

LIST OF DEAD GROWS

Twenty-Two Reported as Having Lost Life in the Michigan Wreck.

WORST ACCIDENT EVER ON THAT ROAD

Pere Marquette's Lines: Trains Come Together to Their Mutual Destruction.

TWENTY-NINE PERSONS INJURED

Of This Number it is Believed Will Die.

TRAINS MEET ON CURVED EMBANKMENT

Hill and Blinding Storm Prevents Engineers from Seeing Approaching Locomotive Until It Is Too Late.

GRAND RAPIDS, Mich., Dec. 27.—The death list tonight resulting from the head-on collision between two Pere Marquette railroad passenger trains near East Rapids yesterday evening stands at twenty-two, with twenty-nine persons injured, several of them probably fatally.

The dead: MR. AND MRS. L. J. BALDWIN of Mullein, Mich.; LOUIS BALDWIN, their son, of Mullein, Mich.;

LESTER WILLIAMS of Lansing, Mich.; MRS. DAISY GILES of Lowell, Mich.; EIGHT MEN of Grand Villa or Lake Odessa, Mich.;

WALTER JOHNSON of Grand Rapids; JOSEPH HULLM (colored) of Windsor, Ont.; ALBERT I. WAGER of Detroit; baggage-man CHARLES A. STODDARD of Detroit; engineer of No. 6 CHARLES J. BURNETT of Grand Rapids; WILLIAM HELMREICH of Detroit; baggage-man M. GILBERT of Burr Oak or Portland, Mich.

ALVIN H. WELLS of Big Rapids, Mich.; FRANK BURNS of Detroit; fireman of No. 6 PETER W. WIENGO of Grand Rapids; GEORGE PALMER of Detroit; American Express agent of No. 6 WILLIAM BENTLEY of Saranac, Mich. FOUR UNIDENTIFIED MEN.

The injured: Gerritt Motman of Grand Rapids, internal injury and hip crushed; dying; Charles W. Woodworth of Grand Rapids; both legs broken, left hand torn off; probably fatally injured; John Clark of Pottsville, Mich.; skull fractured, nose broken, seriously injured about body and head; Michael Malburg of Hart, Mich.; badly burned leg, hand and breast; George W. Wagoner of Grand Rapids; injured about head, face, body, hands and legs; Frank Waterman of Detroit, engineer No. 6; seriously injured about head, face, neck and internal injuries; J. A. Woodworth of Salem, Mich.; injured about head and body; George Neil of Grand Rapids, conductor train No. 6; left leg broken and badly injured about body; R. E. Gay of Detroit, brakeman; head, body and right leg injured; Harry Marcus of New York city, president of the Erie railroad company; left leg fractured and injured about the shoulder; Mrs. B. Moon of Grand Rapids, fireman train No. 6; injured about head and body; Mrs. J. H. Kent of Grand Rapids; injured internally; C. N. Rotaford of Farmington, Mich.; mail clerk train No. 6; badly cut about head; Mrs. H. O. Gray of Grand Rapids; badly injured about head and legs; Andrew Sprague of Allegan, Mich.; injured about head and shoulders; George Gray of Grand Rapids; injured about head, neck and collar bone broken; Andrew Sprague of Allegan, Mich.; injured about head and body; Miss Gale Sprague of Allegan; injured about head and shoulders; Claude Brown of Grand Rapids; leg broken; Mrs. H. R. Streeter of Grand Rapids; injured about head; Howard Minor of Grand Rapids; left arm broken; W. J. Barber of Muskegon Heights, Mich.; injured about head; Rev. Joseph Humphrey, pastor of Church of Christ, Lansing, Mich.; badly cut about head; Timothy Qualey of Grand Rapids; seriously injured about head and shoulders; John Ross of Lansing; injured about legs and arms; Henry T. Boies of Grand Rapids; leg badly injured; Ada Keller of Clarksville, Mich.; left leg injured.

Worst Accident on Road.

It was the most disastrous wreck in the history of the Pere Marquette system and instead of being caused by carelessness or mistake it is charged to the high wind, which extinguished the red signal light in the "order" board at McCords station, where the westbound train was expected to stop and receive orders. Two minutes before the train rushed by McCords the light was burning, says the operator there, but in that brief interval the blizzard which was raging extinguished it and train No. 5 flashed by the station and crashed into train No. 6 near East Rapids. Two minutes before the train rushed by McCords the light was burning, says the operator there, but in that brief interval the blizzard which was raging extinguished it and train No. 5 flashed by the station and crashed into train No. 6 near East Rapids. Two minutes before the train rushed by McCords the light was burning, says the operator there, but in that brief interval the blizzard which was raging extinguished it and train No. 5 flashed by the station and crashed into train No. 6 near East Rapids.

Calls for Help Before Collision.

The dispatcher's office called for medical aid and gave orders to hold the train over the Saginaw branch at the depot and get the wrecking outfit under steam. They waited for the word they knew must come. There was no chance of the fast running trains to see each other through the driving blizzard in time even to slow down, and in a few minutes word came from the conductor of No. 5 that they had crashed together and that there was an awful loss of life.

The westbound engine drove through the engine of No. 5 like a wedge, separating the rear from the boiler and standing the latter on end like a broken, twisted shield. The running gear was crumpled up like so much tin. Great cast steel side rods were bent into many shapes and even the steel tires of the driving wheels split and sprung from the wheels, landing in some cases ten feet from the engine. The boiler of engine No. 577 turned over several times.

The very force of the twisting impact seems to have been the means of saving the life of Engineer Waterman. He was thrown forty feet over the fence at the edge of the right-of-way. Moon, his fireman, was sitting on the opposite side of the cab and he, too, was thrown clear of the pile of wreckage.

As the trains came together the steam

BARTHOLOI EXPLAINS PLANS

Would Commemorate the Deeds of Civilian Heroes of the Siege.

(Copyright, 1903, by Press Publishing Co.) PARIS, Dec. 27.—(New York World Cablegram—Special Telegram.)—The World correspondent called by appointment upon Bartholdi this afternoon, who is about to return to New York the colonial statue of Liberty Enlightening the World, at his fine villa, comprising studio and home, with a garden and rear court, 82 Rue d'Assas, on the left bank of the river Seine. The correspondent was cordially received by the artist, now in his seventieth year. He is suffering from a complication of ailments, but his eyes are still bright, his mind is clear and he does light work daily in addition to directing others.

Bartholdi said that he is always cherishing as his favorite idea the turning of the statue into a sort of national relic, a comprehensive museum of national relics established. He believes that such a spot would prove a mecca for all Americans, instilling patriotism into the young. Besides, the immigrants would grasp and learn to revere the history of the new country while yet in the inquiry stage.

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WANTS NATIONAL AQUARIUM

Secretary Cortelyou Will Ask Congress to Authorize Its Construction.

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Cortelyou Wants Aquarium. Secretary Cortelyou proposes to recommend the establishment of a national aquarium in connection with the national fisheries. He believes that it will not only be one of the most attractive places for the thousands of sightseers who visit the capital annually, but will be of inestimable value to the student of natural history.

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MORE HEARSES ON STREETS

Liverymen Assert that Old Men Are Applying for Their Former Positions.

CHICAGO, Dec. 27.—More hearses were used by the undertakers today in conducting funerals than at any time since the livery drivers went on strike, but in every case the police rode on the box with the driver. In one or two instances regular funeral processions of hearses and carriages drove to the cemeteries.

In answer to the notification sent out by the liverymen's association yesterday, declaring that the places of all the strikers would be filled at once unless the strikers applied for their jobs, more than 100 men are said to have returned to work. Nearly every union man who asked to be taken back made the declaration that there was a general feeling among the strikers that the employers would win in the long run.

The strikers' union men are said to be in a state of mind that they will not be taken back unless the employers are successful in their efforts to get the strikers to return to work. The strikers' union men are said to be in a state of mind that they will not be taken back unless the employers are successful in their efforts to get the strikers to return to work.

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DIXIE READY TO GO SOUTH

Work Carried on Saturday Night and Sunday Preparing Vessel for Trip

PHILADELPHIA, Dec. 27.—The Sabbath stillness that was observed at the yard was broken today by the hurried fitting out of the Dixie for its trip to Colon, and tonight the trim little vessel lies in the Delaware river ready to sail tomorrow. The activity at the yard resembled much the busy scenes there prior to the Spanish-American war.

Brigadier General Elliott, commanding the marine corps, and who is going to the Isthmus on the Dixie, arrived in the afternoon. Three companies of marines, one from Boston and the others from Washington, also arrived. They were marched to the barracks and later were sent on board the cruiser. Altogether the Dixie will take south 600 marines, who will be under the immediate command of Lieutenant Colonel William C. Bull.

The work of loading the cruiser continued until midnight Saturday and was completed this afternoon. The quantity and character of her cargo indicates that the government expects a long campaign at the Isthmus, with a careful preparation to the limit with stores. Besides the regular stores and outfit for the marines on board and those now at the Isthmus the Dixie will take with it five wagonloads of small arm ammunition, a large quantity of lumber, camp supplies and a number of wagons.

Considering Answer to Reyes. WASHINGTON, Dec. 27.—State department officials have under consideration the nature of the reply which is to be made to the note of General Reyes, the Colombian minister, regarding the action of the United States in connection with affairs growing out of the cessation of the department of Panama. Just when the answer is to be ready is not definitely known. General Reyes is anxious for an early reply and the State department officials are equally anxious that the matter shall be disposed of as quickly as possible.

The Colombian note contains a statement of the grievances which that country claims to have suffered under the interpretations put upon the treaty of 1845. It discusses these grievances in a lengthy and dignified manner and sets out reasons which General Reyes claims supports the contention he has made. The probability is there will be several diplomatic exchanges between Colombia and the United States before anything in the nature of a final disposition of the matters at issue is reached.

Election in Panama Sunday. COLON, Dec.