

CRUSHED TO DEATH

Frightful Fatal Accident Happens to An Omaha and Council Bluffs Motor Train.

DERAILED WHILE GOING AT TOP SPEED

Heavily Loaded Coach Jumps the Track While Yet on the Bridge.

MAN AND WIFE WERE INSTANTLY KILLED

Terrible Fate Which Befell Mr. and Mrs. Charles Cole of Omaha.

MANY OTHERS WERE BADLY INJURED

What Passengers on the Train Say About the Affair—Caused by Fast Running—No Other Fatalities Probable—The Coroner's Action.

Making up time by a Council Bluffs and Omaha motor train was the cause of the most serious and distressing accident ever recorded since the establishment of the electric car system in Omaha.

The killed were: MR. AND MRS. CHARLES COLE, 1709 North Twentieth street, Omaha.

The injured were: LEWIS WEHRLI, hostler at Neumayor's stables, Council Bluffs.

ANNA ERBSLINO, Commercial hotel, Omaha.

ANDY FRIBERG, 821 North Twentieth street, Omaha.

N. A. TYSON, High School avenue, Council Bluffs.

DR. WILLIAM O'GORMAN, WIFE AND CHILD, Grand hotel, Council Bluffs.

None of the injured are hurt seriously except Dr. O'Gorman and Lewis Wehrl, both of whom complain of internal pains.

Story of the Witnesses.

From what could be learned from witnesses the story of the accident is as follows:

On account of the heavy traffic the train was a little behind time as it climbed the grade at the west end of the big bridge, and just as soon as the level was reached the motorman, W. E. Hoyt, turned on the full current to increase the speed and make up the lost time on a level track.

When within seventy-five or 100 feet of the first truss on the abandoned span of the bridge the trailer jumped the track and bumped along on the block pavement.

Evidently the train crew was not aware of this fact, for the speed was not diminished. Just as the span was reached the rear car gave a lurch and struck the heavy truss on the south side of the bridge.

Thrown to Death.

Mr. and Mrs. Cole, who occupied front seats on the right hand side of the trailer, were thrown out and against the iron railing which guards the footpath.

The force of the shock of crashing against the iron pillar was so great that the bodies, when they struck the railing, bounded back and fell beneath the front end of the car and directly across the track.

The couplers broke and the front end of the trailer remained slightly elevated and leaning against the truss.

After the shock every passenger jumped to the ground and caught the bodies, when they struck the railing, bounded back and fell beneath the front end of the car and directly across the track.

The news of the wreck spread rapidly and hundreds of people flocked toward the bridge from each end and crossed to the center to take a look at the demolished car and the bodies.

Before the arrival of the coroner a couple of city detectives and the police officers on the Douglas street beat arrived on the scene and at once placed Conductor T. J. Smith and Motorman Hoyt under arrest and sent them to police headquarters.

Several doctors were hastily called and promptly responded, but one look at the forms lying under the car was enough for the medical men. They saw at once that life was extinct. Willing hands raised the bodies from the roadway, laid them on the footpath and somebody kindly donated a shawl to cover the mutilated corpses.

Coroner Cole was the first person to identify Mr. Cole, and after hearing the story of the wreck the coroner ordered the bodies removed to the morgue.

Cleared the Track and Away.

A crew was sent out from the power house and the train resumed its eastward journey to the power house, where the passengers were transferred to another train.

C. H. Moore and N. E. Tyson of Council Bluffs were subpoenaed by the coroner as witnesses at the inquest. These men, as well as everyone else on the train, stated that the cars were running unusually fast in order to make the east end switch in time so as not to delay the west bound train, which lay on the sidetrack waiting for the east bound cars to pass.

What the Crew Said.

After his arrest Conductor Smith declined to talk about the affair beyond stating that he was not aware that the rear car had left the track until it had struck the overhead truss support. Motorman Hoyt claimed that he was not running at an unusually high rate of speed and could not see how any blame could be attached to him.

At police headquarters the conductor and motorman were turned over to the officer in charge and were neither booked nor charged with any offense. An official of the Council Bluffs motor line followed his men to the jail and had them released at once. They were ordered to appear before the coroner's jury at 2 p. m. today.

Were Terribly Injured.

An examination at the morgue showed that Mr. Cole had suffered a severe fracture of the skull just behind the right ear. A piece of flesh nearly as large as a man's hand had been torn away and the skull was cracked, from which wound the brain was slowly oozing out. The left arm was also broken, besides bruises all over the body.

Mrs. Cole had a great laceration in the left side of her head, her face was bruised almost beyond recognition and her right arm was broken.

As soon as possible the bodies were laid out in order to let a few friends go the family view them.

The usual crowd of curious people gathered about the entrance to the morgue and asked to be admitted to the dead room, but such requests were denied by order of the coroner.

Coroner Maul, accompanied by a Bee representative, visited the home of the deceased couple to break the sad news to the children. The only daughter of Mr. and Mrs. Cole, who is a fine looking young lady about 30 years of age, was found at home. When asked whether her parents were the young lady replied that they had gone to Council Bluffs.

At this moment neighbors who had heard of the accident came in and a kind-hearted matronly lady took the daughter to one side and told her the awful truth. One great sob from the inner room reached the waiting friends in the hall and then it was known that the truth had been told to the daughter who had been waiting so patiently for her parents' return.

Hoping Against Hope.

After a moment's reflection Miss Cole suggested to her friends that perhaps there was some mistake, that possibly the couple who lay dead at the morgue were not her parents, but that the ray of hope was not instantly dispelled.

To make sure, however, Mr. J. B. West and W. S. Aswirth, both neighbors, drove to the coroner's office, viewed the bodies and positively identified them as Mr. and Mrs. Cole.

Besides the daughter, Agnes, who is employed as a telephone exchange, the deceased leave a son 22 years of age who is a telegraph operator in the employ of the Western Union company.

Mr. Cole has lived in Omaha for many years and was well known and highly respected. He was formerly an engineer and worked for the Union Pacific railway company. For some time he has been janitor of the Lake street school. Mr. Cole was a member of several secret orders, among them the Modern Woodmen, the Ancient Order of United Workmen and the Grand Army of the Republic.

It is probable that the societies to which the deceased belonged will take charge of the remains after the inquest today.

MISUNDERSTOOD ORDERS.

Fatal Collision on the Nashville & Owensboro Railroad.

LOUISVILLE, Ky., June 5.—Near South Carrollton today the regular north-bound passenger train on the Nashville & Owensboro railway collided with an excursion train on the same line.

The excursion train conductor and engineer supposed a changed bulletin had gone into effect at 7 o'clock this morning, when it was to go into effect at 8 o'clock.

They ran beyond the point where they were to meet the passenger. The passenger engineer saw the excursion train in time to put on brakes and for the crew to jump.

The passengers were badly shaken up, but nobody was killed and only one or two badly hurt. Both engines were completely wrecked and the front cars on both trains telescoped. The property loss will be \$40,000.

Those Injured.

JEROME HELM, colored, foot crushed off.

WOODFORD GRIFFIN, leg fractured.

J. T. WOOD, colored; leg broken; all of Omaha.

PAT FAHEY, Russellville, engineer excursion train; leg dislocated.

ED DISCOMB, Owensboro; leg crushed off.

WILHELM SANDERS, Owensboro, colored; back hurt.

THOMAS MEADMAN, colored, Owensboro; leg hurt.

ED. J. OHR, colored, of Owensboro; head hurt.

WILLIAM SCOTT, editor Central City Weekly Democrat, injured.

JIM NEWMAN, white, Russellville, brakeman; ankle sprained.

R. W. BOHR, colored, Owensboro; leg broken.

JEROME HILLMAN, Owensboro; both legs cut off.

JOE BELL, colored, Owensboro; internal injuries.

EUGENE GASSER, colored, Owensboro; bruised.

HENRY BOWERS, white, traveling salesman Falls City Cracker company, Louisville; bruised.

CHARLES CALDWELL, Russellville, baggage-master; head cut.

L. MORAN, brakeman, Russellville, back hurt.

H. POWELL, white, Owensboro, head cut.

R. BLACKLOCK, colored, Owensboro, leg broken.

GILLES CLARK, colored, Owensboro, head lacerated.

FRANK BECKER, colored, leg broken.

HENRY WENSTEN, colored, Owensboro, leg broken.

AMOS SMEDLEY, colored, Owensboro, leg broken.

MARY BEBERER, leg broken below the knee.

HENRY MENTON and JIM BELL, colored, Owensboro, slight cuts.

NO CHANCE FOR LICENSE.

SIoux City's Mayor Will Enforce the Prohibitory Law.

SIoux CITY, Ia., June 5.—[Special Telegram to The Bee.]—One more effort was made yesterday by Sioux City property owners to get the mayor to sign a license law, an independent, to agree to some measure for securing a license for the saloons, which have been only partially closed under the prohibition law.

Leading citizens were held, most of them who supported the present mayor, and he was presented with resolutions urging a return to some form of license law. He persisted in his course and says that so long as he is mayor he will enforce the law. This will settle all attempts to secure a relaxation of the law here.

Mormon Elders in Iowa.

PORT HARBOR, June 5.—[Special Telegram to The Bee.]—A couple of Mormon elders are holding revivals nightly at Colville, a town near here. The village and country people are attending in large numbers.

At Edgewood, on the B. & M. road, he was notified on top of a sleeper after the train started. Yesterday morning his body was found about two miles south of that place, by the side of the railroad track, with scarcely an unbroken bone in it. In his intoxicated condition he doubtless rolled off the car while the train was running at a high rate of speed. His parents reside in Philadelphia.

He Rode on Top of a Sleeper.

HOT SPRINGS, S. D., June 5.—[Special Telegram to The Bee.]—Harry Kale, who has been driving a dray in this city for some time past, Friday night and started for Alliance, Neb., considering under influence of drink.

At Edgewood, on the B. & M. road, he was notified on top of a sleeper after the train started. Yesterday morning his body was found about two miles south of that place, by the side of the railroad track, with scarcely an unbroken bone in it. In his intoxicated condition he doubtless rolled off the car while the train was running at a high rate of speed. His parents reside in Philadelphia.

BY FIRE AND BY FLOOD

Pennsylvania Towns Almost Completely Wiped Out of Existence.

AWFUL COMBINATION OF THE ELEMENTS

Titusville and Oil City the Theaters of Destruction and Death.

RAGING TORRENTS OF BURNING OIL

Peenular and Terrible Culmination of a Fierce Storm.

KILLED AND INJURED IN THE DISASTER

Panic Stricken Multitudes Mad with Terror—Frightfully Grand Scenes of Devastation—A Sunday of Catastrophe—Jinx town, Colo., Goes Up in Smoke.

Oil City, Pa., June 5.—Never before in the history of Oil City and the oil country has there been such disaster, excitement and turmoil as this city is now witnessing.

At 11:45 o'clock this morning the city and country for miles around was startled by two explosions, occurring almost simultaneously.

The Associated Press correspondent was standing on the street in front of the Derrick office and on the approach to Oil creek bridge. The creek is a raging torrent and Center street, for one square, was a solid mass of humanity, and 500 or 1,000 people had approached this point of vantage, watching the muddy waters rolling by.

A Stream of Liquid Fire.

At about 11:30, upon the opposite side of the street, a greenish fluid floating on the water was noticeable. This increased rapidly in quantity and extent, and at last covered almost entirely the yellow, muddy waters of the creek. A smell of gas was perceptible and several gentlemen back of me were discussing the danger should the oil catch fire. Hardly were the words uttered when, about 200 yards up the stream, a mass of flame was seen to shoot heavenward.

"Run!" yelled a hundred voices, and the people turned like stampeded cattle or started for the hills.

Hardly had they started, when a terrific explosion rent the air and the entire creek and for hundreds of feet on each side seemed one seething mass of flame and smoke. The panic stricken crowd shrieked wildly, and their efforts to escape.

Women and children were trampled under foot and about twenty were severely bruised and had to be picked up by a few of the cooler heads and carried out of harm's way.

Usually a Gentle Rivulet.

Oil creek usually is not more than a foot deep at this point, where it empties into the Allegheny river, and about 100 yards wide. Directly at its mouth is the Coon bridge of the New York, Pennsylvania & Ohio road.

About two squares up the stream is the iron and wooden bridge of the city, connecting the Third ward with the city proper. On the east side of the creek is Trinity Methodist church, on one side of Center street, and the Derrick office and Oil exchange opposite.

Across the creek, and built up nearly from the water's edge, was the hotel and livery stable of J. Reinhold and the furniture house of Paul & Sons. These buildings were built on a narrow steppe between the creek and the hills, which rise precipitously immediately back of them.

Witnessed a Fearful Sight.

About a mile from the postoffice, northward from here, on the Western New York & Pennsylvania railway, was a tank filled with oil. Some people passing noticed that the tank was leaking, and knowing the explosive nature and seeing an engine approaching, ran up the hill, where they turned and looked down, and as the engine passed, witnessed a fearful sight. A mass of flames shot hundreds of feet up into the air, and the tank seemed to be on fire.

The engineer and fireman were seen jumping from the cab, and it is supposed at this writing they were burned to death or killed by the force of the explosion.

In an instant the flames swept madly over the entire upper part of the city, which is flooded by the city waters of the creek, and men, women and children were being taken from their houses and caught by the deadly flames, and if not burned to death outright were drowned in the raging flood.

At this writing seven ghastly bodies have been taken from the flood and are lying on the railroad track unrecognized waiting for their friends to come and claim them.

Fighting a Desperate Fight.

At this end of the city was another iron and wooden bridge, which went down five minutes after the first explosion, the huge structure being broken and swept away like so much kindling wood. From this bridge, southward, for a quarter of a mile, the entire town is destroyed and the fire is still raging.

The fire department is making heroic efforts to stop the flames and risking their lives every instant, as it is not known what moment many of the immense oil tanks above here will burst and send their burning contents down upon them. The Imperial Refining company's large tanks are visible from here and are burning, and it is greatly feared that the burning oil will again come down the creek.

Paul & Sons' furniture house, an immense four-story building, was swept away with \$30,000 worth of stock, furniture, etc.

Reinhold's hotel and livery stable were destroyed in a few minutes, and Mr. Reinhold and two others who have not been identified were burned to death. These three bodies have been recovered, and it is not known how many more are lost at this writing.

Words Inadequate to Describe the Scene.

About half the Third ward has been destroyed and the fire is still doing its awful work in this part of the city. People are panic-stricken all over the town and parents are searching for their children and endeavoring to get them all together in a place of safety. It is almost impossible to find words to describe this awful calamity, and at this time there are a number missing. For miles up the creek, on both sides, everything is in ruins and hundreds of families have been rendered homeless. The fire came so suddenly and unexpectedly that very little, if any, property has been saved along the stream, and the sky is still black with the smoke from burning dwellings and oil tanks.

When the two explosions occurred many people were knocked down by the force of the shock. Every window along Center street was broken.

Trampled Upon By the Crowd.

One young girl was picked up out of the mud on this street after the crowd had

passed over her. She was badly bruised and cut, but not seriously injured. It was something about 11:30 that she was killed by the mob, as it was a case of every one for himself. Smoke covered the entire lower part of the city, and it seemed that the entire city was doomed to destruction.

The water in Oil creek is falling slowly at this time, and it is hoped the worst is over. The creek about 100 yards wide, and in the memory of the oldest inhabitant has never been so high before.

In the upper part of town about 1,000 dwellings have been destroyed by fire and the fire department can do little to stop the flames. Smoke steered, up to within four squares of the postoffice, is blocked with lumber sheds and roofs of houses which have floated down. Nothing seems to be baggered and the loss of life is appalling.

Andy Schaeffer's body has been taken to the undertaking establishment, where many Franklin people have visited it. The body is hardly recognizable except from the name on the neck.

John Reinhold's body has just been recovered and is but slightly mutilated.

The sight from the hill above town is almost beyond description. The loss to property is estimated from \$750,000 to \$1,000,000. Up to 5 o'clock fifteen to twenty bodies have been recovered and identified, and the death list will figure up much larger, some placing it as high as fifty. The Third ward up to the Seneca street bridge, within nearly a square of the Lake Street depot, is as level as a field.

List of the Identified Dead.

At midnight searchers are still finding bodies. The following bodies have been recovered and are in improvised morgues.

ANDY SCHAEFFER, Franklin.

JOHN REINHOLD, Oil City.

CHARLES DILLEY, Oil City.

MISS MINNIE RUSSELL, Pottsville, Pa.

DANIEL SULLIVAN, engineer, Oil City.

FRANK MILLER, barber, Oil City.

MRS. WILLIAM BRIGGS, Oil City.

MISS EMMA BRIGGS, Oil City.

WILLIAM MORAN, Oil City.

ED. KEATINGE, section boss, Oil City.

M. T. MILLER, Oil City.

M. R. BAKER, book agent, stopping at Exchange hotel.

MR. JOHN ROACH and SON.

FRANK WATSON, and 10 years, missing.

MR. EARL and TWO BOYS.

FRANK MILLER and FOUR CHILDREN.

TWO BOYS and MR. SEENFRITZ.

WILLIAM ATKIN and his TWO SONS, FRANK and EDWARD.

MRS. BRIGGS and THREE DAUGHTERS, JOHN, EDWARD and MARY.

MR. and MRS. HAWKES and DAUGHTER, MATTHEW LYONS, WIFE and TWO CHILDREN.

FRANK PLANK, JAMES ROGERS, JAMES ASKINS, WILLIAM WHITE, JOHN ROACH, EDWARD MILLER and FOUR CHILDREN, CHARLES MILLER, JOHN STEAK, JOHN HAMMO, THOMAS WILSON and WATSON, WILLIAM STEWART, WILLIAM MAZON, WILLIAM BAKER, W. L. DAUGHERTY, EDWARD MILLER and FOUR CHILDREN, MRS. COPELAND and BABY, MRS. LEVY and TWO.

There are fifteen bodies at the undertaking rooms of Britling, McCracken & Co., twenty-five at the city hall and a number were taken to their homes.

There are still a number of persons missing. Seriously Injured.

LOUIS HAZENFRITZ, badly burned and cannot recover.

W. L. HAZENFRITZ, unknown, badly burned and two will die.

Mrs. FENNEY and six children, badly burned.

MATT LYONS, missing, supposed lost.

Mrs. HAWKS and daughter, burned, one will probably recover.

The Oil City Grows, New Jersey, and the Pennsylvania railway, was a tank filled with oil. Some people passing noticed that the tank was leaking, and knowing the explosive nature and seeing an engine approaching, ran up the hill, where they turned and looked down, and as the engine passed, witnessed a fearful sight.

Nothing so terrible has visited Oil City for many years. At this writing (9 p. m.) the worst is perhaps over and a heavy rain is falling. The Allegheny river is about stationary, but so far not receding. The New York, Pennsylvania & Ohio company placed some cars on their bridge over Oil creek for protection and is intact, although in a crippled condition. The Sycamore street bridge is in good shape except small damage on the west end.

Burning material can be seen as far down the river as the old Moran house, about one mile from town.

Paul & Sons' loss estimated at \$100,000; not fully insured.

R. D. Naylor, lost \$3,000; no insurance.

William Lotts, petroleum house, totally destroyed, \$5,000; partially insured.

It is reported that Sam Yearovic of Houseville saved about twenty-five persons floating down the creek. He used his boat during the height of the flood, and great praise is due him.

Nothing can be heard from Titusville here as yet. All is an uncertainty, the wires are down in all directions.

The loss of life here will probably reach 300.

Emanuel, another oil town between Oil City and Titusville, is reported to have suffered greatly from the flood.

TITUSVILLE'S DISASTER.

Fire and Water Bring Death and Destruction to That City, Also.

TITUSVILLE, Pa., June 5.—The city of Titusville has been visited during the past twenty-four hours by one of the most disastrous fires and floods in the history of the region. Oil creek has overflowed its banks from the west and above the water works to the city line below, and for hours assumed the proportions of an almost resistless flood, reaching nearly up to the line of Spring street. The city is without fuel, street car service or electric lights, and the water works are being run by hand.

The Perry street and Franklin street iron bridges have been swept away, scores of cheap dwelling houses in the lower part of the city, on Mechanic street and vicinity, have been destroyed and scores of lives have been lost, some being burned, but the majority perishing by drowning. The scene presented by the rushing waters surging through the lower part of the city, as witnessed by thousands of citizens, was one of utter desolation.

When morning broke hundreds of anxious people looked out of the windows or stood on the roofs of houses, waiting for a helping hand and trembling for their fate. Strong and brave men by means of boats and ropes succeeded in reaching and saving those who had a secure position until help arrived or until the waters began to recede.

Torrents of Burning Oil.

To add to the horror of the scene rain fell

in torrents and fire broke out in the refineries at different points and the burning oil, sweeping down the current, was communicated to other manufacturing plants and establishments and the destruction was increased a hundred fold.

Among the losses by fire are the International Oil works, the Hiram Bell Cooper shops, the Rice & Robinson refineries, the Titusville works, the works of the New York & Pennsylvania Railroad freight works, the Western New York & Pennsylvania freight offices, Casper Sons' Furniture works, stores and residence, Jack Cullen's hotel and Crescent Oil works of John Shwartz & Co. The Western New York & Pennsylvania passenger depot, built of brick and somewhat elevated on the site, escaped with little damage. The freight offices of the railroad were burned with their contents, including all the books and papers of the freight office and \$10,000 worth of merchandise received for delivery and a large amount of furniture awaiting shipment. A large number of loaded oil cars on its tracks were burned. The Duntz & Allegheny Valley depot was flooded to a depth of four feet and injured. It was well filled with merchandise, but a lot of cars loaded with merchandise which arrived Saturday night was burned upon its tracks.

Churches Remain Closed.

A large amount of loss to the stores, residences and manufactories will probably be covered by insurance, but in the confusion it is almost impossible to give any detailed estimate.

The churches have not opened today for divine service. Rev. Mr. Stevenson of the Presbyterian church and Dr. H. H. Hurd of the Episcopal church were out of town, having joined an excursion party at the city hall.

Among the citizens detained at Canadota at this crisis when their presence are desired are: Mayor Emerson, C. N. Payne, manager of the National Transit; Superintendent Stecker of the public schools and all the teachers of the High school, M. E. Luce, manager of the Western Union Telegraph company; Lawyer Byler of the Calona Commercial bank, M. E. Hoag, cashier of the Commercial bank, and a score of others and their families.

The Calona Oil company, the Titusville Refining company, the Western Refining company, the American Refining company and the Oil Creek refineries are intact or slightly damaged by the water. The Titusville Refining company, which was in the sweep of the flood, sustained a slight loss, and will resume operations in some days.

Measures Taken for Relieving Distress.

A meeting of the citizens was held at 12 at the city hall and subscribed at once \$4,000 for the immediate relief of the destitute.

Joseph Stip and J. E. McKinley heading the list with \$500 each. Millar & Sibley of Franklin wired \$500.

The poor have been obtained for the poor and homeless. The benevolent ladies of the city are on hand to read all possible relief at company Klamroy, Music hall and Masonic hall, which have been secured for the purpose. Fifteen dead bodies have been recovered, and the search continues. Following is the list of dead as far