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# DESERET EVENING NEWS.

TRUTH AND LIBERTY.

THURSDAY, MAY 11, 1905. SALT LAKE CITY, UTAH.

In house, office, store or factory one careless or negligent employee will cost you as much as your taxes. A little firmness and a little advertising will remedy the matter.

10 PAGES—LAST EDITION.

FIFTY-FIFTH YEAR.

## TORNADO WIPES OUT TOWN OF SNYDER.

Dead Will Probably Number One Hundred; the Injured, One Hundred and Fifty.

MANY OF THE LATTER WILL DIE

Every House in the Place, Except Six, Demolished or Badly Damaged.

BUSINESS PORTION DESTROYED.

Storm Was Widespread—Snyder Not Only Town Visited—Was Struck From Southwest.

Guthrie, Okla., May 11.—Snyder, a thriving town of 2,500 persons, situated in the heart of the rich Kiowa farming country, which was thrown open to white settlement in 1901, was practically wiped out of existence by a tornado that struck that place last night.

Up to 10 o'clock today no clear estimate of the casualties was obtainable, owing to the confusion at the stricken town. A conservative estimate places the dead at between 75 and 100 persons and the seriously injured at 150.

It is believed that a large number of the injured will die.

In a number of cases entire families were killed and in almost every family in the town some member was injured.

Every house in the town except six is said to have been either badly wrecked or demolished, many of them were blown away. The havoc wrought is reported entirely destroyed.

Ten undertakers attending the funeral directors convention at Oklahoma City left that place at 9 o'clock this morning with a load of caskets for Snyder.

Up to 10:30 the only names of dead at Snyder obtainable were those of J. B. Ralston and his 24-year-old son Elmer.

The mayors of Guthrie, Oklahoma City and some other Oklahoma towns have issued calls for mass meetings to formulate a system of relief for the injured, and early in the day special trains bearing physicians, nurses, clothing and provisions were started for Snyder.

The first news of the storm was received about midnight. Soon thereafter, before any details had been received, telegraph and telephone wires went down.

Immediately relief trains were ordered out from all available points, starting from Hobart, Chickasha, Guthrie, Oklahoma City and other towns. Every train carried doctors, nurses and any person capable of rendering aid.

The first relief train, sent from Hobart, 35 miles north of Snyder, reached the stricken town just before daylight. Everyone on board began at once the work of relief.

On every hand they found the wreckage and streets almost obliterated by piles of demolished houses. In all directions evidence of the terrible havoc of the storm was apparent. The dead and dying lay about the streets in yards and mixed up with the wreckage, while those who had escaped ran hither and thither in excited attempts to bring chaos out of the terrible scene, and to render what meager assistance they might.

DEAD AND INJURED SEEN.

The storm was not confined to Snyder. On the way to the Boomtown dead and injured were passed in plain sight of the relief trains, but these were passed by in the efforts of the rescuers to reach Snyder, where there was greater need of their services. The first man to reach Snyder and return to a telegraph point was the station agent at Mountain Park, a neighboring town. He had walked into Snyder, reaching there at daylight, and after taking a hasty view of the situation and without gathering any exact details of the storm's effects, returned to Mountain Park.

This man reported the town partially destroyed, and asserted that the list of dead would reach somewhere between 300 and 400. The injured, he said, were to be seen everywhere, and their number undoubtedly will reach into the hundreds.

TORNADO WIDESPREAD.

While the tornado seems to have been widespread, rumors that other towns in southwestern Oklahoma had been destroyed were declared by telephone exchanges to be incorrect. However, there was no question that much damage to property and loss to life had occurred in the outlying districts. The same tornado struck Quinlan in Woodward county, on the Santa Fe railway, destroying several houses and at that point at least three persons, Mrs. O. W. Cox and her two sons, are known to have been killed.

COURSE OF TORNADO.

The tornado struck Snyder from the southwest, traveling north until within about 100 yards from the tracks of the Oklahoma City and Western railway. There it took a northeasterly course through the business portion of the town. North of the track not a building was left standing. Coming as it did while most of the inhabitants of Snyder were asleep, but few had any warning of their danger.

There was no possibility of securing a correct early estimate of the number of dead and injured. The number of dead were placed at anywhere between 75 and 100, while the injured were placed at between 150 and 200. At 9:30 this morning a different telephone connection was established with the derelict town between Snyder and Snyder, from snatches of intervals, and received the dead at Snyder were placed at between 75 and 100 with the injured ever, stated that so much confusion existed at Snyder that it was impossible at that hour to give anything like a correct estimate of the casualties.

THE TOWN.

Snyder is a town of about 2,500 inhabitants in Kiowa county, Oklahoma, in the Kiowa and Comanche Indian

country opened to white settlement in 1901. The town was laid out largely by the St. Louis and San Francisco railway at the junction of two of its lines, and the company erected important buildings there. Snyder is the division point for the Quannah division of the road. The town was named for Bryan Snyder, passenger traffic manager of the system.

WHERE STORM CAME FROM.

The storm came from a southwesterly direction, all covered a width of about a half mile, totally demolishing everything in its wake for 10 miles southwest and three miles northeast of Snyder. Whole families were wiped out. The Fessenden lost seven in their family. W. H. Hubbard, superintendent of schools, was killed; also his wife, three children and father and mother, who were there. The Hibbard family escaped with slight injuries. Three babies in the Crook family, the entire offspring, were killed. The oldest being three years. The infant, three months old, was blown from its mother's arms and its brains dashed out against a brick wall.

One of the saddest cases was Col. Williamson. When the storm struck Snyder Williamson grabbed a woman whom he thought was his wife, and hurried away to a place of safety. When out of danger he discovered that the woman was not his wife. Later his wife was brought to the temporary morgue with her head completely severed from the body.

It is impossible to describe the situation. Over 12 per cent of the population is dead and over 30 per cent is wounded. Ninety per cent of the town is a total wreck, and the loss cannot possibly be estimated. It is thought that the death toll will reach at least 75, and some say as high as 100. There are over 200 wounded.

SOLE OF THE DEAD.

The list of dead who were counted at the morgue in Snyder at 8:30 this morning is as follows:

Mr. Beckwith, aged 24.  
Fred, Crump, aged 24.  
A special train left Morgantown at 2 a. m. with a cannon on board and it is intended to make a breach in the side of the tank and allow the oil to escape, thus preventing the explosion that is feared.

It is feared that the tank will explode, in which event the entire destruction of the town is certain.

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hospitals. There is not a building left in the city that is not more or less damaged, and over seven-eighths of the buildings are a total loss.

The storm, a regular cyclone of the twister variety, swept down on the unsuspecting people just after dark with its deadly devastating effect. There is not a building left standing in the north side of the track or west of the postoffice. The Frisco roundhouse, two girls, the compress, three hotels and all adjacent buildings were totally wrecked by the storm.

Relief trains were run to the devastated city from Hobart and Quannah and the injured are now receiving the best of attention. Mrs. Hubbard, York, Gotcher, Lloyd and Lovell went down from Hobart and have been laboring night and day to relieve the injured, which number in the hundreds.

Every building standing was converted into either a hospital or a morgue. Your correspondent is now writing in a building which contains 67 dead bodies, and wagons and relief parties are bringing in more.

TERRIFIC EXPLOSION.

Caused by Man Gauging Oil Striking a Match.

Mannington, W. Va., May 11, 2:30 a. m.—About midnight, while Ogrator Frank Leach was gauging the oil in the huge 12,000 barrel oil tank of the Eureka pipe line company at Downs, near here, he struck a match and immediately there was a terrific explosion. Leach was thrown with great force a considerable distance and was seriously but not fatally injured. The explosion blew a large hole in the roof of the tank and almost immediately the oil was on fire. The tank was nearly full. Every effort was made by the people of Downs to quench the flames but without success.

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## TWENTY ARE DEAD, A HUNDRED INJURED

Passenger Train on Pennsylvania Runs into Wrecked Freight, Exploding Car of Powder.

WRECKAGE SOON ALL AFLAME.

Many Burned to a Crisp, Bodies So Charred That Very Few of Them Have Been Identified.

POWDER WAS SET OFF BY FLAMES

Shifting Engine Stopping Suddenly Buckled Train That Caused The Wreck.

Harrisburg, Pa., May 11.—Twenty persons are believed to have been killed and approximately 100 injured by the wrecking of the Cleveland & Cincinnati express westbound on the Pennsylvania railroad which ran into a wrecked eastbound freight train, exploding a car filled with 10,000 pounds of blasting powder. The wreck occurred in the southern part of Harrisburg at 1:40 o'clock this morning. It was one of the most horrible disasters ever experienced by the Pennsylvania railroad on its main line. Several hours will elapse before the exact number of dead and injured will be known.

Twelve of the dead are at the morgue and other bodies are being brought to the dead house as quickly as they are located.

There are about 70 injured persons in the Harrisburg hospitals, hotels and private residences, while others are under care of physicians in houses near the scene of the wreck.

HUMAN BODIES BURNED.

Flames began their cruel work of burning human bodies that were helplessly pinned in the wreckage. As the flames spread, they were carried to the floors and workshops of several industrial plants which were quickly transformed into temporary hospitals and morgues. In the vicinity of the wreck many families living in the small houses about the place were tossed from their beds and thinking some catastrophe had befallen them, rushed out clad only in their night clothes. Several small houses near the Lushie furnace were shattered. Flying glass and articles which were knocked from walls and ceilings, inmates as they lay in their beds and a number of

injuries were reported. The shock and effects of the explosion were heard and felt for many miles and panes of glass of large windows were broken for miles around. Henry Silverman, a New York jewelry salesman, had a watch in his berth which contained \$1,000 worth of jewelry. In order to escape he hurried to the door, but was unable to leave the watch in the berth which was destroyed by fire. Among those who received slight injuries was Miss Brown, daughter of Congressman Brown of Pittsburg, and her companion, Miss Woodworth of Philadelphia. They escaped through a car window. The Rev. T. H. Acheson of Denver escaped unhurt.

SCENE OF THE WRECK.

The scene of the wreck when daylight broke was a gruesome one. Splintered and smoldering cars and twisted iron were piled high on the four tracks and an enormous amount of wreckage was lying on the marsh land between the railroad embankment and the river. One thousand laborers were soon put to work and before noon two freight trains were opened.

The passenger tracks for several hundred feet were blown away by the explosion. It will be some time before they can be repaired. Passenger trains are being sent over the new low grade freight line, along the west side of the Susquehanna river. About eight miles of freight trains are stalled east of the scene of the accident. About a dozen boats are dragging the river, for bodies. Several thousand persons visited the scene but they were kept at a safe distance by a large force of police.

IDENTIFIED DEAD.

The identified dead up to 11 a. m. are: Jack L. Silverman, Philadelphia. Mrs. Robert C. Dougherty, Philadelphia. C. Kuhlman, Altoona, Pa. H. K. Thomas, Parkersburg, Pa., engineer of the passenger train.

Passengers and crewmen were burned to a crisp, while others were planed helplessly in the debris. So completely incinerated were the bodies that only four could be identified up to 11 o'clock.

Victor L. Grabe of Pittsburg, son-in-law of Robert Pittsburg, Pittsburg, assistant to President Cassatt of the Pennsylvania railroad, died at noon. Others who died during the day were: H. S. Watson of Clearfield, Pa. J. B. Phillips, Pittsburg.

LIST OF THE INJURED.

Harrisburg, Pa., May 11.—Following is a revised list of the injured treated at the hospital of Harrisburg:

Burke, P. W., Memphis, Tenn., face lacerated and foot cut.

Barnes, James R., Uniontown, Pa. Brown, C. E., Nashville, Tenn. Barr, Mrs. A. L., Pittsburg.

Barr, Mrs. Constance, Pittsburg. Barry, J. D., Richmond, Ky. Ind. Bope, H. P., Pittsburg, president of Carnegie Steel company, slight.

Braunhaugh, James E., Martinsburg, Ind. Crane, A. A., Minneapolis, Minn. Crabbe, George, Pittsburg, badly cut and bruised.

Decker, R. G., Camden, N. J., scalp injured.

Dorchner, G. W., Philadelphia. De Forest, Charles, Cleveland, seriously injured.

Dunkle, Paul, Pittsburg. Donnelly, Charles, Pittsburg.

Dougherty, Robert G. and son, Philadelphia.

Dupont, A. R., Elizabeth, N. J. Erickson, Helma, New York.

Hay, John, Vineland, N. J. Faresman, J. C.

Healey, E. B., Philadelphia. Henley, Matthew, Philadelphia.

Jordan, O. C., Loraine, Ohio. Johnson, Charles, Pittsburg.

Kaufman, H. B., Philadelphia. Kauntz, N. F., New York.

Kauntz, N. F., New York. King, Joseph, Cleveland.

Lundstrom, Hannah, New York, badly burned.

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Lundstrom, Hannah, New York, badly burned.

Mullen, J. T., Philadelphia. Mason, J. B., Schuylkill. Miller, George W., Pittsburg. Newsum, E., Pittsburg. Peter, Allen, Cleveland. Perkins, C. L., Pittsburg, bruised. Pollock, Rosie, Pittsburg. Perushsky, Solomon, New York. Rosenstock, A., New York. Ryan, J. J., Philadelphia. Rose, J. J., Pullman conductor, International, N. Y.

Roman, J., New York. Stern, Saul, Cleveland. Shumaker, A. H., Pittsburg. Shuman, H., Chicago. Sloss, Mrs. C. H., Brooklyn. Schmidt, J. J., New York. Spitzer, Henry, Winnebago, Pa. Sterrett, M. J., Chicago. Stanley, Mrs. J. K., New York. Taylor, John, New York. West, Thomas W., Philadelphia. White, D. B., Philadelphia. Whitley, W. G., Wilmington, Del. Worsen, H., Clearfield, Pa. Yard, Mrs. H. C., Brooklyn. Lucia, Thomas, Altoona, Pa. Oliver, Robert, New York. Olcott, B., Chicago. Post, Adrien, Elizabeth, N. J. Harman, D. L., Pittsburg.

WOMEN SUFFERED GREATLY.

The women in the wreck suffered greatly and many of those who escaped were found almost naked. Among those who got out without injury were Mrs. Albert J. Barr, wife of the proprietor of the Pittsburg Post, and her two daughters, who were on their way to Pittsburg. They were taken to the hospital, where one of the attending physicians gave them attention and sent them to his home.

Mr. and Mrs. Tundell of Pittsburg, the latter the daughter of United States Senator P. C. Knox, were slightly injured by falling glass. They walked from the scene of the wreck to the hotel, where they called up Gov. Pennypacker by telephone and explained their condition. They were brought to the executive mansion, where they were furnished with clothing and medical attention.

PRIMARY CAUSE OF WRECK.

The primary cause of the wreck was a shifting engine. It was going west slowly when the engineer of the east-bound freight train saw it coming on his track. He applied the brakes suddenly, which caused the middle of the train to buckle, shoving several of the cars on the main line and causing the wreck. A moment later the express, one of the fastest night trains on the road, came along and dashed into the wreckage.