

to take it up. Senator Vest said Missouri was able to take care of her people, and later reports had shown that the first reports of the terrible calamity had been exaggerated. He said it would do no harm to pass the resolution, however.

The resolution was changed from concurrent to joint and passed.

Joseph Martini, John Rafferty, Harry Hers, Fred Bernill, 1380 south, 130th street, Robert Bland, John Reamer, Charles Maltz, William Suber, Henry Winterman, — Anderson, — Palmaley, Miss Conley, Mrs. Slide, John Hays, Mrs. William Hays, Mrs. Pat Bean, Miss Eddie Bland, supposed to be under the wreck of the Vandalla depot; City Clerk Jerry Kain, Frank Bland, Frank McCormick, Albert Volkman, Earl Keene, George Woods, Mike Kildea, W. E. Klefer, Alvin Mate, Will Murray, Dan Keely, George Romer, W. Frelink and W. Hanford, all employees in the Vandalla depot and believed to be in the ruins; Robert Wilson; twenty-nine employees of Liggett & Myers' cigarette factory; twenty-five employees of St. Louis Wooden Gutter company; Malachi McDonald, 30, single, 2745 Clark avenue; John Pandey, a janitor, in the ruins of St. Paul's church; William Ottewad, John Burgess, Wallace Buller, Robert Miller, Blair and Benton avenues; Mr. Martelle and three servant girls at the Martell house; Mr. and Mrs. Davis B. Sage; George Woods, clerk in the Vandalla office; Henry Spricker, Vandalla line; Dr. C. B. Hull, dentist; two children of Mrs. Horace Trump, of Litchfield, Ill.; Mr. Riekey; Joe Frank; Joe Mitchell; Phil Strickler; Miles Mitchell; Charles Carroll, barber; Charles Kent; Mrs. Scott Hayward; Frank Ross; O. Kaavnaugh; Jacob Kurtz; Vincennes, Ind.; Mrs. Clendenning; Mrs. Bruce; Mrs. Emma Sullivan; Robert Bland; John Reame; Charles Waiter; William Barber; Henry Winterman, — Anderson; Peter Walmsley; Miss Conley; Mrs. Slide; John Hays; Mrs. Pat Burn; J. A. Porter; Benj. Desila; Alexander Chuberlinger; James Dunn; Francis Corridques; Fred Wells, 3 years old; Sarah Wells, 3 months old; Mrs. Carter and child; Peter Detrich; Max Weiss; Malachy McDonald, superintendent Waters, Pierce Oil Co.; — Jones, engineer, Altana iron works; Frank Fisher; Emma Cheney; Isabelle Horn, of the Sawyer manufacturing company; Charles Handy Zimmer man, killed at Union depot company's house, and Katie Claypool.

Among the injured are: Tom Carroll and Joseph Ireland, sought shelter in a doorway and were injured by the flying wreckage; Abbey Turke, St. Louis; Julius Skaffer, injured internally, not expected to live; Harry Smith, Nokomis, Ill., badly injured; Charles Street, Newport, Ark., in a serious condition; Louis Miller, Burnsville, Mo., badly hurt; Peter Hall, seriously injured; Maud H. Tinker, Danville, W. Va., believed to be fatally injured; J. W. Tinker, M. I. Tinker, J. L. Tinker, all of Waterloo, Ill.; injuries of M. I. Tinker serious; Patrick McMahon, serious bruises on the body; Ben Brennan, badly hurt; John Balkins, badly hurt, unconscious; J. L. Holkamp, contusion about face and head, serious; James Canway, badly

injured by body and shoulders; Pedro O'Connor, aged 11, run over by a coal train driven by the wind.

The following laborers working on a four story iron frame at Liggett & Meyers' cigarette factory are injured: Patrick Tracy, right hand torn off; James Leahery, hurt internally; John Toomy, internally injured; P. Joseph Boyd, leg broken, spine hurt; Mike Lloyd, internal injuries; Patrick Reng, internally; James Lenaham, internal injuries; James Lelothus, eyes put out, scalp wounds; Thomas Griffith, hip injured; David Lewis, head and body cut; Caroline Roland; Albert Plattz, leg and ankle broken; Albert Schut, leg and arm broken.

Harry Otteson, Laurence Oldrees, Mary Finnan, all three badly cut and bruised; sixty paupers, more or less injured.

Charles Waite; William Surrer; Mrs. Stock; J. A. Porter; L. Richardson, flagman for the Vandalla railroad; Amelia Surrer; John Reamer; Scott Hayward; Peter Walmsley; John Anderson; Mrs. Bruce; Emma Sullivan; Jacob Kintze; P. J. Strickler; Michael Kildea; Thos. Keene; Bert Farrer; William Farrell; Frank McCormack; Joseph Franks; ex-Policeman Thomas Griffin and family of three; Frank Ross; Robert Band; John Valentine; City Collector David S. Page and wife; Phillip Strickler Jr. and mother; Judge Faulk, Vandalla, Ill.; Mrs. Martell; all the boarders at the Martell House, except Judge Hope of Alton, Ill.; Mr. and Mrs. John Hayee; William Hayee; all borders of the Tremont House, estimated at 16; Miller Mitchell; William Mitchell; William Sullivan and wife; Mrs. John Reed; Patrick Dean and family of six; John Buchart; Edward O'Brien; John Green; Ida Claddue; Mrs. Ross; Albert Volkman; Mitchell; John Sullivan; William Riekey, son of Mrs. Ida Keene; Henry Winterman; Jacob Korerbe, and forty-one unidentified dead.

ANDERSON, Ind., May 28.—A storm struck this city last night, injuring several people and doing \$250,000 damage. The buildings of the American Strawboard company, the Anderson Bicycle company, the National Tin Plate company, and the Presbyterian church were blown down.

KEWANA, Ill., May 28.—A terrific wind and electrical storm passed through this section early this morning doing great damage; several people are reported killed.

CENTRALIA, Ill., May 28.—The storm last night passed through south Illinois and spread destruction over a large extent of Territory west, south and southeast of Centralia.

The New Baden village on the Air Line railroad west of Centralia was completely wiped out, only six houses remaining.

Thirty-six lives were lost there. At New Madrid, southeast of this city seven persons are reported killed and thirty injured. The cyclone pursued an easterly course, taking in the villages of Irvington, Richview, Ashley, Boyd, and Dix. Houses were blown down and persons killed at all these places.

It is estimated that in the counties of Clinton, Washington and Jefferson, fifty lives have been lost. All wires are down.

SPRINGFIELD, Illinois, May 29.—

Several Springfield people were on board the Chicago & Alton train which crossed the Eads bridge at St. Louis during the terrible cyclone, and which was reported to have been blown into the river. One of these, Mr. Fred C. Dodge, of the Chicago, Peoria & St. Louis railroad general offices here, gives the following description of his thrilling experiences:

"It was about 5:20 o'clock when we left the Main street station on the Missouri side of the river. It was then blowing a gale and was as dark as night. The air was filled with dust and dirt and some of us were afraid it would not be safe to venture on the bridge with the train, but another train behind us was due and the train men decided to take the chances. We had gone about half way over when we came in range of the cyclone. The air was filled with debris that struck the car windows and broke them. With the crash of the first glass the passengers began to crowd under the seats to avoid being struck by the clouds of missiles that were being thrown through the air.

"All at once the train stopped. I understood afterwards that the force of the wind was so strong that the engineer, although he put on a full head of steam, could not move the engine in the face of the storm. A moment later the train moved up and we stopped outside the east pier on the approach.

"By this time the storm was awful. The train was rocking like a cradle and we were being tossed about under the seats in a way that filled us with terror. The sensation was as if the train was running wild at the rate of a thousand miles an hour. What helped to give this impression was the horrible noise. The great steel trusses and rods of the bridge were being torn and twisted from their places. Masses of masonry from the pier were crashing down on to the structure below, and added to it all was the awful roar and hiss of the storm. The newspapers have not exaggerated it in the least. It cannot be described.

"The rocking increased and got worse until at last our coach went over. It was thrown on its side on the next track and here it lay while a torrent of rain poured in through the broken windows. The coach back of us went over on its side in the same manner as ours did. It was a miracle we were not thrown into the river and all killed. All the coaches went over, the structure above and behind us began to give way and was thrown down upon the tracks. Had not our coaches been a few feet back, they would have been crushed in like eggshells.

"My first thought was to get out of the coach. This I did by crawling through a window. I think I was the first one out, the other passengers followed and we went forward to the baggage and smoking cars which were still standing. The crew of the train was a remarkably cool-headed one. Like all of us they were frightened badly, but they stayed at their places like heroes and showed all the attention possible to the passengers. The brakeman carried a woman back to the bridge, crawling with her over the wreck and risking his life to get her to the city. The engineer had to pass through a worse ordeal than any of us.