

WRECKED MANGLED ROASTED

Seventy Lives Go Out Like a Candle in the Wind

SET FIRE TO HIS COAT AND FLAGGED THE TRAIN

Cannon-Ball Train Proves to Be Veritable Meteor of Destruction

Connellsville, Pa., Dec. 24.—The latest estimates of deaths in the Baltimore & Ohio wreck at Laurel last night place the number of kill at 70, slightly 20 of whom have been identified.

Four arrests were made at Dawson this morning on charges of robbing the dead; two were white, and two colored.

Most of the foreigners killed were bound for Europe. At noon it was ascertained there were 68 deaths, with three dying in the hospitals. Of these 53 are identified. There were fewer foreigners in the wreck than was at first supposed.

A number of the victims will never be identified, as they are burned beyond recognition. The injured are being attended to by a score of doctors from near-by points. Business at Connellsville is entirely suspended.

Connellsville, Pa., Dec. 24.—With a terrible crash the Duquesne limited, the fastest through passenger train from Pittsburg 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 last night, and it is estimated that 63 lives were lost, and 30 persons were injured.

The train left Pittsburg that evening, running a few minutes late, in charge of Engineer William Thornley, of Connellsville. When approaching Laurel Run, which is a particularly good piece of road, the train was running at a high rate of speed. Suddenly the passengers were thrown from their seats by the lightning-like application of the air brakes, and a moment later there was a terrific crash.

The train was made up of two baggage cars, two day 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 and falling from the wreck as it tore along. Suddenly the engine swerved to the left and the coaches plunged down over

that at least 40 of the dead were in the smoker.

Trainman Proves a Hero.

Baggagemaster 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, flagged 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. Baum collapsed when he saw he had succeeded in stopping the train, and when the engine stopped he was lying within a few feet of it.

An operator at "VR" tower on the Pittsburg & Lake Erie railroad, across the 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 river. 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 westbound tracks are torn up. The engine was completely demolished and the big 7000-gallon tank on the tender was thrown 100 feet ahead. 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 hardly any escaped

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 agonizing 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.

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. 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 of the city. A peculiar feature of the accident is the fact that not a woman was injured, excepting a few slightly.

The wreck was caused by the breaking of castings on a car load of bridge timbers on a westbound freight 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. A big Atlantic-type engine plunged into the timber at a velocity of 60 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. The smoker was packed to its utmost capacity, and all the passengers were cooked alive. Not a single passenger in this car escaped alive, and it is estimated without at least some slight injuries.

Physicians to Scene.

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 up, and taken in charge by General Superintendent Sims and Superintendent Irwin, of the Pittsburg division. The relief train was run at full speed, and the scene of the wreck was reached about 9 o'clock. The injured were looked after immediately, and every one was made as comfortable as possible. They were loaded onto the relief train and taken to the Cottage hospital here.

The dead were placed in a long row on the embankment opposite the wreck, and in a single line 38 forms lay on the frozen ground. Another row on the opposite side of the wreckage contained 11, 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 could reach them. Under his engine lay Engineer William Thornley, disemboweled and mangled almost beyond recognition. It was impossible at the time to extricate his body, and it will be several hours before the wrecking crew will be able to remove the engine which pinions his remains under the huge mass of steel.

Thieves Rob the Dead.

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 deputized, and, 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 the injured were robbed of their valuables.

At 2:30 o'clock this (Thursday) morning it was definitely known that 63 persons are dead. The dead bodies (Continued on eighth page.)

SENATOR WARREN ALSO

Inspectors Think He Leases Quarters to Government

Contracts of This Kind Are Illegal and Would Be Immediately Cancelled

Washington, Dec. 24.—Postoffice inspectors are investigating the charge that Senator Warren, of Wyoming, is the lessee of the postoffice quarters at Cheyenne, his home town. The statutes prohibit any member of congress, directly or indirectly, enjoying any contract entered into in behalf of the United States, and provides such contracts become void. It has been disclosed that Beavers made a general practice of entering into such contracts with members of congress, but, inasmuch as it couldn't be shown that any loss resulted to the government, it was ordered that all such contracts, when discovered, should be cancelled.

PHILIPPINE LAND BONDS.

Will Be Accepted in Exchange for Government Securities.

Washington, Dec. 24.—Shaw authorizes the statement that the Philippine land purchase bonds will be accepted

today. In nearly every brokerage house in the financial district the employees were made happy by the gift of a week's salary, while in others the Christmas boxes were much larger. It is estimated that over two and one-half million dollars was thus distributed.

Racing at Los Angeles.

Los Angeles, Cal., Dec. 24.—With ample capital at its back, and with the stables filled with good horses, Arcot Park will make its bid for the favor of horsemen and race followers tomorrow, when it will open for the winter season. This will be the initial meeting at the track, and, unless all signs are astray, it will be a highly successful one. The accommodations are the best to be found anywhere on the Pacific coast, while the track itself is pronounced superb by the owners and trainers who are gathered here in large numbers to attend the meeting. The meeting, according to present plans, will continue until the last week of March.

The Cleveland Family's Christmas.

Princeton, N. J., Dec. 24.—Surrounded by their five children—one more than at the Christmas celebration a year ago—ex-President and Mrs. Cleveland will pass a jolly Christmas tomorrow in their home on Bayard Lane. The holidays will be observed simply, attention being given chiefly to making merry with the children. A big Christmas tree stands in the library, and packages have been delivered thick and fast, containing presents for the little ones.

HGZ. O4.

Seattle, Dec. 24.—George R. Grace, a prominent Shriner, and member of the Grace-Welsh Commission Company, committed suicide with a revolver, shooting himself in the head, this morning. He was despondent, and had been drinking last night.

A Royal Pair.

Berlin, Dec. 24.—It is learned today that the divorce granted yesterday, at Dresden, in the case of Prince and Princess Schoenburg, was based on the guilt of both sides. The princess was found guilty of adultery, and the prince of cruelty.

IN THEIR NIGHT CLOTHES

Steamer Erastus Corning Wreck on the Rocks

Passengers Take to the Boats in Negligee Costumes, One of Which Is Missing

Norwalk, Conn., Dec. 24.—The steamer Erastus Corning, plying between New Haven and New York, ran on Copp's rock early this morning. Thirty passengers took to the boats, mostly clad in their night garments, as the steamer sank almost instantly. One boat, containing four women and two men, is missing.

Six Rescued.

Westport, Conn., Dec. 24.—The report reached here that the six missing from the steamer Corning wreck were picked up this afternoon. All are alive, but suffering from exposure.

High Rolling Democrat.

Berlin, Dec. 24.—Bryan arrived today, and will have an audience with the kaiser tomorrow.

Now

We have about 2 ton of candy and nuts that we want to sell in the next 2 days. Call and inspect our prices.

Zinn's
154 State St. Phone 1971 Main

We wish you all
**A Merry Christmas
and A Prosperous New Year**

Buren & Hamilton
HOUSE FURNISHERS

Store Closed All Day Tomorrow
CHRISTMAS
Jos. Meyers & Sons
SALEM'S GREATEST STORE
THE WHITE CORNER

Grand Clean Up Sale
Last Day Before CHRISTMAS
All
Toys, Dolls, Art Goods
Except Special Priced Goods
Reduced
One Third

Have you seen the crowds
of Holiday Shoppers at the
The New York Racket?
They all know where to trade when they have cash to spend. We have a splendid assortment of
Holiday Goods
Every item is marked on a "spot cash" margin of profit. Dolls, Picture Books, Dress Cases, Shaving Sets, Collar and Cuff Boxes, Handkerchiefs, Perfumery, Slippers and all kinds of merchandise suitable for Christmas Presents.
Salem's Cheapest One Price Cash Store.
E. T. BARNES, Prop.