

MOST APPALLING WRECK

Passenger Train on Pennsylvania Crashes Into Coal Car at Trebeins, O.

ALL BUT TWO PULLMANS BURNED UP.

Seven Known to Be Dead, Four Are Missing and 16 or More Are More or Less Seriously Injured—Victims Flamed Down and Roasted Alive in Burning Cars.

Indianapolis, Ind., July 26.—A special to the Sentinel from Trebeins, O., at 5:30 Friday morning, says: One of the most appalling wrecks in the history of the Pennsylvania railroad occurred here Thursday night at 10:30, when the limited from St. Louis to New York with a heavy train of engine, two mail cars, day coach and four Pullman sleepers, while running at 70 miles an hour, crashed into a wild flat car loaded with coal coming down grade toward it at a rate of 25 miles an hour.

The result was terrible in loss of life and property. Three dead bodies have been taken from the wreck, the engineer's body will never be recovered, being burned to ashes. Four others are known to be burned to death and several others are missing. The train was totally consumed by fire with the exception of the two rear Pullmans. Sixteen persons were injured, four of them from Indianapolis. Two postal clerks are dead, one from Greenfield, Ind.; two others are badly scalded and a dozen or more people are more or less hurt.

Crash Comes in Darkness.

The crash came in the darkness. The clouds hid the moon, and to add to the horror a gas tank under a coach exploded and the entire wreck was a mass of flames in three minutes after the collision with the runaway coal car.

Corrected Casualty List.

The following is a corrected list of the dead and injured:

THE DEAD

William Clark, engineer, formerly of Xenia, now of Columbus; trunk of body and one leg found; leaves wife and three children.

Patrick Dwyer, fireman, residence Cincinnati.

M. M. Peters, mail clerk, residence Cincinnati.

E. F. M. McKown, mail clerk, Greenfield, Ind., body not recovered.

THE INJURED

Joseph Converse, aged 77, Elmira, N. Y.; scalp wound, not serious.

Bessie Donovan, 13, Irwin, Pa., cut about head, not serious.

William G. Forsyth, Indianapolis, Ind., mail clerk, dangerously hurt.

W. A. Gifford, Woodstock, mail clerk, cut about head and arm; dangerously hurt.

James McFadden, Indianapolis, nose fractured, not serious; had a ticket for Ireland; was able to proceed.

Mollie Collins, Louisville, Ky., head cut not seriously.

The story of a woman and child having been burned to death is not confirmed and is discredited. Ten or twelve people who are not included in the above list were injured, but not seriously.

How the Accident Occurred.

This little town is three miles west of Xenia. There is a heavy down-grade from that city here. While switching coal cars there Thursday night at 10:20 o'clock a loaded flat car got loose and shot down the heavy grade toward this hamlet. The limited express on the Pennsylvania road was speeding on the same track in the opposite direction at the rate of 70 miles an hour. It was late and Engineer Clark was trying to make up lost time.

In the darkness he evidently did not see the coal car coming or saw it too late. His train crashed into the car and an instant later the entire mass was a burning pile of wreckage. In it were nearly 50 human beings. Ten minutes later all had been taken out of the burning mass but seven.

Heart-Rendering Scene.

Passengers escaped without clothing except the seven in the day coach. The survivors stood helpless and heard the screams of two women and one man pinned in the wreckage for whom aid was impossible. For one, two, three hours the wreck burned. The Xenia and Dayton fire department went to the rescue. They could save no life. The body of the engineer was burned so completely that no vestige remains. A few charred bones tell of other loss of life.

William Dwyer, the fireman, was taken out alive, but lived only 30 minutes. Four postal clerks were in the mail cars. They were Gifford and Forsythe, of Indianapolis; Peters, of Columbus, O., and McKown, of Greenfield, Ind.

The bodies of Peters and McKown were recovered badly scalded and mangled. Peters was unmarried. McKown lived in Indianapolis until recently, when he moved with his wife and three small children to Greenfield, 20 miles east of Indianapolis.

George A. Gifford lives at Irvington, a suburb of Indianapolis, and has a wife and three children. They are now waiting in Ohio.

William G. Forsyth has a wife and one child.

Gifford and Forsyth were taken to the home of Dr. Madden at Xenia. Dr. Madden said: "Mr. Gifford's body was burned about the face and hands. His condition is not serious, and he will be able to go to his home to-day."

"Mr. Forsyth is more seriously hurt. He is scalded about the face and hands, and his throat and mouth are burned, and I fear he is somewhat injured internally. He is weak, but I think will recover. He may not be able to be taken home for several days."

Powerless to Aid Helpless. For an hour the terror-stricken

passengers stood about the burning wreck horrified. They knew there were fellow passengers in the burning mass, but were powerless to help them. The flames sent up a weird, lurid light. The smell was sickening. It was an hour before help arrived from Xenia. The survivors were taken there and the injured cared for. Later in the night a special took the people uninjured to Columbus. Many of them will continue on their journey.

That more were not killed, and that the injuries were not more serious to others is scarcely less than a miracle. There is nothing left of the train but two Pullman coaches. Everything else is one pile of charred iron and steel, hissing with heat under the streams of the fire apparatus. Of those living the two Indianapolis postal clerks are the worst injured.

Three wrecking crews arrived, and the track is being put in shape. It is torn up for 200 yards. E. B. Hutchinson, chief agent of the road, arrived from Indianapolis Friday morning. He is preparing a list of the injured as accurately as the condition will allow. It will be days before the exact list is known. Division Superintendent Miller is also here.

Wreck on the Alto.

Joliet, Ill., July 26.—The Alto passenger which was due in Chicago at 8:10 a. m., ran into a freight engine in the yards here Friday morning. The passengers were thrown from their seats or berths, but no one was seriously hurt. A colored Pullman porter named Bradshaw, of Chicago, was thrown off the train and had his head badly cut. Both engines and one car were wrecked.

BRYAN IN MAINE.

Nebraskan and Senator Carmack Make Speeches at Rockland.

Rockland, Me., July 26.—A night in a railway train, breakfast at the hotel, greeting by representative democrats of this section and an open air speech delivered to 5,000 people comprised the programme of William J. Bryan from the time of leaving Boston Thursday to the hour of his departure from this city before noon Friday.

With Mr. Bryan were Senator Carmack, of Tennessee, and Charles S. Hamlin, of Massachusetts. After breakfast and a brief reception the party were driven to the court house where a stand had been built out from the steps. From this platform Mr. Bryan and Senator Carmack addressed an audience of at least 5,000.

Bath, Me., July 26.—William J. Bryan and his party reached here at noon. No arrangements had been made for a reception here, but a thousand people assembled at the station. Mr. Bryan addressed them from the car platform, and in his speech feelingly alluded to the late Arthur Sewall, who was the vice presidential candidate in '96 on the ticket with Mr. Bryan. A handsome bouquet of pinkies was sent to Mrs. Sewall, the widow of Arthur Sewall, by Mr. Bryan.

Senator Carmack also spoke briefly.

BACK HOME AGAIN.

President and Family Return from Sea Girt After Night Spent at Anchor in Fog.

Oyster Bay, July 26.—President Roosevelt and the party which accompanied him to Sea Girt Thursday, arrived off Sagamore Hill in the Mayflower at 8:55 Friday morning. The Mayflower remained at anchor off Tompkinsville from six o'clock Thursday night until 6 o'clock Friday morning. President Roosevelt found upon his arrival here, an accumulation of matters demanding his attention and he and Assistant Secretary Loeb were busily engaged up to luncheon in their consideration.

KING ENJOYS SUNSHINE.

Spends Part of the Day on the Deck of His Yacht—Continues to Improve.

London, July 26.—This was the first brilliant day since King Edward's arrival at Cowes, Isle of Wight, and his majesty enjoyed the sunshine on deck. At 12:50 p. m. the royal yacht left her moorings and cruised westward. All reports from the yacht agree that the king is steadily improving. There was another rehearsal this morning of the royal procession from Buckingham palace to Westminster Abbey. It was witnessed by a large crowd.

High Praise for America.

Paris, July 26.—Baron Pierre de Coubertin, in an article in the Figaro on the foreign policy of the United States tries to show that destiny is pushing the Americans to the first rank of the Anglo-Saxon peoples. "Their starry banner," says Baron de Coubertin, "will, one day, be par excellence the Anglo-Saxon flag, and in defense of that flag the Washington government will be quick to use cannon."

Ice House Burned.

Milwaukee, July 26.—An Evening Wisconsin special from Port Washington, Wis., says: The mammoth ice house of the Pike & North Lakes Ice company here were struck by lightning early in the day and were completely destroyed by the fire which resulted. The loss on the buildings and contents is estimated at \$50,000, insured for about half that amount.

Track Layers Strike.

Burlington, Ia., July 26.—A strike of track layers on the Iowa & St. Louis railroad has gone into effect at Centerville, Ia. The strikers demand shorter hours for same pay.

SHORT SPECIALS.

Illinois river is still rising at Beardstown, and further flood damage is feared.

The motion of a nationalist member protesting against the overtaxation of Ireland was defeated in the house of commons.

Illinois is still the second coal producing state in the union, according to geographical survey; 2,293,311 tons mined in 1901, with West Virginia a close second.

Lieuts. Hobson, Blue, Ward and Buck have been selected to receive meritorious service rewards for particularly telling services in the West Indies naval campaign.

The United Boxboard and Paper company has organized in New York with J. A. Roberts as president, and capital of about \$25,000,000, to control over 90 per cent. of the industry.

War department honor medals have been given to Gen. Horace Porter for gallantry at Chickamauga, Gen. Con. A. L. Mills for services in Cuba.

The Pennsylvania road has ordered 55 fine new cars to provide new equipment throughout for its 20-hour and limited trains from Chicago to New York. They will cost \$1,500,000.

TRADE REVIEW.

Comments on the General Situation by Leading Commercial Agencies.

New York, July 26.—R. G. Dun & Co.'s Weekly Review of Trade says: "Each day brings the agricultural products of the nation nearer maturity and the possibility of any serious injury becomes smaller, the feeling of confidence in fully sustained trade grows stronger. Storms destroyed much property in some sections, and the prompt restoration of structures has added to the activity of building trades. Railway stocks rose to new high record quotations and gold was exported, yet money ruled easy. July oats succeeded corn as the leading speculative cereal, but all distant grain options tended lower as the outlook improved. The heavy distribution of merchandise is shown by railway earnings thus far reported for July 25 per cent. larger than last year and 30 per cent. in excess of the corresponding period of 1900.

"Failures for the week numbered 206 in the United States against 198 last year, and 17 in Canada against 28 last year."

Braystreet says: "Crop conditions, particularly as to corn and cotton, have further improved, and the confidence in fall trade shows no diminution, but rather an increase. The best advice come, as heretofore, from the northwest and southwest. Weather conditions in the east have been depressing to trade in seasonal goods, and fall trade in dry goods promises to be late, as heretofore indicated in this column. A further improvement is, however, noticed in shoes and leather, and wool, again higher in price despite manufacturers holding back buying. Among the industries iron and steel are easily first in activity, and relief from the so-called pig iron famine is sought in freer importations. The fruit season is now in full swing and sugar consumption is at its full and promises to be very heavy. Produce is still high despite flattering crop prospects. Oats have suffered the predicted squeeze and reached the highest price of the generation. Range cattle and Texas hides have surpassed all records and fine tobaccos have also reached best on record quotations. On the other hand, the cereals, cotton and hog products, reflecting the improved crop reports, are lower. As indicative of the activity in wide-spread directions, it is noted by western hardware men that there will be no dull season this year. Railroad earnings show gains of over five per cent. so far for July, and bank clearings have begun to show the gains earlier predicted over last year's totals, reduced as they were by hot weather and drought effects on speculation."

KING SIGNS PROCLAMATION.

Calls for Coronation on August 9th Meeting of Privy Council on Royal Yacht.

London, July 26.—The duke of Devonshire, president of the council, and other members of the privy council, left here on a special train for Southampton Saturday to attend a meeting of the council on the royal yacht Victoria and Albert, off Cowes, Isle of Wight. This will be the first meeting of the council ever held in a similar place or under such circumstances.

The weather at Cowes Saturday was favorable. King Edward passed an excellent night and experienced no ill effects from Friday's cruise around the island.

The meeting was brief. King Edward signed proclamations fixing the coronation for August 9, and making a bank holiday of the same day. The privy councilors, who had luncheon with the king, spent two hours on board the royal yacht.

CIVIL WAR IN HAYTI.

Little Island Completely Torn Up by Internal Strife—Provisional Government Dissolved.

Washington, July 26.—Tumultuous conditions continue in Hayti according to advices received Saturday at the state department from Minister Powell, who is at Port au Prince. He cables that civil war has been declared throughout the country, and that Gen. Firmin, an aspirant for the presidency, is marching on Port au Prince. The provisional government has been dissolved. The acting president has sent a communication to the diplomatic corps declaring that Admiral Killick is a pirate and asking that the naval vessels of foreign countries capture him wherever found. The precedents show that the naval powers have decided to pay no attention to any such proclamation, but to regard men in Killick's position as simply rebels.

Smokeless Powder Burned by Bolt.

Washington, July 26.—During a severe electrical storm which swept down the Potomac river Thursday lightning struck one of the small powder houses at the Indian Head proving ground, and burned up 55,000 pounds of "smokeless." Rear Admiral O'Neil, chief of the naval ordnance bureau, states that he has not received an official report on the matter, but private advices are to the effect that no persons were injured by the accident, the damage being confined to a few broken and burnt windows in a nearby office.

Brothers Scalded to Death.

Sioux City, Ia., July 26.—While Orrin and Charles Johnson, brothers, were crossing a bridge with a traction engine the bridge broke and they were scalded to death.

CURRENT TOPICS.

There have been noted 181 different forms of snow crystals.

An average of 20 tons of oil is rendered from a large whale.

The transfer system is not used by any street railway in Great Britain.

Miners are the wealthiest and best organized of trades unions in France.

A railroad engine may be roughly said to be equal to the strength of 900 horses.

About 70 per cent of the population of the Klondike are from the United States.

Quarantine was first established against infectious diseases in the tenth century.

Since 1879 France has spent \$120,000,000 on canals. This does not include Panama.

The hoisting of the black flag after executions is to be discontinued in London, England.

It has been decided that no Hebrews be further admitted to the railway school in Odessa.

It is estimated that Canadian forests will furnish wood for the pulp industry for 840 years.

Mormons claim to have 3,000 missionaries in the field, and to have made 20,000 converts last year.

Samuel Day, of Wesley, Me., has slain 251 deer since 1866, and is considered the "State champion."

Marsden J. Perry, of Providence, R. I., is the owner of a punch bowl made famous by the Boston tea party.

The corn oil made in the United States is exported to the extent of from 75 to 80 per cent. of the total output.

In a small "greaser" hamlet near Phoenix, Ariz., is a saloon with this sign: "All nations welcome—Even Carrie."

ABOUT THE HOUSE.

Sash curtains of green India silk are attractive for the dining-room.

Attractive cushion covers in pink art ticking are finished with a narrow border of flowered white denim in the daintiest patterns, and at each corner is a large white cotton tassel.

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A. N. K.—G 1928

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