THE OMAHA DAILY BEE: MONDAY, JULY 13, 1896.

sustained a fracture of a leg and was gen- concerning the Northwestern system of erally bruise MHS SCULLY of Sheeley; sustained frac-

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tures of several ribs and also was injured in the chest. She is not expected to live. SAM DODSON of 4114 Emmett street; ribs broken, badly injured internally and bruised the wreck, but the loss of a few, especially about houd.

BLANCIE HENDER of right arm is frac-ieriously injured. Her right arm is frac-tured in two places and both her clavicle and little groups of men stood outside the seriously injured.

street; very badly bruised. ANNIE COLVIN of the same address; shoulders badly bruised and was severely

street; injured in the sides, arms and head, EVA NEILSON of 222 south Thirty-third street; very badly injured internally and in

tramp. the right hip.

william upon both legs. WILLIAM CHRISTIANSEN of 3418 Grant

street; sustained contusions upon the right thigh and left leg. P. J. CARROLL of 1410 North Eighteenth

street; injured in the chest and head, and is also suffering from an injured hand. JEROME A, LILLIE of 1808 Webster ture street; ribs fractured and sustained internal injuries, besides receiving contusions upon the face and chest. It is feared that his injuries are fatal.

his injuries are fatal. FRED KINSEY of 4603 Cuming street: sustained an injury to the right arm and contusions upon his face.

THERESA TRACEY of 1107 North Eighteenth street; sustained a number of severe ther back in the train sustained no injuries.

outs upon the head. MAGGIE SCULLY of 2425 Center street; sustained contusions upon the left shoulder

JOHN PERKINS of 1442 North Nineteenth street, 17 years of age; badly cut about the face and received an injury to his right leg. JOHN M'KENNA of 1534 North Twen-

tieth street; injured internally; his injuries MIKE SHANNON of 1622 Nicholas street 14 years old; sustained a badly sprined ankle STEVE MEANEY of 1113% Pacific street;

badly cut about the left leg and was gen hrmised JOHN MEANEY, same address; cut abou

the face. ELSIE KALER, of Council Bluffs, age 3 years. Child of J. F. Kaler, who was also

E. MESSERCHMITH, 3306 Franklin, about 18 years; bruised about both legs from the middle of the thighs to the ankels. C. J. FITZGIBBON, Missouri Valley, left amputated between ankle and knee

leg amputated between ankie and knee, badly bruised about head and face. HENRY SLAVIN, age about 16 years; wrist sprained and slightly bruised about the body. His parents live in Indianapolis.

The following were slightly injured; BLANCH HENDER, head and chest bruised.

- ANNA COLVIN. MYRTLE COLVIN.
- OLIVE COLVIN JOE FLYNN, foot injured.
- HARD HIT IN MISSOURI VALLEY.

Some of Its Most Popular Citizens Among the Victims.

Probably at no place save only this city was there more anxiety on Saturday night to learn the exact extent of the catastrophe and more sorrow yesterday when the names of the dead and wounded were learned that

TRAINMEN'S BLUNDER secrecy, ALL-ARSORBING TOPIC

Vesterday Missouri Valley appeared as a city of the dead. There had not been many of the town's citizens killed and injured by

when they are popular among their fellow BLANCHE HENDER of Clifton Hill; most townsmen, means a good deal in a small

bones are broken. ROBERT J PEARSON of 1711 South Ninth street; knee tadly lacerated. J. F. KALER of Council Huffs; very badly cut about the head and face. MARGARET COLVIN of 2829 Decatur biract very hadly bruked There was no such boisterous demonstra-tions of grief as are frequently seen at such times and places. The strain had been too gation with its Bryan badges and banners could not draw the attention of the popuintense and long continued for that. the night long they had paced the platform

and not silently with their sorrow. Physica nature was too weak for any violent demon the hour. d. OLIVER COLVIN, also of the same ad-attended the pionic was Walter Albert Jen-attended the pionic was Walter Albert Jen-the bour. Among the people of Misseuri Valley who attended the pionic was Walter Albert Jen-the bour. Among the people of Misseuri Valley who attended the pionic was walter Albert Jen-the bour. lace away from the all absorbing theme of

and had his right leg hurt. His condition is also critical in the leading grocery store of the town. It is said that his mother had urged him is also critical. ANDREW NEILSON of 202 South Thirty-third street; arm broken, both sides in-jured and received a number of cuts in the face. HENRY C. CONRAD of Dayton, O., a who was on the train; injured about was vestered a attendor throughout the little again. There was a rumor throughout the little

The second state of the se his name nor any confirmation of the recould be secured.

William J. Summit, who sustained a fracture of the leg, was employed in the böller works on the Elkhorn road. He is single them by their presence.

James J. Fitzgibbon, who was also in-ured, lives on his father's farm, about 'our and one-half miles out of Missouri MRS. O'HEARN of Council Bluffs; se-werely cut about the face. Her right arm and shoulder were also injured. The right arm fitzgibbon. A brother of the injured man Eighteenth street. He had been told his cas also on the train, but as he was fur-

> Fitzgibbon is very popular among the Mis-souri Valley people. L. Mack, whose name appears on the list of the dead, is a young man between 16 and 17 years of age. He is a son of Charles

the Union Pacific and is at present employed as a flagman at a South Omaha John Perkins, who was seriously injured.

is a son of Harry E. Perkins, clerk in the Union Pacific headquarters. He resides with his parents at 1442 North Nineteenth street.

CROWDS AROUND THE MORGUES.

All Besides Relatives Denied Permisdo nothing to assuage. The news of the arrival of the train spread

sion to View the Bodies. The streets of Omaha presented a busy quickly. cene all day yesterday and the usual Sunwhich had haunted the platforms all night day quietness was conspicuous by its absence. Immense crowds gathered about the undertaking establishments, where the bodies of those killed in the wreck had been taken, and it was necessary to call for policemen to keep the crowds from taking posmore to see or hear people session of these establishments. These crowds were composed of the friends and departed. acquaintances of those who had been killed DESCRIBED BY EYE WITNESSES and they insisted upon being allowed to view the remains. As the bodies were badly Dr. White and Family Witness th mangled in nearly every case and in such condition that it required a large amount work to get them in condition to be even

In these days when railroad companies are disposing of their old rolling stock by prepresentable, the demands of those who arranged smash-ups, a person who has eished to see them were almost invariably efused. This was particularly the case at actually seen a collision between two great trains that is not according to a fixed pro-Heatey & Heafey's, where deven of the bodies had been taken. An immense crowd gram, but is in reality a frightful calamnity, collected about this establishment early in is looked upon as a rare person. Dr. White, one of the oldest residents of Missouri Val-lep and one of the leading physicians of that morning and remained there all day, the rowd changing constantly in its composi little town together with his wife and two tion, but remaining about the same size. All requests to view the remains were redaughters, saw the two trains approach each fused on the ground that the work of pre-paring the bodics had not been completed other, in suspense waited for the awful crash blood, that must follow, and witnessed the colliion, the lighter locomotive in front of th and they were not in condition to be seen. large number of those applying reight train raising high in the air and were plunging into the coaches of the excursion train that were nearest to the front. nerely curiosity seekers, while others were friends. Wherever relatives asked permis-Dr. White, his wife and two daughters tion to see the remains of loved ones the rere driving homeward from the uest was granted, but such requests were They had left Logan before the the time. very scarce, those most interested having excursion train and were driving rapidly along the road parallel to the railroad in een the bodies when they arrived in the order to reach a turn in the road before the At Coroner Burket's a large crowd con excursion train should draw up even with gregated and a policeman was called into them. service to keep the crowd from taking enonclusive To a Bee reporter Mrs. White said: " hought the excursion was getting ready to leave when we drove past it, yet I knew Those who had been on the ill-fated exescape. ursion were the centers of little group athered about on the streets and the by that it was earlier than the time set for parture. Soon I heard it coming and we ove faster. Then we were right opposite standards listened eagerly while they re ounted their experiences. Every detail was zone over and over again, and the curious the sharp curve in the track. I think that the men in the freight engine saw the passen-ger, but am confident, from the relative easted upon the heartrending details while the eyes of many dimmed with tears as they heard how a dear friend had met death or positions of the trains, that the men on the passenger engine did not see the freight train. There were two short, shrill whistles; In every group the conversation turned upon the heariless action of the Northwestthey were sounded almost simultaneously But they came too late. No power save the ploneers' piculc. Many, perhaps the majority, managed by from heaven could have then checked those "The suspense from the time that we first up until the last moment that a wreck had neeeded. Those who were compelled to re-main in "Missouri Valley gathered at the Northwestern station and earnestly implored forme news concerning the seriousness of the disaster, and that such usings of the dead and wounded as how the series of the series of the series of the stiller. saw the approaching trains until the awfu crash came was something that no words can fitly describe and that no one who did not live through it could fully appreciate. We were all dumbfounded; we had lost our tongues. At last I found my voice and screamed. 'My God' those trains will meet.' "Those few seconds of suspense were years heard to exclaim, with more force than elegance, "I would never let any of my than It seemed as though the man who had fash ioned our time must have blundered. family go over that infernal road, because our silent excitement my daughters and mythey might get killed and I wouldn't hear of it." Many other expressions, some of self jumped to the ground. Would that we could have done something to stay the im-minent catastrophe, but had we been right them of a very violent character, were heard on every side and the subject was turned over and over, as each new addition to the the track instead of alongside it should all have been powerless. groups added his mile to the general con-demnation. This matter formed the subject of conversation on the street cars, in the "Then came the crash. It was a mighty roar, but not so great as I fancied such a collision would cause. Perhaps the effects hotels and, in fact, in every place where of that nerve-straining suspense had rena few were gathered and in every instance the railway officials were censured in the dered me incapable of appreciating sound. I don't know as to that. But the crash most severe manner. was followed by a silence that was intense. For minutes certainly, for months appar-ently, there was not a sound to be heard. Infests the blood of humanity. It ARRANGEMENTS FOR FUNERALS.

of the eye witnesses to the collision. He had been in attendance at the Union Pa-cific Pioneers' picnic during the afternoon and started for home just a few minutes COSTS MANY LIVES rior to the departure of the excursion rain from Logan. He was driving in his

buggy along the road that runs close to the Northwestern track. Just before reach-(Continued from First Page.) since the news of the disaster was first ing the point where the collision occurred since the news of the disaster was first received, learned the true condition of their friends. Scarcely a sound was heard, ex-cept the sobbing of women, and an occa-sional groan from some of the wounded. looked up and saw the freight coming from the west at a rate of speed that he estimates at thirty miles an hour. Know-ing that the excursion train was due to

EFFECT OF AWFUL TENSION.

SUNSHINE FOR TRACY.

and in a few minutes the

Crash from the Roadside.

naimed.

leave Logan at about this time, he cast a hurried glance toward the rear and was horrifled to see the heavily loaded train oming up the track at a slow rate of

REALIZED WHAT WAS COMING.

In describing what occurred, Mr. Smedley yesterday afternoon said to a reporter: OLIVER COLVIN, also of the same ad-dress; sustained a number of severe cuts about the head. JOHN SCHNEHDEL of 1732 South Ninth Street; injured in the rides, arms and head, EVA NEILSON of 222 south Thirty-third Constant Discussion who was also killed. When I saw the two trains they must have prevent a collision. I stood up in my buggy, swung my hat and oried out in Event, injured in ternally and in the was incert; very badly injured internally and in the was incert. Injured in ternal, who was also killed, addition her right leg is badly hurt. Her condition is seriors. LEONARD MACK of 1707 South Tenth street; injured in ternal to be expected a number of wounds in the abdomen and groin, received a number of wounds in the badla tig sparse of the yoanger folks. As each form was lifted from the car it trains moved toward each other. Then it was recognized by some of the watchers as that of a brother, sister, father, mother or sweat streamed from my face as] stood that was teached. To the onlooker it was a scene which will never be forgotten, and a scene which will never be forgotten and a scene which will never be sc

and not to exceed 500 feet from the track when the two engines came together, which none will ever wish to see the like To some the coming of the wounded was "The moment when the two iron mon W. JOHNSON of 3415 Lake street: islons upon both legs. To some the coming of the wounded was not the end of their sorrow. There was the inortent when the two the inortent the most trying of my bard and run away from heard of since. Many the inortent when the two the inortent islons upon both legs. To some the coming of the wounded was not the end of their sorrow. There was till another train, which would bring in billice. I served during the war of the rebellion, was in twenty battles, but neve the dead, and as they followed the living but maimed members of the family they looked back to the sadder homecoming that did I experience such a feeling as I did when I stood there upon the Iowa prairie, knowing that in a very short time scores awaited them. They were unable to secure knowing that in a very short time scores any information as to when these would arwomen and innocent children would rive and followed the living to do what they be killed and that no power on earth could could to minister to their wants and cheer

prevent the catastrophe. At last the end came and that strange feeling passed away.

"As the two trains continued on toward ach other there was a dull, heavy shock Like the first arrival, this train also brought joy as well as sorrow. There were those who had thought their dear ones were fatally injured, who now learned that seemed like the rumbling of distant This was followed by a hissing ound and in an instant the two engines and the front cars of each train became enveloped in clouds of steam, completely obscuring them from view. Soon the clouds wife was fatally injured. Silently he had kept up his vigil all night, waiting for the cleared away and as they did I saw the engine of the excursion train climbing on rival of the train. Tears streamed down top of the one attached to the freight. Be-hind the engine of the excursion train his face at the thought of her who had be-come a part of his life. When the body the care seemed to be crowding and push-ing together. The roof of the baggage car wed from the car and the doctors told him she would live, his tears gave seemed to settle down and almost at the rame instant it struck the body of the place to a smile, and he forgot for a moat the ills which actually beset his hi coach immediately behind. As this roof hold in the thought of the greater one which struck it plowed into the coach, just above the windows, and continued on its course it had escaped. Those who were not seriously hurt and

until it reached within a few feet of the rear end, when it seemed to waver, topple those who had stayed to care for friends heaved a sigh of relief to be released from and settle down upon the coach, crushing the constant sight of the mangled and the into what seemed to me to be "It was terrible," said one of these, "especially on top of the scenes at but a mass of kindling wood. As the noise of crashing timbers subsided there arose upon the air the cries of men, women and the wreck to be compelled to sit in the train for hours with those whom we were powerchildren, mingled with the groans of the less to aid, and whose sufferings we could

maimed and dying. "I never knew what became of the trainmen, only as I heard that they had jumped and ran away from the scene of the terrible accident.

was augmented by those who had passed the time at some place near by. Not until the wreck just as those from the rear coaches were hurrying up to the front. And the last person had been removed from the train did the crowd show any sign of as I looked at those wrecked cars I witdiminution, and those who departed were largely made up for by the late comers. nessed some of the saddest scenes that could be imagined-scenes that made me sick at For over an hour after there was nothing heart. There was one lovely little child, not more than 6 years of age, whose little continued to come, and, learning the situation, quickly head and body was crushed almost to a pulp. She was dead and her little body was

hanging out of a car window. Not far from her was another little girl of about the same ce a beautiful child. She too was cut bruised and mangled in a frightful mannet and dead. Clasped in her tiny arms was a rag doll, evidently made by some fond mother or loving sister. This doll was unscratched and intorn and fondly reclined upon the breast of its little dead mistress.

of three men was necessary to separate them. Mr. Fitzmorris hurried to the front of the train and set to work to extricate with her father. The Daughters of Re-with her father. The Daughters of Re-

"I grasped a detached beam of the broken car," he said, "and crawled in among the dead and wounded. It was an awful sight The floor of the baggage car swept the seats and their occupants on one side and jammed them into the further end. On the other side the floor passed about a foot above the row of seats lad are of the

the other side the floor passed about a foot above the row of seats. Had any of the people on that side ducked their heads, they would have escaped. Engineer Skully and his wife were in one of the rear seats and were pinned in the wreck, the former killed outright, the latter dangerously injured. We managed, after hard work, to extricate Mrs. Skully and remove her from the car through a window. Then the floor of the

through a window. Then the floor of the baggage car was proped up and the body of Mr. Skully removed. The second time I entered the car, and while groping in the lower side, the propped-up floor gave way and pinned me to the floor. I tell you my

breath was mighty short when I was pulled Mr. Fitzmorris was so exhausted that he

lous for over an hour. Mr. Fitzmorris says the belief was general among the excursionists that the telegraph wires were cut to prevent news of the affair getting out. He refutes the rumor

that Engineer Montgomery was under the influence of liquor as he talked with him ten minutes before the train started. He

WHAT KENNEY KNOWS.

Daniel Kenney of 618 North Fourteenth street, was seated with his child in the mid. dle portion of the train when the collision occurred. He describes the scenes in and around the train as follows: "We pulled slowly out of the side track at Logan, and the train was just beginning to gather headway when the crash came. While the jar was quite severe in the coach where I was seated, I had no idea that anything very serious had happened. The train moved but a very short distance after the collision, and I at once left the coach. The scene was truly appalling. Our engine and that of the freight train had collided, and almost com-pletely telescoped each other. Both huge machines were perched on a small bridge and the baggage car of our train was shot "The cries and groans that proceeded from rive on the ground as if by magic, and they vorked most herolcally in relieving the injured. Axes were procured from the train and a number from the town, and the wood-work which held the passengers captives was cut out in sections and removed. One woman was kept pinloned in her seat for over an hour and a half, but when she was finaly relieved it was found that her in-juries were not of a serious nature. nothing

"As fast as the disabled were taken out other people took them in charge and they removed to Logan in wagons and were carryalls. The dead were laid on blankets in a nearby field, and later on taken to Logan, where they were laid side by side

in the Odd Fellows hall. It seemed almost an endless job to cut away the wreckage terrible accident. "Hitching my team to a post, I hurried to length it was announced that all persons had been taken from the wreck. I do not think the excursion train was moving to exced three miles an hour when the collision occurred. The other train, judging from the destruction it accomplished, must have been running at a considerable higher rate o speed than is usual with freight trains."

YOUNG JAYNES WAS COOL.

One of the most remarkable examples of presence of mind in a time of excitement was that displayed by Arthur Jaynes, a 14-year-old boy, son of H. S. Jaynes, su-perintendent of the Chicago, St. Paul, Min-neapolis & Omaha road. As soon as the train had come to a stop young Jaynes, noting at a glance the terrible have Looking into the car, it had the appearance of a human slaughter house. There were men and women beheaded as completely as they would have been had the guillotine been | who sent word of the disaster to this city.

SECOND PICNIC PARTY WREC

46 years old, and for years has been con nected with the Union Pacific train servic in this city. He leaves a wife and two children. Mr. Peters had scated them in

the third car and had gone into the fire coach in the hope of finding seats for the near the Kaler family. While looking for the seats he was killed. He was a member of the Order of Odd Feflows, and the funeral will take place under the auspices of the order at 4 o'clock this afterneon.

OFFICIALS REFUSE COURTESIES.

Responsibility for Delayed Informa-

tion of the Wreek. The thousands of people in Omaha who spent hours of anguish on Saturday night in trying to get some tidings of the extent and details of the disaster at Logan ought to have no trouble in placing the responsibility for the failure to secure the prayedfor information.

When the first news of the disaster fact that the engineer worked for two hours among the victims, though suffering from a fractured arm, and then fell exhausted. reached Omaha the newspapers employed truth of the reports of great loss of life. Local correspondents at Logan, Missouri Valley and other points in the vicinity were wired without response, and then came the question of the quickest way to get a re-porter to Logan. Application was made cil Bluffs to take a relief train to Logan. A reporter at Council Bluffs was notified and instructed if possible to go on that train. An application was made to Assist-ant Superintendent W. O. Lytton of Boone for permission to ride with the surgeons to the scene of the wreck. The reply was an emphatic and positive refusal. An attempt was made to urge the fact that the people

were made for the run to Logan. But the bars were up to newspaper men. The Western Union Telegraph company in response to the appeal of the people for news from the which had accumulated at Logan and which and none of the passengers in the other cars the Northwestern people professed to be unable to handle on account of the press were badly injured, although some of them of their own business, consequent upon the

wreck. The operators were positively re-fused the privilege of accompanying the train There was another hope. Northwestern officials stated that there would be no more trains north after the relief train, but it was learned that there was to be a fast fruit freight out of the yards some time before midnight and efforts were made to secure permission to ride on that train to the Valley, but there was the same refusal. In that emergency a reporter for The Bee, accompanied by Manager Nichols of the Western Union at Council Bluffs, hired a rig and started across the country. The oads were hilly and dusty and the night was dark. Progress was killingly slow and it was nearly 2 o'clock when the party reached Missouri Valley. Here everything was excitement. Half of the town was in ogan and the other half had only meager reports of the wreck, but enough was features of the disaster and a partial list of the killed and injured. The Northwest-ern officials at the Valley did not know a thing about the wreek, and could not get

gomery Spirited Off to Boone.

having been so great. Engineer Montgom

ery has a broken hand. Both are compara-tively young men and both of them have

been recently married and their homes are

in Boone. Both are also well liked among

feared might be carried out and they thought

lickers. Both were later taken to Boor

Union Pacific Responded Promptly

within a few moments. The

posing the party were Drs. Galbraith, Riley

The medical staff of the Union Pacific a

in a moment of anger.

ready

best to be distant from the frenzied pie

An engineer of the Northwestern road

Train of Thirteen Cars Runs Into Son Empty Coaches. FIVE KILLED AND THREE FATALLY HUR

United Workmen Excursionists from Chicago Meet with a Disaster on Their Way Home_Carelessness of a Switchman.

CHICAGO, July 12. -- Five people were killed, three fatally injured and a score seriously hurt in a wreck on the Wisconsin Central road tonight. The dead and

infored follow: CHARLES SAMUEL FRED KERELEE. FRANK KOCH MARY ARNOLU. LJENA HUBERT. Inducal

Edward, Collins, log smaslash, Edward, Kelly, leg broken, Aiden, C. E.; left arm and wrist cut, Connor, Peter, Internally, Injured, Fagau, Mrs James; slightly injured. Grevell, Fred; internally injured.

Heater, conductor excursion train; badly rulsed and leg cut. Fagan, Gertrude; right leg injured. Kelley, May; slightly injured. Cowing, Mrs. Bessle; back hurt.

The wrecked train was the first section

of a picnic excursion which had been held at to the Northwestern officials for information concerning the sending of wrecking trains to the scene of the accident, but nothing could be learned. Then a tip came that a corps of Omaha physicians had been sent to Coun-the under the trains to Logan. Schiller park, about twelve miles west from auspices of the Ancient Order of United Workmen and fully 3,000 people were in attendance. The first section consisted of the return trip to the city. 8 o'clock for the return trip to the city, All the cars were densely crowded and many people were standing on the platforms. When the train reached Altenheim cometery, ten miles from the city, it ran into an open switch in front of the depot. The picnic train was not running at over ten miles an hour and when it neared Altenheim the and the baggage car of our train was shot through and partly on top of the first coach. Justice to the railroad it was better to have "The cries and groans that proceeded from the mass of timbers and iron was sickening, and our inability to get the sufferers out at once made us work with desperate en-ergy. The people from Logan seemed to arthe public were interested and refused to listen to any proposition that meant obliging force and in fact the engine of the plenic either the press or the people. The relief train was run into the north yards at Council Bluffs and arrangements against the baggage car in such a way as to partially telescope it. The people who wer killed were all standing on the platform of the first coach and their lives were crushed wreck had two operators ready to go with the relief train and handle the business the seriously injured were in the first car

> were bruised by being thrown against seats and to the floors of the cars. The officials of the railroad did not notify the city police of the accident for three hours and none of the victims were brought to this city for over four hours after the

accident. All the excursionists were Chicago people After an investigation the police arrested the following on a charge of criminal care-lessness, and they are locked up at Harlem: James Gramm, engineer of the exursion train; William Dolan, fireman on the same engine; Mike O'Donnell, engineer of switch engine drawing freight train, James Meechan, fireman of same engine J. V. Kulskern, operator, who is alleged to have caused the fatality. The chief blame for the accident is laid upon Kniskern, who, it is charged, carelessly whiled away without throwing back the switch so that the picnic train could pass upon the main track. James Grim was the engineer of the passenger engine and James Dolan was his fireman. Neither was hi jured. Michael O'Donnell, the engineer of one of the freight engines, was in his cat with his fireman, James Meehan, at the time of the collision, and they, too, leaped

at the little town of Missouri Valley. The town is essentially a railroad center, the shops of the Elkhorn system being located there, and the Elkhorn, the Sioux City & Pacific and the Northwestern roads running through there. A large proportion of the male population are engaged in railroading or in shop work, and it is not surprising. therefore, that a number of these attended the annual reunion of the Union Pacific Many went over to Logan on the excur

sion train, and many more drove over or role their bicycles to the plenic grounds. The death list in Missouri Valley might have been much larger had not so many gone to the picnic by other routes than the railroad. On Saturday night when it first became rumored throughout the town that the excur-sion train had collided with a freight train and that more than a score of persons had been killed the excitement became intense. Every available team in the place, and many that would not be considered available under ordinary clreumstances, were pressed into service. There was tremendous anxiety not the many farmers living in the vicinity of had been seriously injured. Missouri Valley, for there was scarcely a farm house that had not its representative at the pioneers' picuic.

some means or other to get over to the scene of the wreck. Such at once directed their given out. But their entreaties fell on deaf cars, the Northwestern officials carrying out their policy of strictest silence to the letter. For several hours many were kept in needless suspense concerning the safety of their friends, and during that time some things that would not look well in print were said

Scrofula

appears in varied forms, but is forced to yield to Hood's Sarsaparilla, which purifies and vitalizes the blood and cures all such diseases. Read this:

injured my ankle. Very soon afterwards,

ore

two inches across formed and in walking to favor it I sprained my ankle. The sore became worse; I could not put my boot on and I thought I should have to give up at every step. I could not get any relief and had to stop work. I read of a cure of a similar case by Hood's Sarsaparilla and concluded to try it. Before I had taken all of two bottles the sore had healed and the swelling had gone down. My



is now well and I have been greatly benefited otherwise. I have increased in weight and am in better health. I cannot say enough in praise of Hood's Sarsaparilla." MRS. H. BLAKE, So. Berwick, Me. This and other similar cures prove that



Is the One True Blood Purifier. All druggists, \$1. Propared only by C. I. Hood & Co., Lowell, Mass. Hood's Pills and liver stimulant. 250-

Dates for Only a Few Have as Been Decided Upon.

The suddenness with which the awful visitation fell upon the people stunned them "In September, 1894, I made a misstep and for the time being, and the arrangements necessary to be made for the final disposition of the remains of the loved ones were almost forgotten. Few had the presence of mind to think of making arrangements for the funeral which must follow, any

further than to turn the bodies of their dead over to the undertaker. The time ar as could be learned the only instances which this detail had been decided were

Robert Clair, the young son of dohn air, ex-assistant boiler inspector, will be urled from the family residence, 1859 North

Twentieth street, at 9 o'clock this morning. John Larson will be burled from the Swedish Lutheran chusch at Nineteenth and Cass streets at 2 o'clock tomorrow after-neon. Larson was about 16 years old and was employed as a carrier on the World-Herald.

John B. Kilker, the member of the Sev-nth Ward Military hand, will be buried burn the residence of his parents, 850 car. uth Seventeenth street, at 3 s'clock to-

Sound Sevenation. merrow afternoon. The remains of John H. Jack, the lad who was employed by the Omsha News company on railway trains, will be for-warded to the home of his parents at Lucas.

The funeral from 1410 North Eighteenth oot will be one of the unddest of all, this house live the Dradleys and the Car-In this house live the Bradley, who was an data for the bast of th the same time, the funeral service being performed at the Church of the Holy Fam-lly, probably on Tuesday merning.

Then came the bisses of escaping steam, the creak of grinding timber, but far more awful the shricks of the injured and the moans of the dying.

'It seemed as though every one must be stupified. No one moved. It must have been five minutes before the first attempt at relief was made. Dr. White was the first man to begin this work and he was at once joined by a physician named Weiss, who was aboard the train, and in less time than it takes to tell it was assisted by a thousand willing hands.

Miss Mattle White said that she at first for the funeral was not fixed in must cases and will not be arranged until later. So ward each other unless there were a siding. It was awful, but the most awful period of the whole time was the half minute just before the crash. Then the trains rushed to-

gether like two mighty giants of iron. The intle engine of the freight train mounted the passenger train and seemed to go up a

cascaped with a few bruises. The best per-son I saw was an engineer, I think the one who had charge of the excursion train. He was acting like a demoniac. He jumped up and down and was utterly beside bimself "While the dead were being removed from "While the dead were being removed from

Then 1 saw a flagman run back from the freight train with a red flag. He was the first railroad man who could speak a word, 'The

and in response to a question he said: 'The loss of life can't but be terrible.' In a little while the hastily organized relief corps be-gan to lift the bodies up out of the wrecked

miles north of Missouri Valley, was one firmly wedged in the door that the strength noon.

seats an ipon the floor, dead or writhing in agony hat was painful to witness. All over the floor of the car were great pools of human while near them were persons who were suffering untold tortures.

CRUSHED BY THE CAR ROOF. "To my mind it was apparent that the roof of the baggage car must have struck

nany of these people before they knew wha had happened, as they were injured about the head and shoulders. It seemed that the coof of the car must have struck them as they were sitting in their seats. Others who were dead or injured were lying in the eats or on the floor, which seemed to be evidence that they heard the

rash and dodged down, thus hoping to John Enright of Missouri Valley was sit-

ing in the baggage car at the time when the crash came. In detailing his experience he said: "I was one of those who happened to be fortunate enough to escape. We had eft Logan and must have been moving along at a rate of six to ten miles an hour addenly and without warning there was a rash as of falling timbers, and an instant later the car seemed to be standing upon its end, the end nearest the engine being elevated at an angle of about forty-five degrees was thrown out of the chair in which was sitting and was rolled about the flot among the chairs, boxes, pails, baskets and

other articles that are taken along on a pic nic. Men seemed to be walking and rolling over me for nearly an hour, but of course t was for but a moment. Then the car stopped and as it did so the roof passed off

and I at once made an inventory of which consisted of a few mino scratches and bruises. Immediately getting upon my feet I looked out and saw that the of of the baggage car had passed on and had cut the coach immediately in the rear imest in two. "The baggage car seemed to be filled with

men lying upon the floor, all of whom scemed to be dead or dying. Those who were alive were screaming and moaning. How many were in the car I can't say, bu should think at least twenty. After this don't know just what I did next, for I remember, I know, however, that soon after this I found that I was upon the ground and was looking into the coach that was behind the baggage car, which was completely shattered. Almost every person seemed to be dead or dying. Children were screaming and fathers and mothers were calling for their children. The farmers came in from the surrounding country, bringing wagons, in which the dead and injured were hauled back to Logan, where

were cared for by the residents of they that little town. Edward Feenan of Missouri Valley said that he was riding in the rear coach of the train. Asked to give his experience, he

said: "The train left Logan and moved out at a very slaw rate of speed, not to exceed six miles an hour, I should say. After going perhaps shree-quarters of a mile it suddenly stopped, not with a jar that wa of a sudden. I thought that perhaps there or the freight train mounted the puscencer train and seemed to go up a teep bill. I shuddered at the thought of to peor people in that first car. I thought ine of them could be alive. Just as the line came together my attention was we to an object in the air. It was a fem jumpic from the top of a freight the landed on a barbwire for the sector of the people have been struck by another train and system the top control of the people have been struck by another that there had been a terrible accident. The scene was the saddest that I have ever for their lawed, ones, while week wringing their been while week

the cars hundreds of willing hands were tenderly caring for the injured and doing everything possible to soothe their aches and pains. Local doctors were immediately upon the ground to volunteer their serv ices and render assistance."

car. This was tedious work, and the work of letting them down first to the treatle and then to the ground, about twelve feet helow. was even more provokingly stew.

He told his fathe that a terrible wreck occurred and conjuded with had just "I'm all right, pa; don't worry; I must get back to the wreck at once.'

A. L. Spencer, John Casey and Joe Flynn three boys, started home in the baggage car, The evening was warm, so they dangled their feet out of the car door and sat chat-Bee party. mation and the people can now know why ting together. Spencer chanced to look their anxiety was not relieved earlier. ahead just as the freight came into sight and clutching his nearest neighbor by the ARE SIMPLY NERVOUS WRECKS shoulder, should "Collision, boys! Jump for your life!" and suiting the action to the Conductor Reed and Engineer Mont word, hurled himself to the bottom of a ditch alongside the road. The other wo boys did not stop to question their said yesterday afternoon that Engineer

comrade, but jumped at the same time, and were saved, for the car in which they rode Montgomery and Conductor Reed of the exwas reduced to kindlingwood a moment cursion train were all but nervous wrecks the strain on their minds since last night John Quistgard, one of the youthful mem

of the Seventh Ward band, had miraculous escape from instant death in was killed, went into the forward conch. where the musical instruments had been eft, to get a violin. He had barely got inside the door when the car was telecoped. Strange to relate, none of the fly-ng splinters struck him and he casily burrowed his way through the bottom of the and down through the bridge upon which it happened to stand to the ravine elow. John Shindler, another of the band. did not escape so easily, he being badly cut about the head and breast,

from Missouri Valley in a car that was locked and scaled, to guard against any pos-OFFICIALS ARRIVE ON THE SCENE. tible attack that might be made on then

Have Very Little to Say Concerning the Calamity.

Ralph C. Richards, general claim agent of the Northwestern road, accompanied by several other officials from headquarters, came into Omaha yesterday afternoon. Gen eral Superintendent Hallenbeck of the Iowa

division came as far west as Council Bluffs, but did not venture into Omaha. The officials from Chicago were borne westward by a special train, consisting of a private car and a coach, at a fast rate of speed. the special being given the right of way over all other trains on the road.

Carpenter and Harris, Superintendent Nich ols, Division Superintendent Robert Suther land, Foreman John J. Curtis, all of the Ur General Claim Agent Richards and the ion Pacific. At Council Bluffs a Northwestern engine and Pullman car were in waiting other officials went directly to the Paxton hotel, but it is significant that neither and the relief corps boarded that and wa he nor any of the other officials registered their names on the volume provided for that purpose. To a Bee reporter Mr. Richat the scene of the wreck by 9:30 o'clock snoots His Barkeeper. SPRINGFIELD, O., July 12 -- Louis Lieter

ands stated that there was nothing to be stated concerning the wreck save that it was terrible accident and was much to be reman, barkeeper for Charles Starke, was He said that it was directly trace shot and killed yesterday by Starke, and gretted. able to disobedience of positive orders. Mrs. Starke was fatally wounded.

Asked concerning the question of claims arising from the accident and their ad-Starke is dying and Starke is believed to have committed suicide in the woods. Starke justment. Mr. Richards looked up from a ccused Leiterman of intimacy with his mass of letters that he was writing long enough to say that the question had not wife and was desperately jealous. yet been considered. He added that he

hoped he shouldn't be in Omaha loug. Mr. Richards said that he had heard news of the wreck at 10:30 o'clock Sat urday night. He explained the failure to obtain anything on the accident from the Chicago headquarters on Saturday night by saying that the headquarters were losed at noon on Saturday, and all the officials except the janitor then gave up their posts until Monday morning.

DEATH LIST IN COUNCIL BLUFFS.

Four Victims of the Catastrophe Nov Lying at the Undertakers. The bodies of Mrs. Kaler and her infant Lawrence Peters and Ollie Wilson, the Council Bluffs victims of the Logan railway corror, were taken to Estep's undertaking cooms yesterday moining and prepared for burial

Ollie Wilson, the little 11-year-old daugh er of Mr. and Mrs. John T. Wilson, passed brough the fatal wreck with but few visble marks of the violent death she suffered Wilson is an engineer and lives at 1511 Ninth avenue. Office was the only member of the family that accompanied the excursion, and she only did so at the

solicitations of her mother. She will be buried tomorrow afternoon at s'clock in Fairview cemetery. Service will be held in the Christian tabernacle y Rev. Aberly, the pastor.

saddest sight was the mutilated The of Mrs. Kaler and her infant child Mrs. Kaler was about 28 years old. Her father, August Kroma, a farmer living near Casey. Ia., came to town yesterday after-She was married in this city six

a second's time to whe any holes enabled carly chough to escape burgesplaters. a second's time to wire any information. Injur of the collision. Operators Cralle, Barnhart and Stoldard managed to get to Missour Valley about 1:30 o'clock and drove to Lo

DIES SUDDENLY IN A SLEEPING CAR Two Women Accused of Drugging and gan, where they were soon joined by Th Then the public got the infor

Robbing Harry J. Pocock.

WASHINGTON, July 12.-Harry J. Pocock, for many years city registrar of St. Louis, died suddenly last night on a train in Ohio between Athens and Parkersburg. His body was left at the latter city. Mr. Pocock was apparently in good health. About 11 o'clock H. C. Bell, deputy United States commissioner of pensions, was awakened by an agonized shrick from Mr. Pocock's berth. Mr. Pocock tumbled from his berth into the aisle and soon after being removed to th smoking car died. The lower berth over which Mr. Pocock was sleeping was occupied by two women who were discovered ransack ing the dead man's clothes. They claimed to be relatives of Pocock. They were turned over to the Parkersburg authorities charged the men on the road and have enjoyed a great amount of confidence and respect from the other employes of the road. With next larceny, with the suspicion that it now appears that Engineer Montgomery and Conductor Reed of the excursion train

waiked to Missouri Valley immediately after the wreck. The threats of the crowd they from St, Louis.

TRAINROBBER ELY IS CAPTURED. He is One of the Men Who Held Up the

Burlington Last Year. OTTUMWA, Ia., July 12 .- Word has been received from Lawson, Mo., of the capture

of Ely, the train robber for whom the Burlington secret service officers have been searching for a year and a half. In com-Omaha went to the scene post haste in pany with Frank Bateman, Ely held up response to a telephone message sent to Dr. passenger train No. 4 in the suburbs of Ot-tumwa about 6 o'clock on the evening of February 26, 1895. The robbers secured Galbraith, chief surgeon of the road. A special train was ordered to take the physicians to the spot and a train of Union Pacific cars, over \$5,000 in cash and escaped. drawn by an engine of the same road, was was captured shortly after at Moberly and was sentenced to the penitentiary for five years. Ely escaped to Mexico and this is the first that has since been learned of him

> Movements of Ocean Vessels, July 12, At New York: Arrived-La Normandia, from Havre; Island, from Copenhagen, At Antwerp: Arrived-Kensington, from New York. At Southampton: Arrived-Paris, from New York Southampton: Arrived-Paris, fro York. Moville: Arrived-City of Rome, fro York. At Havre: Arrived-La Bourgogne, fro AL Auckland: Salled-Monowal, for S At Queenstown: Sailed-Etruria, for Net York. At Boston: Arrived-Pavonia, for Net Boston: Arrived-Pavonia, from Liv



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