

# SIXTY-THREE PEOPLE KILLED.

Duquesne Limited, Fastest Train On the B. & O. Plows Into a Pile of Lumber.

## CARS WERE TORN TO PIECES.

Many Pinioned Beneath the Wreck Were Doomed to Be Roasted Alive.

Connellsville, Pa., Dec. 23.—With a terrible crash the Duquesne Limited, the fastest through passenger train from Pittsburgh to New York on the Baltimore & Ohio, plowed into a pile of lumber at Laurel Run, two miles west of Dawson, at 7:45 o'clock tonight. 63 lives were lost and 30 persons were injured. The train left Pittsburgh this evening, running a few minutes late, in charge of Engineer William Thornley of Connellsville. When approaching Laurel Run, which is a practically fine piece of roadbed, the train was running at a high rate of speed. Suddenly the passengers were thrown from their seats by the lightninglike application of the air brakes, and a moment later there was a terrific crash. The train was made up of two baggage coaches, one sleeper, and one dining car, and at the time was carrying at the lowest estimate 150 passengers. The train plowed along for a considerable distance and the cars were torn to pieces, passengers jumping, screaming, falling from the wreck as it tore along. Suddenly the engine swerved to the left and the coaches plunged down over the embankment to the edge of the Youghiogheny river. The moment the cars stopped rolling there was a wild scene. Many persons were pinioned beneath the wreckage, and the screams and cries that rent the air were beyond description. Many were injured in their mad excitement and plunged into the river. Others, pinioned beneath the heavy timbers, pleaded in agonized tones for release. So terrific was the force of the wreck that nearly every passenger suffered a moment's unconsciousness, and many of the able-bodied men were unable to assist in helping the injured from the wreck on account of having fainted.

### SUPT. LOREE'S STATEMENT.

The official statement of Supt. W. C. Loree follows: "No. 12 was derailed by running into some switch timbers derailing the engine and all cars. All the cars were badly damaged. Do not think any of the equipment will be able to go away from the accident on their wheels except possibly the Pullman cars and the diner. The engine lies across both tracks. The baggage car is over the bank. The first coach is partly over the bank. The balance of the train is badly twisted. I judge 35 people killed. All the people killed were in the smoker. Escaping steam from the engine went into the first coach scalding the people. Very few of the other passengers were injured. Injured have been taken from the wreck and are lying on the bank. Engineer and fireman cannot be found."

### DEAD.

- Engineer William Thornley of Hazelwood, Pa.
- Division Engineer S. G. Heaton of Hazelwood, Pa.
- Fireman Thomas Cook of Hazelwood, Pa.
- Herbert Holmes of Emmett, Pa.
- Jesse Hines, Tanboro, N. C., the Union News company agent on the train.
- Charles Linford, Confluence, Pa.
- Edwards, Pittsburgh; wife in Cumberland.
- J. W. Martin, Hazelwood, Md.
- Richard Duckett, Baltimore.
- Edison Goldsmith, Connellsville, Pa.
- The other dead are mostly foreigners and negroes who were riding in the smoking car.
- Rev. Father Flenold, pastor of the Italian Catholic church at Connellsville, Pa., whose new church was dedicated last Sunday.
- W. E. Elderly, Butler, Pa.
- John Helgoth, conductor of the limited, Hazelwood, Pa.
- John K. Powers, South Cumberland, Md.
- Charles A. Cook, no address.
- John Seamon, New York.
- D. Murray, Pittsburgh.
- A. G. Protsman, no address.
- Charles W. Grey, Trenton, N. J.
- Charles Walter Stewart, Stewart's Station, Pa.
- T. J. Parnum, Philadelphia, general yardmaster of the Firestone Iron works, Glenwood, W. Va.
- M. Myrowitch, Johnstown, Pa.
- William Sheedy, Paterson Creek, W. Va.
- Carmine M. Michichie, residence unknown.
- Harold D. Morrison, Hazelwood, Pa.
- Victor Vial, Rochester, Pa.
- John H. Wills, an Elk, of Pittsburgh.
- J. Wade Shupe, Mount Pleasant, Pa.
- G. J. Wilder, Westmont, Pa.
- George F. Kohn, Baltimore.
- Thomas Tippler, Philadelphia.
- J. A. Martin, Western Union lineman, Connellsville, Pa.
- W. A. Kohn, Mount Pleasant, Pa.
- James Bernard, Pittsburgh.
- H. F. Roush, Pittsburgh.
- B. F. Moller, Berkeley Springs, W. Va.
- M. K. Smith, Connellsville, Pa., past exalted ruler of the Connellsville lodge of Elks.
- L. Charles Kleinh, Christians, Sweden.
- W. A. Lard, Martinsburg, W. Va.
- J. A. Kasper, Cumberland, Md.
- John Addison, New York.

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### INJURED.

W. H. Hancock, Pittsburgh; slight. J. W. Bromley, North Braddock, Pa.; slight. Annie Reese Hazelwood, Pittsburgh; bruises and cuts. Thomas J. Dom, Hazelwood, Pa.; slight. Conductor Helgoth, Hazelwood; slight. W. Martin, Hancock, Md.; cuts and bruises. J. A. Alfurter, Beaton, W. Va.; serious. Henry Davies, Rockwood, Pa.; badly injured. W. E. Linford, East McKeesport, Pa.; will die. William Edwards, Cumberland, Md. Thomas Tippler, Philadelphia. W. H. Stoddard, Connellsville, Pa. John K. Powers, South Cumberland. J. W. Alfinan, Connellsville, Pa. Aaron Verg, East Pittsburgh.

### ROASTED TO DEATH.

The killed were mostly foreigners, who were in the smoking car just back of the baggage car. They were literally roasted to death, the baggage and smoker telescoping the engine and immediately catching fire. Many of their bodies are lying burned to a crisp in the baggage-room of the Baltimore & Ohio depot, to be removed later to the different undertaking shops in the city. A peculiar feature of the accident is the fact that not a woman was injured excepting a few slightly.

### CAUSE OF THE WRECK.

The wreck was caused by the breaking of castings on a carload of bridge timbers on a westbound freight train, which had passed Laurel Run not more than 15 minutes before the ill-fated passenger train. The wreck occurred on a curve, and it was impossible for Engineer Thornley to see far enough ahead to detect the obstruction on the tracks.

### PLUNGED INTO TIMBERS.

A big Atlantic type engine plunged into the timbers at a velocity of sixty miles an hour. The engine plowed into the embankment and the baggage car was thrown into the Youghiogheny river. The smoker followed the engine and landed squarely on top of it. This allowed the escaping steam from the engine to fill the car.

### A HERO.

Baggage-master Thomas J. Baum of Hazelwood, who was on the wrecked train, proved himself a hero. With his head and body frightfully cut he managed to crawl from the wreckage, and groping his way along in the darkness located the west-bound passenger train No. 49. He had nothing with which to flag the train except matches, and these he made use of in his desperation, taking off his coat and setting fire to it. He stopped the train just in time to prevent it from plunging into the wreck and adding further horror to an already indescribable disaster.

### OPERATOR SAW WRECK.

An operator at "A" tower on the Pittsburgh & Lake Erie railroad, across the Youghiogheny river, was the first to send word of the accident and to send for relief. He was watching the Duquesne limited as it was speeding along the Baltimore & Ohio tracks across the bridge. He saw the cars pile high in the air and then sink back on the tracks. The screams of the injured and dying were plainly heard. In another second he was sending word to the railroad officials at Dawson and Connellsville.

For more than 500 feet both the east and west-bound tracks are torn up, and the big 7,000-gallon tank on the tender was thrown 100 feet ahead from the wreckage. The baggage car was thrown into the river, but was only slightly wrecked. All the cars were derailed and the trucks of all except the diner were torn completely from underneath the cars.

Few people were seriously injured in the Pullman cars and the diner, although few escaped without at least some slight injuries. As soon as the wreck was reported in Connellsville all the available physicians were summoned, including Baltimore & Ohio physicians, and a special train was made, and taken in charge by General Superintendent Sims and Superintendent Irwin of the Pittsburgh division. The relief train was run at full speed and the scene of the wreck was reached about 9 o'clock.

### LONG ROWS OF DEAD.

The injured were looked after immediately and everyone was made as comfortable as possible. They were loaded on to the relief train and taken to the Cottage hospital here. The dead

were placed in a long row on the embankment opposite the wreckage and a single line thirty-eight forms lay cold and stiff on the frozen ground. Another row on the opposite side of the wreckage contained eleven, and scattered here and there through the underbrush were the dead bodies of many who had been able to crawl from the wreckage but died before aid reached them. Under the engine lay Engineer William Thornley, dismembered and mangled almost beyond recognition. It was impossible at the time to extricate his body, and it will be several hours before the wreck crew will be able to remove the engine which pinions his remains under the huge mass of steel.

Hardly had the bodies of the dead been removed from the coaches until thieves began robbing the dead of jewelry and money. Special officers were dispatched with the aid of the Baltimore & Ohio police force and Connellsville officers the work of the ghouls was stopped. Several persons are under suspicion and arrests will follow tomorrow. It is charged that the foreigners who escaped serious injury in the wreck immediately set about robbing their more unfortunate countrymen and the dead as well as injured were robbed of their money and other valuables.

### DEATH LIST INCREASES.

At 2:30 o'clock it was definitely known that 63 persons are dead. The dead bodies are all now in the morgue piled up in a gruesome mass, and it is impossible at this time to pursue the work of identification with any success. It is presumed that many of the dead belong in Connellsville, but so disfigured are the faces that they would be passed by as unknown, even by the nearest relatives. The clothing of many has been searched for some identification clue, but this means has proved fruitless. It is probable that at least half the dead will never be identified.

One man, after rushing into the woods came back again, went into the baggage car of the relief train and sitting down said:

"God! The next instant he dropped over dead without another word. There was not a scar on him. He had inhaled the steam."

### GENERAL MANAGER SIMS.

Connellsville, Pa., Dec. 24.—When General Manager Sims arrived at the scene of last night's accident near Dawson, he was so overcome with grief that he was unable to speak. Men and women who crowded to the scene were compelled to turn away from the affecting sights. When the relief train reached here thousands of people were at the station. A large number of Connellsville people had gone to Pittsburgh for Christmas shopping and were expected home on the limited. Every available cab and carriage had been held in waiting to convey the injured to the hospitals. Citizens formed themselves into a relief corps and gave assistance in the removal of the wounded from the train.

In addition to the 11 who have died, since being taken from the wreck many others are certain to be added to the list of victims. All have inhaled the steam and are suffering intensely. Louis Hilgot, the conductor of the train, was in the second day coach when the crash came and he cried out just how or what happened to him until afterwards. D. W. Hills, porter on one of the sleepers, said that as soon as he could get off his car he went forward and heard some one shouting from the bank where he, by going forward, recognized Hilgot's voice. He was in terrible agony, but shouted at the top of his voice: "Pick me up! I am dying! I want to die, but some one of you get a red lamp and flag 49 or she will be on us."

Even in the mental suffering of every one about the scene the bravery and thoughtfulness of the dying conductor was sufficient to bring words of praise and commendation.

### PORTER HILLS' STORY.

Porter Hills, telling of his experience, said: "I went to the smoking car and began to get on the injured out. The car was the most awful scene I ever witnessed. Men were jammed into all sorts of shapes. They were on top of each other and buried under heaps of dirt and seat cushions. When I tried to lift one man out I found others so tightly wedged into the same place that several had to be added at one time. I got seven men out before I stopped there. The dead were badly bruised and some of the scalded were in such a fearful condition that they would be better dead. Some of those had lost their eyes entirely. The baggage and clothing of the passengers was scattered all over the ground. Some of it was soaked with blood, while in the piles of it could be seen piles of coins, telling the pathetic tale of Christmas shopping that came to such a pitiful end."

At 3 o'clock this morning there remained a small crowd clustered around small bonfires at the scene of the wreck, watching the railroad men at work clearing up. As the light from the bonfires flicker up its rays are cast on a human form pinioned in between the cars. It is that of a man unknown and the body is so fast that nothing but the head protrudes and the remains were the body is pinned under (tons of wreckage).

It may be some hours before the body can be taken out. Whether or not

there are any others beneath the wreckage will not be known until late in the day, when the full extent of the disaster is made apparent.

### WRECK DESCRIBED.

In describing the wreck one of the trainmen said: "Half way around the curve the locomotive struck the big timbers in its path and began with lightning like rapidity to career, then roll, and with the ponderous train crowding it, fell over its side. The instant it did so, the momentum of the train behind it sent the tender clear over the prostrate locomotive like a football and before it could stop it was lying on the water level some 20 feet below. Next came the baggage car which went over the locomotive top and lodged with one end near the water. The mass of the train was smashed like kindling. The sleepers still crowding, but not breaking, swept along, literally tearing up the steel rails as though they were made of paper."

The first sleeper when finally stopped, rested directly over the locomotive. The dinged car remained safely on the track and the steward and crew were not harmed. When the grinding and crushing of steel and wood ceased, there was for the moment a dead silence. Then came the moans and cries of anguish from the poor wretches who were being scalded or burned to death."

When asked if there would be any investigation on the part of the railroad officials, Supt. D. W. Duer said: "I don't think that an investigation on the part of the railroad is necessary to explain this affair. It is all too apparent. Pointing to a half dozen heavy timbers under the coach he said: 'There is the cause of it. An extra freight, westbound has dropped those timbers on the track and proceeded unconscious of the trouble it had left behind.'"

### No Bail for Gillespie.

Rising Sun, Ind., Dec. 23.—Judge Downey of the circuit court today heard the habeas corpus case of James Gillespie, Mrs. Belle Seward and Mr. and Mrs. Myron Barbour, charged jointly with the murder of Miss Elizabeth Gillespie. The bonds of the women were renewed and Myron Barbour was also released on bond, but his bail was double that of the women, \$20,000. All of the officials of the First National bank went on Barbour's bond. Gillespie was refused bail.

### Wants Money for Armor.

Washington, Dec. 23.—By reason of the greater rapidity with which the new ships of the navy are being advanced to completion, Secy. Moody requested for an appropriation of \$2,000,000 for armor and armament to be made without delay. The last appropriation made for armor and armament was based on the amount expended per month last year, which was \$120,708. Since July last this item has amounted to \$1,193,930 per month, and after Jan. 1 the manufacturers of armor have notified the department that a material increase is to be made in their output.

### No Tariff for Cuba Yet.

Havana, Dec. 23.—The passage of a permanent tariff act at present has become altogether improbable, as it is not expected that a quorum can be maintained in the senate for longer than the first week in January because of the campaign preceding the election of representatives which will be held in February. New bill sponsors has been introduced in the senate providing, as a temporary measure, for a straight increase in duties sufficient to offset the loss of revenue from the operation of the reciprocity treaty between Cuba and the United States.

### Panama Wants Cuban Recognition.

Havana, Dec. 23.—Dr. Manuel Corvelles, a special commissioner of the republic of Panama, arrived here today. He expects to secure prompt recognition of the republic by the United States and to establish regular relations between Cuba and Panama.

Dr. Corvelles said to the Associated Press that he had no doubt but that the rumors of the landing of Colombian government troops in Panama have been chiefly inspired by the Colombian government. Gen. Duque, proprietor of the Panama Star and Herald, is on his way to Havana on business. He will probably assist Dr. Corvelles in presenting the details of the situation to the technicians of Panama to the Cuban government.

### A Dog Saves His Master.

Pueblo, Colo., Dec. 23.—Rev. J. N. Sheridan, of the Congregational church at Bessemer, the steel works suburb, owes his life to his large mastiff dog, for able and timely assistance in repelling an attack of ruffians who tried to invade his house. Rev. Mr. Sheridan has been having a war with a certain tough element and has shown much boldness in efforts to suppress bad conduct, and this night raid on his house is attributed to members of the gang. Alarmed by the barking of the dog late in the night Mr. Sheridan, who had armed himself with a revolver, found that several armed men were trying to get the door open. He ordered them away and was fired upon. The clergyman, however, did not flinch, and immediately a volley of shots poured into the house. Several more shots were exchanged but in the darkness no one is known to have been hit on either side. The enemy withdrew but some further development of the persecution is anticipated.

### Hazards of Railroad Life.

Harrisburg, Pa., Dec. 23.—Hazards of railroad life were emphatically emphasized in the annual report of I. R. Brown, secretary of the department of internal affairs, in which a parallel is drawn between the casualties among railroad employees in this state during the last year and the Union losses on some of the greatest battlefields of the Civil war. The casualties among steam railway employees in Pennsylvania for the year covered by the report were 15,382. The combined figures for the steam and street railways show a greater number of casualties during the year than occurred to the Union army in any one of the great battles of the civil war.

During the year the number of passengers killed was 41 and injured 1,727; of the employees of the street railway corporations 21 were killed and 232 injured, of other persons 165 were killed and 1,990 injured, making the total number of fatal accidents on the lines of these corporations 227 and the total number of non-fatal 3,659.


In discussing the casualties figures reported by the various roads Secy. Brown pointed out to the significant fact that there was a decrease in the number of employees injured last year as compared with the year before of 3,512.

### A Bad Indian Killed.

Butte, Mont., Dec. 23.—A Miner special from Missoula says: Details of the killing of Amilo, a Flathead Indian, on the reservation a week ago Monday, by Louis Flying Bird, a handsome young Indian, just 21 years, reached Missoula today when Flying Bird was brought in. Amilo, according to the story that is told on the reservation, was notorious there as a bad character and a gun fighter. On the night of the tragedy he appeared at the home of Flying Bird's people and tried to pick a quarrel with Flying Bird's father. The old man refused to get into an altercation with Amilo, whereupon Amilo struck him. Flying Bird seized his rifle and fired on the old man's assailant, killing him.

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