

FATAL NEGLIGENCE.

A BRAKEMAN'S ERROR COSTS MANY HUMAN LIVES.

Eleven Persons Killed and a Score Injured—A World's Fair Passenger Train Dashes Into an Open Switch and Crashes Into a Freight—The Careless Brakeman Disappears.

KINGSBURY, Ind., Sept. 23.—Eleven bodies resting upon improvised slabs and tables under the roof of the modest Masonic hall of this village and a score of injured registered inmates of the city hospital at Peru, 70 miles distant, tell the story of the latest railroad horror of which this village was the scene.

An instant of forgetfulness and absent-mindedness on the part of a brakeman who is given the best of reputation by the Wabash officers, tells the story of the second that preceded the catastrophe.

As to the facts themselves there is no room for dispute. Freight train No. 4, east bound from Chicago, was due at this point at 4:20 a. m. It was under orders to take the siding and await the arrival of west bound passenger express No. 5, which according to the schedule should have passed the Kingsbury depot at 4:20. The express, however, was an hour and 20 minutes late, and owing to the heavy travel growing out of the World's fair it was divided into two sections, the second section running 12 minutes behind the first.

Both sections were made up at Buffalo, the passengers including people from that city as well as from the various lines centering in it from Canada and the east. With the knowledge that under the schedule he had 20 minutes to spare, Engineer Whitman of the freight train proceeded up the siding to the main line to take water, the switch being thrown open by Herbert Thompson, the brakeman of the freight. After the engine had taken water the freight was backed to the siding and Thompson closed the switch.

Regarding this latter fact there is no room for question, for at 5:10 the first section of the express, 30 minutes late, swept past on the main track giving the signal, one long and two sharp blasts, to intimate to the freight that a second section was following close behind.

What were the movements of Brakeman Thompson in the next few moments remains to be developed. Certain it is that when 12 minutes later the second section of the westbound express came thundering along at a speed of 40 miles an hour the switch was open. Like a flash of lightning the train took the siding and almost before the engineer and fireman realized that they had missed the main track they had crashed into the waiting freight.

Two forward coaches were completely wrecked and the occupants buried in the debris. The governor offers \$1,000 reward for information leading to the arrest of the perpetrators of the outrage. The Seamen's union disclaims all connection with the outrage.

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One after another the lifeless forms were brought out of heaps of timber and placed in a row on the west side of the track, while the injured were carried to the madison on the east and cared for by the villagers, who ministered to their sufferings and alleviated their pains as far as the facilities at hand would permit.

Two score men are scouring the surrounding country for Herbert Thompson, the brakeman, to whose neglect the responsibility for the accident is placed.

When, Engineer Whitman had succeeded in extricating himself from the debris of the meat car, into which he had been driven by the force of the collision, he found Thompson standing on the track as pale as a ghost and trembling in every fibre.

"What have you done?" demanded the engineer, whose right arm hung helplessly by his side, while the blood poured from a cut in his head.

"I must have left the switch open," was Thompson's reply, "and without another word he took to his heels and disappeared by the side of the wreck."

SWELLING THE DEATH LIST. Another Death Resulting From Kingsbury Wreck—The Injured.

PERU, Ind., Sept. 25.—Another name has been added to the list of those killed in the Wabash wreck at Kingsbury. Willie Hoskins, one of the London orphan bell-ringers traveling under the management of James Wookley, died after two days of intense suffering, steam having scalded his face so badly that the skin on one side dropped off. The body and legs were also scalded, and one leg was terribly crushed. During the night the remains of Harry French, the member of the bellringer company who was killed instantly, were brought to Peru and were prepared for burial. The double funeral was held at the Baptist church. The interment took place at Mount Hope cemetery, this city.

Willie Evans, one of the bellringers, both of whose legs were broken, remains in a serious condition. Jim Barber of Ashley, Ind., fireman on the wrecked freight, was brought to the hospital. His face is terribly burned and he is scalded badly all over. He is considered by the physicians to be in a critical condition. The little daughter of H. W. Rider is not much improved and brain fever may attack her. Several others are suffering intensely, but are not considered in danger.

Sons and Daughters of America. WORLD'S FAIR GROUND, Sept. 21.—Fifteen hundred members of the Order of Patriotic Sons and Daughters of America, looking gorgeous in red, white and blue regalia, marched down the Midway Plaisance with two brass bands, and after parading around the park held patriotic exercises in Festival hall. Addresses were made by Hon. T. B. Bryan of Chicago and W. L. Visscher of Washington.

Youthful Horse-thieves Arrested. CORNING, Sept. 23.—Two young lads, Charles Doty, aged 14, and Hiram Fleason, aged 14 years, having stolen from Bath, were arrested for horse stealing. They were a livery rig at Wallace and drove 50 miles to this city and tried to sell it to a fryman here.

The Whaleback Wins. MILWAUKEE, Sept. 23.—In the race between the whaleback Christopher Columbus and steamer Virginia, from Chicago to Milwaukee, the former won. The time of the 85 miles was 4h 15m. The pursa for the winner was a check for \$5,000.

Electric Motor For Canal. ALBANY, N. Y., Sept. 23.—The Westinghouse Electric company has been granted permission to begin experiments in electric propulsion on the canal on the Hudson river at Pittsford.

END OF THE HANCOCK ROBBERY.

Express Robbers All Captured and Money All Recovered.

CHICAGO, Sept. 22.—The big Hancock (Mich.) express robbery is at an end. The detectives have ceased their work, the evidence is all in, the money located and all the robbers arrested. They will be brought up for examination in Marquette, Mich., Saturday, and the money will be produced in court as evidence.

Every dollar of it has been found and it is in a safe place. Three of the five men who conspired to rob and robbed the American Express company of the \$70,000 have confessed. A fourth would also confess if it were demanded of him, but the authorities do not want his evidence.

The robbers are Ed Hogan of Marquette, Mich., an ex messenger who has recently been living the life of a sport and who was the originator of the conspiracy; Dominick Hogan, his brother, who was the express messenger on the train that was robbed, and who had custody of the \$70,000 that was taken; Jack King, the famous champion of the United States at Cornish style of wrestling; Jack Butler of Marquette, Mich., an all-around crook, who has been his term in the state prison; George Liberte, an ex-railroad stoker, who was out of work and who was the only man in the party capable of handling a railroad locomotive.

There are 2,500 employees of the federal government in New York city, exclusive of the letter-carriers in the postoffice department. Of these 1,500 have places covered by the civil service law and 1,000 are removable on demand or for cause.

Auctioneer Robinson of Beaver Falls, Pa., reports that at a sale at the Mercer estate he sold one very good horse for seventy-five cents and another for \$3.30. The horse that went for seventy-five cents started at five cents and went from that to seventy-three cents on one cent bids.

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PICKED PARAGRAPHS.

A bridge between San Francisco and Oakland has been designed by Henry C. Laughehr, to be six miles long and cost \$80,000,000.

A graphical reporter of a Boston paper in describing a suicide says: "It is quite certain that he was unmarried, and there is absolutely no apparent motive for the self-destruction."

Another evidence of the stamp-collector mania is found in the fact that an imitation of the "officially sealed" stamp is being printed by some private parties and sold to stamp collectors.

What is believed to be the first open air experiment for a statue in London. It is the figure of an angel placed on the monument recently unveiled in memory of the earl of Shaftesbury.

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