

OVER FIFTY HURT IN RAILWAY WRECK

Eleven are Dead, and Others Are Expected to Die.

APPALLING CATASTROPHE.

Excursion Train Ploughs Through a Milk Train Standing at Hatfield Station, Pa.

Philadelphia, Sept. 2.—Thirteen persons killed and over thirty others injured in the appalling record of a rear-end collision between an excursion train and a milk train on the Bethlehem branch of the Philadelphia & Reading railway this morning at Hatfield, Pa., twenty-seven miles north of this city.

KILLED.
Miss Annie Sherry, South Bethlehem; Robert Miller, South Bethlehem; Richard Bachman, South Bethlehem; Mrs. E. E. E. South Bethlehem; William E. E. South Bethlehem; Joseph Mordant, South Bethlehem; Charles McFondle, Allentown; Thomas Day, Allentown; Miss Mamie Kaelin, Allentown; Godfrey Kaelin, father of Mamie; William Blackburn, Ambler; Harold Landis, Hatfield; Ackermann, Philadelphia.

INJURED.
John David, Philadelphia, engineer of excursion train; skull fractured; critical.
Albert J. Wagner, Philadelphia, fireman excursion train; contusions of chest and legs; serious.
Wilson Crossland, South Bethlehem, baggage-master of milk train; head lacerated; serious.
Michael J. Tyge, Allentown; legs crushed and burned; serious.
John Gorman, South Bethlehem; foot crushed.
McHugh, South Bethlehem; leg and thigh injured and hurt internally; not serious.
Abraham Transue, Jr., South Bethlehem; deep scalp wounds, contusion of head and internally injured; serious.
Mrs. William Burkhardt, South Bethlehem; injured internally.
Miss Gertrude Burkhardt, South Bethlehem; both legs broken.
E. C. McMahon, South Bethlehem; ankle broken.
John Reichley, South Bethlehem; internally injured.
Mrs. George Harrison; arm broken and contusion of the body.
Irvin Newhard; badly cut about head.
Mary Richards, South Bethlehem; crushed ribs.
Miss Carrie Bachman, daughter of Richard Bachman, who was killed; chest crushed; serious.
Mrs. Brennan, South Bethlehem; arm broken.
L. F. Hartzog, South Bethlehem; arm broken.
Harry Schlomb, South Bethlehem; leg crushed.
Edward Reese, Allentown; contusion of shoulder and legs.
Mrs. Shaber, Allentown; both legs broken.
John Schantz, Allentown; toes crushed.
William Schantz, Allentown; thigh injured.
Miss Schaefer, Allentown; legs broken.
Mary Koch, fractured legs.
Lewia Knecht, Bethlehem; scalp wound.
Mrs. Alfred Schmoer, Bethlehem; badly lacerated.
Annie Miller, South Bethlehem; crushed.
William Wilmeyer, South Bethlehem; badly lacerated.
Mrs. Wilmeyer; leg crushed.

HOW IT HAPPENED.

The wrecked train consisted of ten day coaches, which was the first section of a large excursion train, and people from Bethlehem, Allentown and surrounding towns, to Atlantic City. This section carried only those persons who lived in Bethlehem and Allentown, and the Union depot in Bethlehem at 6:05 a. m., exactly thirty-five minutes behind the milk train. The latter train consisted of two milk cars and two passenger coaches and had stopped at every station on the road from Bethlehem en route to Philadelphia.

At 6:14 the milk train drew up at the milk platform at Hatfield and in less than two minutes the special excursion train, running at the rate of thirty-five miles an hour, crashed into the rear of the milk train. The locomotive ploughed through the two passenger coaches and crushed them as if they were egg shells.

The milk car immediately in front was also badly wrecked. Four persons, Godfrey Kaelin, his daughter Mamie, Harold Landis and William Blackburn, on the passenger car of the milk train, were almost instantly killed. Fortunately there were very few persons on this train.

HORROR INDESCRIPTIBLE.

The excursion train was a picture of indescribable horror. The locomotive, the mass of bent and broken iron and twisted steel, the bodies of the engine and fireman beneath its great weight, behind the engine, six of the ten cars were also a mass of wreckage. The first car was broken in twain and the other five cars were torn to shreds on their sides, completely demolished.

Nine persons were killed in the first two cars and the others in those coaches were badly maimed. As soon as the crash came, a terrible cry rose from the smashed cars and those who had not been injured quickly crawled out of the wreckage and went to the aid of the injured. Many were pinned down by wreckage and had to be freed by the liberal use of axes.

With three or four exceptions, the dead were killed instantly, the others dying on their way to the hospital. All the injured were first taken to a shed at the Hatfield station, and the dead were removed to a barn.

Doctors were sent to the nearby villages for physicians and a relief train was telegraphed from Bethlehem. With fifteen doctors and half a dozen nurses a special train was sent from Bethlehem, but before it reached the scene of the wreck it was signalled to return to Bethlehem, as a special carrying party all the injured had started on their way.

PEOPLE GREATLY AGITATED.

On the return from Hatfield to the hospital three of the injured died. Great trouble was experienced in keeping the relatives away from the injured, and the doctors feared that the news of the disaster would spread from near Hatfield could attend to the wounded.

The special train arrived at Bethlehem at 11:20 o'clock and was met by a large number of people, many of whom were from the wreck or trying to learn whether loved ones were among the victims. The news of the wreck had reached Bethlehem at 8 o'clock and spread like wild fire. All the policemen in town were gathered at the station and it was with great difficulty that the injured were removed to the waiting ambulances and other vehicles which conveyed them to the hospitals. All during the day people

Contagious Blood Poison

There is no poison so highly contagious, so deceptive and so destructive. Don't be too sure you are cured because all external signs of the disease have disappeared, and the doctor says you are well. Many persons have been cured of the disease by the use of this. Often a bad case of Rheumatism, Catarrh, Scrofula or severe skin disease, an old sore or ulcer developing in middle life, can be traced to blood poison contracted in early life.

Liko Bogots Like. driven from the surface to break out again, and to their sorrow and mortification find those nearest and dearest to them have been infected by this loathsome disease, for no other poison is so surely transmitted from parent to child as this. Often a bad case of Rheumatism, Catarrh, Scrofula or severe skin disease, an old sore or ulcer developing in middle life, can be traced to blood poison contracted in early life.

The Sin of the Parent. In early life, for it remains smoldering in the system forever, unless properly treated and driven out in the beginning. S. S. S. is the only antidote for this peculiar virus, the only remedy known that can overcome it and drive it out of the blood, and it does this so thoroughly and effectually that there is never a return of the disease to embarrass or humiliate you afterwards.

SSS cures Contagious Blood Poison in any and all stages; contains no mineral to break down your constitution; it is purely vegetable and the only blood purifier known that cleanses the blood and at the same time builds up the general health.

Our little book on contagious blood poison is the most complete and instructive ever issued; it not only tells all about this disease, but also how to cure yourself at home. It is free and should be in the hands of everyone seeking a cure.

THE SWIFT SPECIFIC CO., ATLANTA, GA.

ple from Allentown, Cataqua and other places came pouring into Bethlehem and confusion reigned throughout the city.

The second section of the excursion made up of persons from towns other than Bethlehem and Allentown, left soon after the first section, but was derailed before it reached Hatfield. As it could not get through on account of the blocked tracks, it was returned to Bethlehem and there was great rejoicing for the narrow escape of its occupants from the catastrophe.

RESPONSIBILITY FOR THE ACCIDENT.
The corner of Montgomery county reached the wreck early and spent the entire day at the scene. He at once directed the removal of the dead to Lansdale, a short distance south of Hatfield. He promises a rigorous investigation into the horror.

There are conflicting stories as to the responsibility for the accident. One version is that the engineer of the excursion train had been warned at Souderon, the station above Hatfield, that the milk train was a few minutes ahead of him. Another story is that the train dispatcher's office at Philadelphia was at fault. The trainmen refused to talk of the accident.

Fifteen hundred tickets had been sold for the excursion to the seashore and it was to have been the last of the season.

W. H. Rosenberry of Lansdale, a representative in the Pennsylvania house of representatives, was on the milk train. He had his leg broken and was also internally injured. His condition is serious.

An Eloquent Chinaman.
San Francisco, Cal., Sept. 2.—Leon Kait Tinn, who claims to be a special emissary of the deposed emperor of China, Kwang Su, delivered an impassioned address to a large audience of his countrymen in the Jackson street theater. He gives for the restoration of the emperor and the modernization of China and his depletion of the indignities that had been heaped upon the unfortunate Kwang Su by the dowager empress, were so eloquent that the yel-

low men in the audience were moved to tears.

Leon Kait Tinn arrived in San Francisco last Monday, and his address was that he delivered here. He came to this country to gain the support of the Chinese resident in the United States for the restoration of the emperor and the inauguration of a liberal policy toward Chinese foreigners. He is the representative of the Chinese empire association of reformers, as well as the accredited agent of Kwang Su.

After the address a collection was taken up and a total of over \$2,000 was realized for the reform association.

MINERS' STRIKE IMMINENT.
D. L. & W. Company's Employees Want Increase in Wages.

Wilkes Barre, Pa., Sept. 2.—The Delaware, Lackawanna and Western Company miners will, on Tuesday next, take advantage of their separate and exclusive organization to demand a 10 per cent increase in wages. A committee has been appointed and a demand will be presented to Supt. Loomis. The action is a clever coup which may place the company in an embarrassing position.

The company has always refused to recognize the United Mine Workers, on the ground that their officials were outsiders and had no right to represent the company's own men. The officials said they were quite willing to treat with their own employees and discuss grievances if they had any. The leaders of the miners finally planned an organization of their own men, to be confined to the Delaware, Lackawanna and Western employees exclusively. They received the encouragement of the company and the miners of course opposed bitterly the United Mine Workers, who did not want to lose such a large body of men, but nevertheless a week or so ago they completed their organization, elected officers and transacted business.

They will now demand the 10 per cent increase and if it is refused the company will doubtless become involved in a general strike.

MOHR-PORTAGE ROAD.
System Stopped Now, But Will Be Put in Operation.

Spokane, Wash., Sept. 2.—Officers of the Central Navigation and Construction company (Mohr-Portage road), confirm the report that work of construction to a completion and start operations. Colonel I. N. Peyton, of this city, president of the company, on behalf of the local stockholders made the following statement:

"The Spokane stockholders invested in the stock of the company just as they would in any business enterprise. They paid for their stock in cash. Not only that, but they have advanced out of their own pockets about \$50,000 additional for the construction of the road. Nothing but the note of the company. About \$200,000 in cash has been expended on construction so far. It is estimated that it will take about \$150,000 to complete the construction, and put the system in operation. We have put up all the money we can or feel inclined to and so suspended operations. There is no truth in any business enterprise. They paid for their stock in cash. Not only that, but they have advanced out of their own pockets about \$50,000 additional for the construction of the road. Nothing but the note of the company. About \$200,000 in cash has been expended on construction so far. It is estimated that it will take about \$150,000 to complete the construction, and put the system in operation. 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