

## DIED WITH JOY IN THEIR HEARTS.

Twenty-two Members of a Sunday  
School Excursion Killed in  
A Collision.

## SEVENTY MORE WERE MAIMED.

Picnic Train Was Given a Clear Track  
But on Rounding a Sharp Curve  
It Ran Into a Freight.

Chicago, July 13.—This evening 22 members of the Sunday school of Doremas Congregational church, at Thirty-first and Butler streets, went to death with joy in their hearts and a hymn on their lips. Seventy people, mostly children, members of the same Sunday school, were maimed and mangled at the same time.

The carnage occurred in a collision on the tracks of the Chicago & Eastern Illinois railroad, between Chicago Heights and Glenwood. 25 miles from Chicago. Today was the annual picnic of the Sunday school, and, as in former years, hundreds of the children with their parents and friends had gone to the picnic grounds at Momence, Ill., for the day. The picnic was over and the train was on the return to Chicago when the accident occurred.

The children in the first coach were given as the train passed through Chicago Heights, 27 miles from Chicago. Two miles further the train went on, and then the signaling was turned in death for over a score, and of pain and horror for 70 others. The people in the first car were thrown up against the front of their car, plunged up against the end of the baggage car just ahead of it, and the mass of people was hurled against the wreck of the baggage car, and nobody in that dense pack of people in the forward end of that first coach escaped death or serious injury.

**DEAD.**  
Mrs. Carriage.  
Mrs. Cerringer.  
Miss Cerringer.  
Walter Cerringer.  
Andrew Kramer.  
William H. Meyer, 12 years.  
John Podada, 8 years.  
Mamie Podada, 3 years.  
Nine unidentified children.  
Carl Stewart, 17 years.  
Mrs. Ella Landers.  
Mrs. Emma Palmer, daughter of Mrs. Landers.  
Lena Palmer, daughter of Mrs. Palmer.  
and granddaughter of Mrs. Landers.  
Lena Hipelius, 16 years old.

**INJURED.**  
Frederick Dewitt, conductor of picnic train, both legs broken.  
Frank Koutney, 9 years old, right ankle broken, left leg crushed.  
John Krishaska, 10 years old, right leg broken.  
Rosie Probaske, 8 years old, back broken, will die.  
John Burley, 15 years old, skull fractured.  
Mrs. Nellie Tiggas, back broken, will die.  
Kate Geringer, 7 years old, right hip dislocated.  
Tony L'Amisky, 11 years old, legs badly cut.  
Edward Storers, head severely bruised.  
Walter Barber, 11 years, both legs and arms broken.  
Alice Cherry, 3 years old, right leg broken.  
Mary Williams, 7 years old, right leg broken.  
Harry Gustafson, 10 years, body bruised and cut.  
Ruth Gustafson, internally injured, may die.  
Max Ruth, face cut.  
Ely Ruth, 3 years, cut about head.  
Ethel Ruth, 4 years, cut about head.  
Gus Swanson, cut about face and head.  
Mamie Wilkin, 9 years, right leg broken.  
Thomas E. Duffy, cut severely on right leg.  
Aime Weiss, head cut.  
Carl Schon, right leg broken.  
Gustavus Schon, left arm cut.  
Buddie Acheson, head cut.  
George Duffy, 15 years, internally injured.  
Frank Duffy, 11 years, internal injuries, may die.  
William Johnson, right leg broken.  
Michael Kavanagh, right leg broken.  
Miss Ida Eklund, skull fractured, may die.  
Ardie Nell, bruised about body.  
Barbara Volstorf, 17 years old, both legs broken.  
Walter Dougherty, 12 years old, left leg broken.  
Anna Pundady, right leg broken.  
Miss Catherine Heren, right leg broken.  
Mrs. Elizabeth Healy, both legs broken, internal injuries, will die.  
Miss Mary Wilkin, bruised about body.  
Joseph Schock, bruised about body.  
Henry Busch, head cut.  
Charles Daubrich, 4 years, left leg broken.  
Daisy Smith, 11 years, both legs broken.  
Miss Lizzie Hipelius, mother of Lena Hipelius, who was killed, internal injuries, right leg broken.  
Lizzie Pearson, 17 years, internal injuries.  
Miss Anna Pearson, left leg broken.  
Mrs. C. Eklund, internal injuries, may die.  
Mrs. Anna Daubrich, injured internally, right leg broken.  
Lena Hipelius, 12 years, right leg broken.  
Emma Hipelius, 14 years, left arm broken.  
Margaret Hipelius, 4 years, left arm broken.  
Lena Hipelius, 10 years, left leg broken.  
Mrs. Mary Cotton, back cut.  
Rosie Cotton, 11 years, head cut.  
David Smith, internal injuries.  
Adolph Hirsch, left arm crushed.  
Barbara Forster, head cut.  
Ester Forster, arm cut.  
Mrs. Hilda Stewart (wife of Charles Stewart, killed) head cut.  
Edward Stelnhart, left arm broken.  
Mrs. Mary Courtney, back injured.  
Frank Courtney, 15 years, both feet injured.  
Carrie Howett, 12 years, left leg broken.  
Charles Smith, 11 years, left leg cut.  
James Volstorf, 6 years, both feet crushed.  
Mrs. Frank Zitznik, left leg badly bruised.

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A short time afterward a second train arrived from Glenwood bringing additional physicians and a number of nurses. Darkness had fallen when the second train arrived and the work of rescue and relief went on by the light of large lanterns that were built along the side of the track. A regular relief train was made up at Glenwood as soon after the physicians had been taken to the wreck down track compelled the north and homeward bound excursion train to take the southbound track.

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**F. Auerbach & Bro.**  
**ONE PRICE TO ALL NEVER UNDERSOLD**  
**YOU PRACTICE PRACTICAL ECONOMY BY AT- TENDING OUR**  
**GREAT MUSLIN UNDERWEAR SALE!**  
**Get Ready For Tomorrow! The Time is Limited!**  
**SPECIAL! SPECIAL!**  
**FRIDAY MORNING** From 9 to 12 o'clock, if the Lot Will Last That Long.  
**FRIDAY AFTERNOON** For One Hour, From 3 to 4 o'clock.  
500 White Apron Lawn Lengths, the right width and length for an apron, 40 inches long and 14 yards wide, the borders are formed of narrow satin stripes, lace effect, stripes and open work effects. Value 25c each, while they last, limit 6 to a customer, at each—  
20 pieces Percales, full yard wide, in plaid and shaded stripe effects, no better Percale sold at 15c a yard, for 60 minutes and ten yards to a customer, at (per yard)—  
**15 cts. 5 cts.**

**McDonald's Nut Sundae--**  
Another new one, 'twill be ready for the market August 15. The style of package and name is being registered.

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CIRCULATION BOOKS OPEN TO ADVERTISERS.

**WANTED!**  
To get in touch with property owners about to paint.  
**New Era,**  
THE PAINT THAT'S GUARANTEED.  
Costs the least because it takes less and lasts longest.  
**C.F. CULMER & BRO.**  
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**DESERET NATIONAL BANK.**  
Salt Lake City, Utah.  
Capital ..... \$200,000.00  
Surplus ..... \$250,000.00  
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Five Per Cent Interest paid on time deposits.  
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The oldest and strongest bank in Utah.  
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Four Per Cent Interest Paid on Savings.

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The Mercantile Agency.  
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YOUNG, MIDDLE-AGED AND ELDERLY—If you are weak, no matter from what cause, have varicose veins, etc., MY PERFECT APPLIANCE will cure you. No drugs or electricity. \$5.00 developed in 10 DAYS' TRIAL. Send for free booklet. Sent sealed. Guaranteed. Write today. R. P. Emmet, 105 Taber Block, Denver, Colo.

**A CHURCH PICNIC.**  
The train which was wrecked left the thirty-first street station of the Chicago & Eastern Illinois this morning for Momence. The picnic was the annual outing of the members of Doremas church, formerly a chapel of Plymouth Congregational church of this city. After spending the day on the

## Hair Escaping?

No wonder. Your hair is starving. Feed it before it all leaves you. Then you can keep what you have and add greatly to it. Ayer's Hair Vigor is a hair-food. It stops falling of the hair, makes the hair grow, and always restores color to gray hair.

"One year ago today I had not one single hair on my head, and today I have as fine a growth of hair as any young man in my town, and just three bottles of Ayer's Hair Vigor did it."  
—Arthur B. Ackley, E. Machias, Me.  
\$1.00. All druggists. J. C. AYER CO., Lowell, Mass.

picnic grounds at Momence the train started on the return trip, running in as the second section of the regular passenger train which is due in Chicago at 8:25.

When the picnic train reached Chicago Heights, four miles beyond Glenwood, where the accident occurred, it was switched to the regular southbound track, and, although it was coming north, it was given a clear track by the operator at Chicago Heights, until it should reach Glenwood, four miles away. The train, after leaving Chicago Heights, greatly increased its speed and, when half the distance between the two stations had been covered, it was plunging along at the rate of 40 miles an hour.

## CRASHED INTO FREIGHT.

Between Chicago Heights and Glenwood there is a sharp curve, and as the picnic train tore around this on the southbound track a freight train was backing southbound to the northbound track. It was partly on both tracks and no train could have passed it in either direction. The bend is so sharp that the engineer of the picnic train had no chance to see the freight before he was upon it. It was too late to do anything but apply the air-brakes, but before they could take effect the passenger train smashed into the freight at full speed.

**THE RESULT.**  
The engine and baggage-car of the passenger train went clear through the freight and were piled up in a heap of wreckage on the farther side of the switch on which the freight was crossing from one track to the other. The first coach of the picnic train plunged straight into the wreckage and buried itself in a mass of kindling wood under the demolished engine. Nearly all the passengers in the first coach were caught beneath the mass of debris, and it was here that the loss of life occurred.

## RESCUING WOUNDED.

The people in the rear coaches were hurled from their seats and many of them were badly shaken up and bruised, but all of the serious casualties occurred in the first car. The uninjured passengers and the trainmen at once hastened to the relief of those who were pinned down under the wreckage, who were shrieking piteously for aid. The scene of the wreck is two miles from any station, and much delay ensued before some of the injured who were held down by heavy timbers could be extricated. Nothing could be done for them until lifting machinery came from Chicago Heights.

Men were sent running along the tracks to both Chicago Heights and Glenwood, asking for aid, and in a short time trains bearing physicians and supplies for the wounded were on their way from both stations. The first train to arrive on the scene was from Chicago Heights, and carried six physicians.

## WORK OF RESCUE.

A short time afterward a second train arrived from Glenwood bringing additional physicians and a number of nurses. Darkness had fallen when the second train arrived and the work of rescue and relief went on by the light of large lanterns that were built along the side of the track. A regular relief train was made up at Glenwood as soon after the physicians had been taken to the wreck down track compelled the north and homeward bound excursion train to take the southbound track.

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