from the corner of Leavenworth and Thirteenth streets, at 2 o'clock p. m. Friends are invited.

A QUESTION OF TITLE. Both the County and City Asserting Ownership of the Court House Property. From present indications it seems extremely probable that litigation will result from the vacancy of the two lots by the county, now occupied by it for court house purposes. Some of the leading members of the council have gone so far as to assert that the city owns a good and undefeasible title to the whole block of land upon which the court house at the present time is situated. It is claimed by them that when possession was given the county of its two southwestern lots it was upon the express condition that they were to be used for court house purposes,

and when it ceases to use them as such they revert to the city. Of late the county has been holding out the proposition to the city to exchange the two lots upon which the court house now stands for the one on the southwest corner of Sixteenth and Farnham, now owned by the municipality. The proper authorities of the city refuse to in any way make the exchange, but on the contrary assert that when the county offices are moved into the new court house (the city) will own all three of them. It is claimed by the county authorities that the object of the exchange would be to sell the corner lot traded for, and use the proceeds of the sale to erect a retaining wall in front of the new court house.

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Neglected His Daughters. Pittsburgh Chronicle Telegraph: "You need not complain of our girls and contrast them unfavorably with others," indignantly said the mother of six grown daughters to their father, who was grumbling about the prospects of another winter's coal supply, and wondering some of them did not marry off. "Had you given them the advantages other men give their daughters they would perhaps have married some time ago."

"Advantages?" he exclaimed. I don't understand you. I am sure I spent money enough on their education, and-- "Oh, yes; but you have never employed a coachman."



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