

TRAINMEN'S BLUNDER COST MANY LIVES

Town of Logan, Ia., the Scene of a Terrible Railway Wreck.

TWENTY-FIVE DEAD IN A ROW BESIDE THE TRACK

Homes of the Citizens Thrown Open to the Wounded—Every Effort Possible Made by Its People to Alleviate the Suffering—Sad Ending of a Pleasure Excursion.

LOGAN, Ia., July 12.—(Special Telegram.)—It was only this morning, after the frenzied zeal to aid the suffering had passed, that the awful extent of the dire calamity that befell the Union Pacific Pioneer Employees' association last night was in a measure realized by the people of Logan, the Northwestern officials and even the members of the association themselves who escaped serious injury and were able to stop and view the results of the wreck and appreciate the awful cost in human life of the mistake of a train crew. It was only after the good citizens of Logan and Missouri Valley had found time to pause from their labors and gaze awestricken upon the thirty mangled forms that had been taken from the wreck and were lying upon the grass near the fence and the half hundred bruised excursionists had been taken to the homes of the citizens of Logan that the full force of the horror was manifest; and it was only when every possible means of transportation had been employed by the people of the vicinity and the hundreds and thousands of friends of the members of the excursion party to reach the scene of the wreck that the "public be damned" officials of the Northwestern realized, apparently, their brutality, and not their criminality, in trying to suppress information concerning the wreck that had resulted in such a sacrifice of human lives.

There was no sleep in Logan last night and this morning, after the work of relieving human suffering and trying to save human life had ended, the citizens of the place were in a position to recount their experiences of the night before and contribute their share to the history of the horror. The celebration of the Pioneer Employees' association had been the most successful ever held by the organization, a fact that was unanimously asserted by the members. The beautiful park in the center of the pretty little town of Logan had been handsomely decorated with flags and banners by the excursionists to use it in any manner that would add its mite of enjoyment to the day. Every citizen of the town was a committee of one to help make the occasion a gala day and the farmers for miles around were present and took part in the enjoyment of the day's festivities. There was a splendid program of the regulation picnic kind and when the time for leaving the place arrived there had not been the slightest thing that had marred the day's pleasure both for the picnicers and their entertainers.

BID THEM GODSPEED.
It was a few minutes after 5 o'clock when the excursionists started for their special train, and the people of Logan turned out en masse to escort them to the depot. There were fully 1,500 people on board the mammoth special train of seven-car cars, and considerable time was naturally occupied in getting the happy excursionists into order and ready for the home going. Unfortunately there was not enough delay. Had there been a few more stragglers to the story of a horror would not have to be written and the shadow of death would not be darkening so many homes in this vicinity today. Had there been a delay of but two more minutes in starting the excursion train would have had the right of way and death's harvest of horror would not have been garnered.

The excursion special was lying on the sidetrack at Logan. Its crew was composed of J. B. Montgomery, engineer; D. H. Lamb, brakeman, and A. L. Reed of Boone conductor. At 6:20 o'clock No. 2, the east-bound passenger, passed Logan. Following it at 6:42 comes No. 38, a freight running on passenger schedule. This train is regularly scheduled. It is usually composed of two or three cars of fruit and the empty mail cars that are returned to Chicago to come out with the fast mail. There were no orders issued to the crew of the excursionists' train except to run to Council Bluffs as special and that order meant to regard all scheduled trains and to use any other time. When the passenger train for the east shot through the little town the conductor of the excursion train accepted that as a clearance against No. 2. Both apparently forgot to wait for a clearance for No. 38. The signal was given and the train pulled out at 6:43. One minute later, exactly, and the horrible collision followed.

SAW THE DANGER TOO LATE.
William Shaffer, the agent of the Northwestern at Logan, saw the excursion train pulling up. He supposed at first that the movement was for the purpose of hurrying up any tardy members of the party and that the train would stop before it left the siding and wait for the passing of No. 38. He was horrified to notice that instead of slackening up at the switch end the train was rapidly taking on more speed. He rushed down the platform and asked an employe if the special had pulled out and received an affirmative reply. "Then, God help them," said Shaffer. "They have pulled out without orders and No. 38 is due in a minute." But it was too late to avert the catastrophe or to even attempt it. All Logan was on the platform cheering for the excursionists and the excursionists had

Just joined in an offer of three cheers for Logan and her people. The echo of the loud hurrah had not died away when the crash came. No. 38, with a full head of steam, one minute behind time, dashed around the curve at a forty mile an hour rate and no human power could avert the disaster.

The collision took place within a few hundred yards of the Logan station, and in the sight of hundreds of the citizens of the town. Instantly the rush was for the scene of the disaster. The scene of the collision was on a short trestle bridge at a curve. While the slaughter of human innocents was great, two things prevented a greater loss. No. 38 was drawn by a small express engine while the excursion special was pulled by an ordinary freight locomotive of the older pattern and was moving slowly. Had both trains been going at a high rate of speed, with heavy engines, the loss of life would have been more than doubled.

ENGINE CREWS JUMPED.

The engine crews of both trains saw the danger and jumped. All of them escaped unhurt, except Engineer Montgomery of the special, who sustained a badly damaged hand. When the engines met the force of the collision almost completely demolished both of them and telescoped two cars on each train. The first car on the excursion special was a baggage coach and the collision turned it into a machine of death. The car was thrown back and in such shape that the floor was shot through the first passenger coach, cutting it in two lengthwise just at the height of the car seats. So great was the force that the floor of the baggage car was forced almost the entire length of the passenger coach, breaking off every seat except the last in the car and cutting the passenger coach off at the window bottom line as completely and almost as neatly as carpenters could have done the job. There were nearly a hundred passengers in this coach and every head that was above the level of the car seats was a target for the instrument of death and it is a miracle that any person in the car escaped alive.

When the shock came the occupants of the cars behind the ill-fated coach did not know what had happened. The shaking up had not been sufficient to occasion any alarm, but a moment later the shrieks of the wounded and dying passengers brought them to a realization of the horror of the situation. There was a rush for the front of the train, but the presence of mind of some of the train men and the citizens of the town, who were within a few yards of the accident, saved adding further agony to the situation. The women and children on the other coaches of the train were prevented from approaching the car in which their husbands and friends were either killed or horribly injured and the male members of the excursion set about the work of rescue.

SET ABOUT THE RESCUE.

And that was a difficult task. The floor of the baggage car was found wedged so tightly into the coach that all efforts to remove it were futile, although a thousand willing hands were joined in the attempt to lift the cover that was concealing the dead and imprisoning the injured in a living tomb. Finally an axe was procured and a section of the car floor cut away. The sight revealed was beyond the power of words to portray. The first object that attracted the attention of the rescuers when the section of the floor was removed was the upright body of a man, whose head had almost been severed from the trunk. So recent had been the accident that the blood from his wounds had hardly started to flow, and his skull, stripped of its covering, glistened like a polished billiard ball. The body of the man was drawn from the ruins and was soon identified as that of John Kinkel, an Omaha musician, who had been playing with the band at the picnic.

The next bodies to be drawn from the ruins were those of Mrs. Bradley and her babe, a child about a year old. The baby's head was badly crushed, but she held in her arms a pretty doll that was as unrumpled and fresh as when it came from its shelf in the toy store. It appeared that the space in the car between the floor of the coach and the floor of the baggage car was packed with dead and dying humanity. Groans and agonizing appeals for help came from the injured and spurred the rescuers to their greatest efforts. As soon as a little space within was cleared the workers climbed inside the coach and the work of passing up the bodies of the dead and injured progressed more rapidly. It seemed that the end would never be reached. Twenty-five dead bodies were taken out and laid in a row on the grass alongside the railroad track and the injured were at once taken in carryalls to Logan.

SCARCITY OF BANDAGES.

In a very short time the appeals for help had been answered by all the physicians from Logan and Missouri Valley, and then some system was introduced into the manner of carrying on the rescue work. There

was a great lack of material for binding the wounds of the injured and pocket handkerchiefs, lunch towels and linen articles of wearing apparel were confiscated for the purpose. Wagons and carryalls were sent from Logan and the injured were brought here for treatment. The Lusk house, the New Moon hotel, the opera house and the Odd Fellows' hall were turned into emergency hospitals and the injured cared for as well as possible.

Then the dead were taken and removed to the undertaking establishment of Case & Webber and laid out on improvised cooling boards for identification. Twenty-five bodies were taken to that place. There was no room for them in the part of the store set aside for the undertaking department and their bodies were placed about in the salesroom. There had been no preliminary preparation of the remains. They were carried to the store just as they had been taken out of the wreck. The bodies were covered with blood and many of them mangled beyond recognition. Their blood covered the floor of the store until the place looked like a slaughter house. But the excursionists had become accustomed to the sight and touch and smell of blood and the work of identification was kept up. It was after midnight when the work was finally completed.

ROLL OF THE DEAD.

The roll of the dead belonging in Omaha numbers eighteen names, the complete list being as follows:
JOHN McDERMOTT, Sixteenth and Nicholas streets; machinist at the Union Pacific shops.
JOHN KINSEY, 463 Cumine street.
ROBERT CLAIR, 133 North Eighteenth street; son of John Clair, ex-assistant boiler inspector.
JOHN H. JACK, Sixteenth and Webster; newsboy employed by the Omaha News company on railway trains.
JOHN LARSON, 111 North Eighteenth street; aged about 10 years; was employed as a carrier for the World-Herald.
FRED NIELSON, 22 South Thirty-third street; son of Andrew Nielson, who is in St. Joseph's hospital.
JOHN R. KILMER, 880 South Seventeenth street; member of Seventh Ward band.
OWEN CAVANAUGH, 152 North Eighteenth street; aged about 18 years.
HUGH DODSON, 434 Emmet street; aged about 12 years.
MRS. KATE BRADLEY and BABY, 119 North Eighteenth street.
MRS. P. J. CARROLL and BOY, the latter aged about 6 years.
PATRICK SCULLY, 224 Center street; stationary engineer at the Union Pacific shops.
MISS MARY TRACY, 197 North Eighteenth street.
JOHN COSGROVE, 111 North Eighteenth street; aged 18 years.
WILLIAM COSGROVE, same address; aged 14 years.
MISS MARGARET COSGROVE, same address; aged 24 years.

In addition to these the following residents of other towns were killed, increasing the list to twenty-four, but there are still several not accounted for, two of the doctors who went to the scene from Omaha stating that they counted the dead bodies, one placing the number at twenty-eight and the other at twenty-nine. The list, so far as it has been obtained, is as follows:

CHARLES HELMAN, Missouri Valley.
WALTER JENNINGS, Missouri Valley.
GEORGE WININGER, Morrison, Ill.; brakeman on the excursion train.
LAWRENCE PETERS, 34 Ninth avenue, Council Bluffs.
MISS OLLIE WILSON, 131 Ninth avenue, Council Bluffs.
MRS. TAYLOR and BABY, Council Bluffs.
THREW OPEN THEIR HOMES.
But the work of caring for the injured was not the least of the tasks imposed upon the people of Logan. There were at least 500 women and children in the party who were almost prostrated by the accident and needed attention. There were children who were separated from their parents and mothers who were wildly searching for their missing children. Every home in Logan was thrown open to the care and comfort of these and every attention and assistance possible shown them in their distress. Hardly a family in the town but had some part in a mission of mercy of this kind. It was after 1 o'clock when a train was run out from Missouri Valley and the excursionists who had escaped injury were transferred and started on their journey to Omaha.

Dr. Galbraith, chief surgeon of the Union Pacific, with a corps of assistants, reached the town in a special car about 10 o'clock and took charge of the medical part of the work and soon brought order out of chaos. They came prepared with stretchers and the sadly needed lint and bandages and were soon at work lessening the sufferings of the injured. It was promptly decided by Dr. Galbraith that the injured could not get the necessary attention at Logan and he decided to remove all of them to Omaha. The order was given and as gently as possible the mangled and bruised and mangled excursionists were again placed on stretchers and taken in carryalls to the scene of the wreck and placed on cars and started for Omaha.

At 7 o'clock this morning the order was received to remove the dead to Omaha. This order was made only after a good deal of discussion and changes of plans. The order was first given by the railroad officials to have all of the bodies of the dead embalmed and Messrs. Case & Webber made preparations to begin the work when the order was countermanded. This came another delay. The question of an inquest was raised. The coroner of Harrison county is Thomas MacFarlane, who lives at Mondakinn. In the extreme western part of the county. No word was secured from him and the local officials were in doubt as to the proper action to take under the circumstances. It was finally decided that an inquest should be held, if deemed necessary, on one body, and the same inquest admitted as applying to each and all of the victims. With this understanding

the order was given to remove the dead bodies to Omaha. Each body was laid upon a board and closely wrapped with a cotton sheet and taken in carryalls to a car sent to convey them to Omaha and Council Bluffs. The remains of Walter Jennings, George Wininger, Charles Helman and John McDermott were left in charge of Case & Webber and the others were sent to Omaha. The remains of Helman and Jennings will be sent to Missouri Valley. The body of Brakeman Wininger will be sent to Morrison, Ill., and the remains of John McDermott have been held on instructions from his Council Bluffs relatives. If an inquest is decided upon one of these bodies will be used and the evidence adduced applied in all the other cases.

INSPECTING THE WRECK.

When the dead had been taken from Logan the citizens turned out and made another inspection of the wreck, close observation of which had been prevented by the call to duty in caring for the dead and dying. It was a gruesome spectacle that presented itself to the spectators. On the trestle were the remains of the two engines. The smaller engine, that of the freight train, was almost a complete wreck. The entire front was torn away and the boiler broken in. The trucks and drive wheels were broken and twisted out of all semblance of their former symmetry and the machine was simply fit for the scrap pile. The engine of the excursion train, Union Pacific engine 774, came out of the collision in better shape. There was a great, ragged hole in the boiler head, and a groove was drawn by a man through, and the cow-catcher was gone. The front axle was bent, but the wheels had not left the rails. The trucks of the tender were broken, but in other respects the big machine stood there as majestic as when it was pulled out of the yards on Saturday morning with its happy load of merrymakers. The wreaths of the national colors were still draped around the stack and the flagstaff. On either side was the wreathed inscription: "1855, Union Pacific Employees, 1896," all of the decorations being sadly out of tune with the surroundings which had changed so woefully. The first freight car of No. 38 was in kindling wood on the north side of the track and the baggage car and first passenger coach of the excursion special were piled up on the north side of the track where they had been dumped after having been relieved of their dead and injured. Not a seat had been left in the passenger coach. All were broken off near the floor and the cushions and upholstered work had been used as litter for the injured. A great mass of debris was found under the car. There were lunch baskets, shoes, hammocks, hats, articles of clothing, drinking cups and all the articles that go to make up a picnicer's outfit. All were covered with blood and the matting that had been laid in the center of the car was still dripping with blood.

On the south side of the track another bunch of hats had been collected. There were hats of all kinds and sizes, some nearly new and apparently unharmed, while most of them were cut and broken and nearly all of them covered with blood. In the pile was a stiff hat, new, that held fully a quart of clotted blood, and lying against it was a baby's lace bonnet as clean as when it was taken for the baby's outfit on Saturday morning. A cadet boy's cap was covered with blood and badly broken, and over it was a woman's hat gay with bright flowers and unharmed.

SOME PECULIAR FEATURES.
There were some peculiar features connected with the great wreck and many thrilling personal experiences. William Summit is a Northwestern employe at Missouri Valley. He wanted to go to the picnic, but could not get his excuse. He cut his work and went anyway. He was pulled out of the wreck one of the most seriously injured. Both his legs were broken, there was a deep cut in his thigh and one side of his face was bruised to a jelly. He was taken to the Lusk house and was afterward removed to Omaha. There is but little hope entertained of his recovery.

Bert Packler and Walter Jennings of Missouri Valley were riding next to the engine in front of the baggage car to get away from the crowd. When the collision came Packler was shot like a catapult upon the tender. His clothes were literally stripped from his body, but he escaped with a mere scratch. Jennings was caught between the cars and his life crushed out.

Charles Helman and Mike Garven, both of Missouri Valley, were on the platform of the front passenger car. Garven saw the impending collision and jumped, at the same time calling to Helman to get the same. Garven escaped, but Helman's neck was broken by the shock.

Two Omaha boys, whose names could not be ascertained, were leaning out of the window of the car when they saw the collision could not be averted. They sprang through the windows and rolled into the ditch and escaped with but slight bruises.

RESENT OFFICIAL BRUTALITY.

The people of Logan are most peaceably disposed, but they are up in arms over the action of the Northwestern officials in trying to suppress the news and facts of the accident. There are fair telegraph facilities at Logan, but the town might as well have been in the center of Cuba so far as the means of communicating with the outside world was concerned. When the accident happened the first rush of many of the excursionists was to the telegraph office to notify their friends of their safety, and to give information concerning the wreck. Piteous appeals were made for the opportunity of sending some word to the friends at home, who were wild with terror and anxiety over their fate. There was practically no satisfaction. The messages were filed for future reference and accumulated by the hundreds, while the plea of "company business" was sufficient to keep the operator from making anything but a feeble

stagger at caring for the business offered. A newspaper man succeeded in getting a bunch of copy filed for his paper and the operator, who was kindly disposed, started to send it. The opening sentences were not completed when the operator received a curt order from Boone to stop the message and devote his attention to company business. It was not until after 4 o'clock this morning when Messrs. Barnhart, Cralle and Stoddard of the Western Union arrived here and cleared up the accumulated business regardless of the wishes of the railway officials.

Superintendent Hallenbeck, Assistant Superintendent Lytton of Boone and other Northwestern officials arrived from Boone at midnight and superintended the work of clearing away the wreckage. While they were doing the work, with the presence of twenty-eight dead and fifty wounded before them, the Chicago officials were making affidavits that there had been no wreck on the Northwestern at Logan.

Coroner MacFarlane will impanel a jury tomorrow and hold an inquest as to the cause of the disaster and the source of its responsibility.

BRINGING HOME THE DEAD ONES. Suggest Scenes of All the Ones that Came Latest.

The train which carried the dead arrived at the Union depot at 3:30 o'clock. It had been given out that it would not arrive until noon, and this was responsible for the fact that only a few of the relatives of the lost were there to receive their bodies. But even then there was enough of heart-breaking woe to touch the sympathies of those who saw the pitiful spectacle.

The police had stretched ropes across the platform to keep back the crowd, and the train men, assisted by a posse of police, tenderly lifted the bodies from the train and deposited them in a long, ghastly row on the floor in the baggage room. Each was covered by a sheet, and when the line was complete a passage was cleared, and those who had friends among the dead were allowed to pass through the improvised morgue. One by one they passed down the line, lifting the coverings from each bruised and blackened face as they went along. Some of them failed to find the face they carried in their hearts. Others found it, but too soon, and their sufferings as they beheld the terrible certainty that killed all hope were pitiful to see.

One father bent over a sheeted form that lay near the middle of the row. The light that filtered through the breathless crowd fell on the still smiling features of his little boy. The body was horribly crushed, but the face was untouched and for a moment the father stood as if he expected that the bright eyes would open to assure him that it was not death but sleep. Involuntarily he lifted the shroud a little further until the mangled body was disclosed, then uttered a cry of agony that brought tears to the eyes of many an on-looker who had looked on death before.

The fact that several of the dead were children, added not a little to the pathos of the scene. At one end of the row lay the body of Mrs. Maggie Bradley, while her baby slept between two strong men at the other. Finally the body of the child was laid beside that of its mother, and they were taken away together.

The train brought over twenty bodies altogether. Only a part of them were identified, during the half hour that they lay at the depot, and then they were all taken away to the various undertaking establishments to be prepared for burial. The friends of Charles McDermott claimed that his body was not among those brought over and it was concluded that he had been left at Council Bluffs by mistake. Some of the identifications were not positive, and in several cases one bystander would claim to be certain that he saw the body of one man while another would be equally positive that he was mistaken. But the bodies were so badly mangled that it was impossible to allow them to remain longer without attention and in several cases they may not be positively identified until they are prepared for burial.

LONG WAIT FOR THE WOUNDED. Patient Vigil of Anxious Relatives Broken by Pathetic Realization.

Those who had not found their loved ones on the first train which arrived put in the time waiting impatiently for the following one, which it was announced, contained the wounded. It was at first announced it would arrive at 5 o'clock. Later it was stated it would be 6. Finally the word was passed around that the train was running very slowly to make it as easy as possible for the injured and it would be 8 o'clock before it would arrive. The ambulances were sent up town to allow the horses, which had been standing there all night, to get some feed. The train came in, however, sooner than was expected. The police stretched ropes from the door of the baggage room to the train to keep the crowd back and willing helpers lent a hand to carry the sufferers from the cars to the waiting ambulances.

The strain upon those who had been watching and waiting all the night through by this time had become intense. Women who had borne up bravely through the hours of waiting broke down and sobbed hysterically and strong men wept as the form of some loved one was carried from the car on a stretcher. The long suspense had led them in no condition to withstand the strain of the sight which met their gaze. Men, women and children who the day before had bid them goodbye full of life and pleasant anticipations were carried out limp and helpless, in several instances only a slight moan giving indication that life was still there.

Tenderly strong arms bore them along and they were placed in the awaiting ambulances and driven to the hospital. Friends gathered around with anxious inquiries as to the extent of the injuries, and for the first time

IN THE SHADOW OF A GREAT CALAMITY

Many Omaha Homes Darkened by the Railroad Wreck at Logan,

TRAGEDY THE ONE TOPIC OF CONVERSATION EVERYWHERE

Heartrending Scenes at the Depot When the Trains Bearing the Dead and Injured Arrive—Morgues Besieged by Anxious Friends.

Saturday morning there were many happy homes in the city of Omaha into which the death angel came in the evening with a suddenness which has cast a gloom over the entire city. When the excursion train containing the Union Pacific Pioneer's association and their friends started out from the depot with its sixteen coach loads of happy people there were many who remained behind who longed to be in the party. Their inability to attend spared them the witnessing of a terrible calamity and possibly from being victims of it, as were many who in the morning had been looked upon as more fortunate.

It was just after the dinner hour in the evening when the report was circulated on the street that the train had met with an accident and many of the party had been killed and others injured. There was a crowd on the streets when the first vague news was received and this was steadily augmented during the evening. Every effort to obtain any information of the disaster and who the victims were proved futile and the excitement was becoming more intense every minute. Newspaper offices were besieged with inquiries and people were at first loth to believe that this source of information, which can usually be relied upon, was unable to give them what they wished to know. Until the small hours of the morning the telephones in these offices were kept constantly ringing by anxious inquirers, but it was well along in the night before any information was forthcoming.

The local telephone line to Logan, where the accident occurred, was kept constantly employed by the friends of the excursionists who had been left at home and by those who had attended, carrying messages, but the facilities were necessarily inadequate to the emergency.

WAITING FOR THE TRAIN.

Early in the evening it was stated that the train bearing the survivors would arrive soon, and a crowd of over 2,000 congregated at the depot. As time wore on and no train and very little information came the crowd became almost frantic. All night long the throng of anxious friends and relatives of the excursionists kept up their vigil, and when along toward daylight the trains carrying the survivors, the injured and finally the dead arrived one after the other there were some heartrending scenes. While one group would be joyfully greeting those who had returned alive and uninjured there were others from which came up the sobs of the heartbroken who had learned of the terrible fate which had befallen those who were dear to them.

Yesterday all day the streets were filled with little knots of men who were discussing the terrible affair, and it was the all-absorbing topic in almost every home. The dead and injured, coming as they do from the ranks of those who have lived here many years, leave an unusually large circle to which the loss comes as a personal one. All day and into the night the hospitals where the injured were taken were besieged with inquiries as to their condition and the morgues where the dead were lying were overwhelmed with applications to view the remains. All the latter requests were refused except in the case of immediate relatives.

While the injured were receiving every care at the hospitals the friends of the afflicted ones were doing everything possible to soften the blow which had fallen with such crushing force upon so many families. In times like these, however, the best intended words can do little and often only serve to sharpen the grief which time alone can heal.

Very little has been done as yet toward arranging for the funerals of the victims, but today they will probably all be arranged for. As this work is taken up the extent of the calamity which has befallen the community is brought home with crushing force. Some families have been practically wiped out, leaving only one or two to follow to their last resting place the majority who met their death in the wreck.

LIST OF THE SERIOUSLY WOUNDED. Categorical Statement of the More Serious Injuries Sustained.

The list of the injured is a lengthy one. It contains at least thirty-four names of persons who were seriously hurt, dangerously so, to a greater or less degree. In addition there were at least fifty, if not a greater number, who received injuries of a minor nature. These consisted of bruises and cuts, or slight disfigurements, which will probably amount to nothing.

were allowed to get over their attacks as best they could.

The condition, however, left its effects upon great numbers of the passengers, and when they alighted from the trains they were all of a tremble, and many of them, although their limbs were sound and their general physical condition was unimpaired, required the assistance of friends to lead them away to their homes. It was a pitiable sight to see strong men as weak as any woman.

WORK OF THE SURGEONS.

It took much time to prepare the injured for their journey to this city. It was necessary to transport them a considerable distance after the wounds were dressed. Owing to the number, it took still more time for the physicians, even though they worked as hard as their hearts could for them, to adjust the bandages and to tenderly dress the gaping wounds that caused men and women and children to scream in the loudest tones in their supreme agony.

Thus it was that hours elapsed after the departure of the first section of the return train, which carried the unhurt, before the second section was started. The latter carried all the wounded whose hurts were of any magnitude. It had also on board such friends of the injured as would not be torn away from or forced to leave the sides of their suffering loved ones.

The section consisted of two coaches, a baggage car and a Pullman. They were almost crowded to an uncomfortable degree in order to hold the great number that boarded it. The baggage car was used for those who required cots and stretchers for the journey. The other was for those who were able to sit up or were less injured.

The scenes which were presented within the two cars were such as to never be forgotten by those who witnessed them. They were scenes such as made the strongest heart grow weak and sick. They were scenes that caused the tears to well up, even though every one of the participants was a stranger. They were scenes of the direst woe and lamentation.

TOUCHING SCENES AT THE DEPOT.

The interior of the baggage car presented the most pathetic sight. Here were ranged end to end the cots which bore the most seriously injured. They filled the car to its fullest capacity. Room was hardly allowed for the physicians to pass from one little bed to another in their efforts to alleviate the pains of the sufferers as much as their mortal powers would permit them. Groans and screams filled the car from one end of the trip to the other.

Beside each cot and bending over the bundle that occupied it knelt or lay the attendants, the parents or children, the brother or sister, the husband or wife. Tears streamed down their faces as they tended to the wants of the suffering one, fanning with hat or fan, lifting the glass to the lip or gently soothing by word or hand. Hearts were silently breaking as they watched the quiet or the moaning form, which in many cases was struggling with death.

The sight in the other car was as pitiable a one. In this the injured were stretched upon the soft seats, swathed in bandages. Their injuries, however, were not of such character to force away thought, nor were the attentions they required sufficient to prevent their attendants from dwelling upon the disaster. Almost without exception they had been passengers in the car of death and had lost some one in the crash. The thoughts of the dead caused some to weep silently, others to stare stolidly and stupidly as if they had been struck dumb by the blows, others to shriek aloud in their anguish.

LIST OF THE INJURED.

The injured who were in such condition as to require medical attendance were taken to St. Joseph's hospital. There were twenty-nine of these and the hospital force was kept on the jump by the sudden influx, but by noon all had been attended to and the physicians reported that all of the victims were doing well. Regarding those injured internally the doctors said at least two or three days would be required before their fate would be determined, but all of the others were said to be doing well and several were expected to be able to leave the hospital within the next day or so.

The list of those in the hospital, together with a few others who were severely injured but able to get to their homes, is given below. In addition to these there were a large number who sustained severe injuries, such as bruised heads, mashed fingers, etc., but these made their way to their homes as quickly as possible, and it was impossible to locate them. The following list includes all who were seriously injured:

ROBERT BUCHEL of 622 North Seventeenth street; his left leg is fractured.
MRS. BUCHEL, wife of the above; sustained a number of severe contusions in the face and forehead, her nose is broken and her arm badly injured.
KATE COSGROVE of 1111 North Eighteenth street; sustained a contusion over the right eye, and was generally and badly bruised.
WILLIAM J. SUMMIT of Missouri Valley