

# MISSOURI PACIFIC TRAINS CRASH TOGETHER, HEAD-ON, KILLING 28 PASSENGERS AND INJURING 50 OTHERS

## Are Running Full Speed Near Warrensburg, Missouri, This Morning, When Collision Takes Place.

### Locomotives Are Demolished and Cars Telescoped—Fire Adds to the Horror—The Accident Caused by a Failure to Read Signals.

(Journal Special Service.) Warrensburg, Mo., Oct. 10.—In one of the worst wrecks of recent years two trains on the Missouri Pacific at 4 o'clock this morning hurled themselves together with terrific force, piled up on each other, telescoped their cars, and then added to the horror of the scene by catching fire and burning to death many injured and panicked who were unable to escape.

At noon the reports from the scene show 28 dead, 50 others who may not survive the day and nearly 50 seriously injured. It is estimated that at least 20 persons were killed outright in the first impact.

The identified dead:

- W. J. Dearet and son, Dexter, Kan.
- Daisy Greer, Henpeck, Mo.
- L. F. Doonan, Bronough, Mo.
- Cal. Ream, Bronough, Mo.
- Mrs. Cal. Ream.
- Daisy Ream, daughter of Mr. and Mrs. Cal. Ream.
- Gerlie Lovd, Bronough, Mo.
- Clarence Horrens, Kansas City.
- D. A. Weber, Fontville, Pa.
- Mrs. M. Lindsay, Oxford, Kan.
- Mrs. Happy Kelcey, Oxford, Kan.
- D. H. Alley, Cedarvale, Kan.
- Nellie Sullivan, Cedarvale.
- Dollie Sullivan, sister of Nellie Sullivan.
- W. H. Allen, Pittsburg, Kan. His two sons, Harry and Marion, and Addie Kane, their nurse.
- Dr. H. McIlhenny, Kingman, Kan.
- Bruce McIlhenny, Kingman, Kan.
- Philip Regal, wife and son, Joseph, Edna, Kan.
- Mrs. Susa Cooper, Edna, Kan.
- Charles Casement, Sedan, Kan.
- Mrs. J. C. Casement, Sedan, Kan.
- Henry Carr, Sedan, Kan.

Among those fatally injured are Edwin Rawson, engineer, and Charles Young, fireman of the passenger train.

John Preston, conductor, John Horton, engineer, E. G. Dawson, fireman, and William Seldie, brakeman, all of the freight train crew, were seriously and probably fatally injured, none escaping without broken bones.

Mrs. W. H. Allen, whose husband and two sons were killed, escaped with two other sons, but all three were slightly injured.

Nearly all of the long list of injured are residents of southeastern Kansas towns.

**Through a Misunderstanding.**

The wreck took place 1 1/2 miles east of this station, and was between the second section of the east-bound world's fair train No. 40 and a west-bound fast freight.

The freight was under orders to await a passenger train at Montserrat siding. The crew, evidently misunderstanding the orders, made the siding and waited until the first section of the passenger train passed. The passenger, owing to its heavy traffic, had been compelled to cut into two sections, which fact, evidently was not known to the freight crew.

When the first section passed it carried signals showing that another section was following, but the freight crew did not heed them and ran out with wide opened locomotive to make up for lost time. As if to add to the force of the collision, the two trains did not come together until squarely on a sweeping curve, so that neither engineer observed the other until the trains were within a few yards of each other.

So great was the speed that the two locomotives were rendered mere heaps of scrap iron, but not until the heavier freight locomotive had fairly run over the one drawing the passenger train and crushed it in way nearly through the first chair car.

In this car, which was filled with sleeping passengers stretched out in their chairs, not a person escaped death or injury and the mangled locomotive soon became the heart of a fire over and through which the scalding steam from its twisted boiler pipes hissed and roared with such noise as to partially drown the cries of those unfortunate ones who

were injured too seriously to escape, or held down by broken timbers and twisted iron.

**Rescuers Powerless.**

Clear back through the second and third coaches were other injured, but in most cases not seriously. In these two coaches seats were wrenched from the floors, and the glass from the windows and ventilators was shivered into minute particles.

From out of this darkness and horror crept the sleep-dazed and horrified passengers to assist those in the front coach who were now vainly pleading for succor of speedy death. Water was not at hand with which to quench the heavier flames and in many instances would-be rescuers were compelled to watch the struggle of the injured until the flames crept over them and brought death's relief for distress.

On every hand, in the light from the blazing car, could be seen men with bandaged and bloodstained heads and hands endeavoring to assist those in worse predicament. Back in the heavier Pullmans where none was injured save through bruises and cuts from flying glass, hospitals were speedily improvised into which the most seriously wounded were carried.

At the sides of the tracks the dead were laid as rapidly as they could be extricated from the wreck and when dawn came the scene was a most pitiable one. Many of the dead were so badly burned as to be almost unrecognizable.

A passenger brakeman who had escaped injury brought the news here, and in a very short time a relief train carrying doctors and surgeons came to the number of several hundred was on the scene. This arrival with proper fire fighting appliances presaged the extinguishment of the flames and the rescue work went forward much more rapidly.

From Sedalia also, came a special relief train with nurses and surgeons, facilitating the care of the injured after they were removed here.

In nearly half the cases identification was not made until after the dead had been removed here, so difficult was this work. The track at the point of the wreck is completely blocked by the debris and not until late today will the exact number of dead be known. It is feared that further search into the embers will disclose other bodies or evidence of persons who were missing.

Many of those in the hospitals are reported as dying and the list will undoubtedly be increased from this source. An official count gives 41 persons in hospitals here.

**FRIGHT TRAINS COLLIDED.**

(Journal Special Service.) Missouri, Oct. 10.—A collision between a freight and a passenger train occurred in the yards here yesterday. Two persons were seriously hurt, one Mrs. J. M. Partido, wife of the commanding officer at Fort Reno, O. T., probably father, and 13 others received minor injuries.

**SIX SUFFOCATE IN TUNNEL.**

(Journal Special Service.) Sarnia, Ont., Oct. 10.—By the breaking in two of a coal train while passing through the tunnel under the St. Clair river from Sarnia to this place yesterday six persons were suffocated by coal gas. They were all employees of the road, including Superintendent A. S. Begg of the terminals.

**LADY CURSON BETTER.**

(Journal Special Service.) London, Oct. 10.—Lady Curson had a good night. Her condition shows considerable improvement.

## ESCAPES FROM UNDER 500 TONS OF COAL

(Journal Special Service.) New York, Oct. 10.—Buried alive for five hours and a half at a depth of 30 feet, with the crushing weight of 500 tons of coal over his head and shoulders, John Cullen had a remarkable escape from death in the Mammoth coal bunker of the Kings County Gas company yesterday.

Wedged firmly in the mouth of a coal pocket at the bottom of the coal bunker, which towered vertically 100 feet above him, with half the contents of the reservoir upon him, and the rest bunched on steep hills on either side, it seemed a miracle that if not crushed to death he was not smothered.

Upon the frail support of two small shutters upon which he rested his feet and at the same time checked the flow of coal down into the pocket, depended his life, while four policemen, two firemen and two volunteers fought the avalanche of coal 30 feet over his head for five hours and a half.

Down on hands and knees the rescuers with their lives depending on the security of the frail timber embankment, dug the coal with their hands from around the body of the man until he had his arms free and could pass a rope under them. A wild cheer rang from the watchers on the platform when, hauled by eight rescuers, Cullen was dragged from his prison.



ALL THAT WAS LEFT OF A RUSSIAN CONVOY AFTER IT WAS CAUGHT BY THE JAPANESE SHELL FIRE. IN TWO MINUTES NOT A MAN OR A HORSE WAS ALIVE.

## ROBERT J. WYMME SUCCEEDS PAYNE

### First Assistant Appointed Postmaster General the Day After the Burial of His Former Chief.

(Journal Special Service.) Washington, Oct. 10.—The president today appointed Robert J. Wynne postmaster-general to succeed the late Henry C. Payne. Wynne has been acting postmaster-general.

The appointment, it was thought, might be deferred for some time, and its announcement the day following Payne's funeral is somewhat of a surprise.

The new postmaster-general is a New Yorker by birth, but has resided in the capital city for many years. He was born in New York, November 18, 1831, receiving his education in the public schools of his native city. Finishing these schools, he spent several years studying under private tutors. After he had finished with the classics young Wynne took up telegraphy and soon became an expert.

From 1870 to 1880 Wynne followed the profession that he had taken up after his school days were ended. In 1880 he was appointed the Washington correspondent of the Cincinnati Commercial-Gazette, which position he continued to hold for 12 years.

Wynne's entrance into public life began in 1892, when he was appointed private secretary to John C. Carlisle, then secretary of the treasury. He held this position for four years, when the last Cleveland administration went out of office. Again returning to newspaper work, he was made the Washington correspondent of the New York Press. This work he gave up in 1902 to take the office of first assistant postmaster-general.

Mrs. Wynne was formerly Miss Mary McCabe of Washington. She was married in 1875. Postmaster-General Wynne is president of the Gridiron club, a member of the Army and Navy and of the Loyal Legion, the latter by inheritance. His home is 915 Rhode Island avenue.

## "PROPHET" DOWIE FOR ROOSEVELT

(Journal Special Service.) Chicago, Oct. 10.—The "first high priest on earth" has spoken. Before an assemblage of about 5,000 of his adherents at Zion City yesterday Dowie denounced Parker as the prodigal son in disguise and told his hearers to vote for Roosevelt.

Simultaneously with this came the announcement of the "Theocratic" party, of which Dowie is the father. Its object is to replace the present form of government by a divine system of administration which will finally control the whole world, warring off all present forms of government.

The Zionites assembled loudly proclaimed their intention to do as Dowie requested in the matter of casting their votes for Roosevelt.

## OCTOBER SESSION OF SUPREME COURT

(Journal Special Service.) Washington, Oct. 10.—The supreme court reassembled at noon for the October session. No official business was transacted beyond the admission of an attorney to the bar.

The court proceeded to the White House to pay its respects to the president. Tomorrow the call of the docket will begin.

## TIDE OF WAR TURNS IN FAVOR OF THE RUSSIANS



PHOTOGRAPH TAKEN IN MOSCOW SHOWS THE FIRST JAPANESE PRISONERS BEING ESCORTED FROM THE RAILWAY STATION BY RUSSIAN SOLDIERS.

## CHINESE DEFEAT REBELS. Boxer Movement Reported Spreading in Northern Provinces.

(Journal Special Service.) Shanghai, Oct. 10.—A telegram from Kwelling province of Kwangsi states that Chinese troops have defeated a large body of rebels at Loeheng Hsien after three days' hard fighting. The Boxer movement is reported spreading in the northern provinces.

**LIST OF REFORMS.**

Prince Mirsky Minister of Interior to Present to Czar.

(Journal Special Service.) Birmingham, Oct. 10.—The Post hears that Prince Mirsky, the Russian minister of the interior, has drawn up a list of international reforms which he will shortly present to the czar.

## JAPANESE FALL BACK. Dispatch Says Russians Will Attack Liao Yang.

(Journal Special Service.) St. Petersburg, Oct. 10.—A dispatch from Mukden says that the Japanese are falling back on Liao Yang which the Russians intend to attack.

**SIX THIRTEEN SHIPS.**

Japanese Center Land and Sea Fire in Port Arthur Harbor.

(Journal Special Service.) Tokyo, Oct. 10.—The Japanese recently centered the fire from their land positions and from the best blockading Port Arthur on the west harbor and succeeded

## BRINGS DEAD TO LIFE WITH OXYGEN

(Journal Special Service.) New York, Oct. 10.—Adherents of Dr. James Taylor Gwathmey, who has been conducting exhaustive experiments in oxygenated chloroform and ether, are confident that he has discovered a method of restoring life to recent victims of heart failure.

The doctor has perfected a method of mingling oxygen anaesthetics which deprives them of those dangerous qualities which extend to use by persons of unsound hearts.

One of the serious problems considered by every surgeon before undertaking an operation is the chance of his patient's surviving the anaesthetic.

Dr. Gwathmey publicly announced his discovery and the result of his experiments to members of the Academy of Medicine. Demonstrating his work, he killed several cats with oxygenated chloroform and restored them to life with oxygen. The doctor today, when asked if the method might be applied to the restoration of human beings, answered:

"To a certain extent it may. Take the cases of the cats. After submitting them to oxygenated chloroform for from 15 to 25 minutes, they were pronounced dead. Unmixed chloroform and ether killed them in a third of that time. By resorting to mechanical respiration and oxygen, I brought the cats back to life. It took 10 minutes."

## STALWARTS WITHDRAW

### La Follette Faction Triumphs Completely in Wisconsin.

## SPOONER FOR HARMONY

### Beaten in the Supreme Court and Ignored by Republican National Committee He Climbs Into the Band Wagon.

(Journal Special Service.) Milwaukee, Wis., Oct. 10.—The faction of the Republican party headed by United States Senator John C. Spooner is down and out. Beaten at every turn, the leader of the stalwarts today announced that their ticket would be withdrawn. The reason given for this is that "harmony has been restored in the Republican party in Wisconsin." In addition the stalwarts admit that the recognition of the La Follette faction by the state supreme court as the only one entitled to the name Republican, the following of this decision by the national committee which ignored the stalwarts and asked the regular branch of the party to take Fairbanks' tour of Wisconsin. Henry C. Payne's death is mentioned as another reason for the decision of the stalwarts.

This action gives the La Follette faction a clear field and the Republicans declare assured the success of their ticket this fall.

## DAVIS WILL SPEAK

(Journal Special Service.) Baltimore, Oct. 10.—The Democrats of Baltimore held the big meeting of their campaign in the Lyric theatre tonight. Vice-Presidential Candidate Henry G. Davis will be present and Senator Gorman will preside over the meeting. The speakers are to include Senator John W. Daniels of Virginia, former Senator David B. Hill of New York and former Senator William Pinkney Whyte of Maryland.

Tomorrow morning Messrs. Davis, Hill, Daniels and Whyte will start for their tour of West Virginia. This trip is expected to consume two weeks and will include meetings at Wheeling, Grafton, Parkersburg, Clarksburg, Piedmont, Charleston, Huntington and the other chief cities and towns of the state.

## FAIRBANKS IN NEBRASKA.

(Journal Special Service.) North Platte, Neb., Oct. 10.—The Fairbanks campaign special arrived at 8 o'clock this morning after a night's ride from Cheyenne. It was greeted by a large crowd which waited for an hour while Fairbanks outlined the issues of the campaign.

Fairbanks' talk, to big crowds throughout Nebraska today. He will address a meeting in Omaha tonight. The Nebraska congressional delegation accompanied the special train. Fairbanks will begin a tour of Iowa Tuesday morning.

## SEES NEW JERSEY LEADERS.

(Journal Special Service.) New York, Oct. 10.—Alfred B. Parker arrived at the Hotel Belleville from Esopus at 10 o'clock this morning. He devoted the morning to the New York campaign. He will confer with New Jersey leaders this afternoon.

## CLUBMAN KILLS HIMSELF.

(Journal Special Service.) New York, Oct. 10.—Frank Depueyater Hall, a wealthy member of several prominent clubs, shot and killed himself in his apartments today. Hall recently brought suit against two prominent club members, alleging slander and asking \$100,000 damages.

## "GOLDEN RULE" GAVE HIS WEALTH AWAY

(Journal Special Service.) Toledo, O., Oct. 10.—The report of the appraisers of Mayor "Golden Rule" Jones' estate has been submitted to the probate court, and has created a sensation. Mayor Jones was reputed to be worth at least \$1,000,000, and it was said that seven years ago, when he accepted the position of mayor, he had an interest in the Acme Sucker Rod company which alone was worth \$500,000. The report of the appraisers shows that the aggregate amount of the entire interest is only a fraction more than \$250,000, or about a third less than six years ago. He had given away more than \$750,000 a year. It is well known that Jones had been actively what he had not been