

ADVERTISEMENTS IN THE TIMES YIELD RESULTS.

VOL. I, NO. 191.

THE EVENING TIMES.

ST. JOHN, N. B., THURSDAY, MAY 11, 1905.

THE WEATHER. Fine and milder weather tomorrow.

ONE CENT.

WITH HALF-NAKED MEN AND WOMEN

Awful Scenes at Terrible Railway Wreck in Pennsylvania—Over a Score Killed and Over a Hundred Injured—Tale of an Eye-Witness.

HARRISBURG, Pa., May 11.—Twenty persons are believed to have been killed and approximately one hundred injured by the wrecking of the Cleveland and Cincinnati express, westbound, on the Pennsylvania railroad, which dashed into a wrecked eastbound freight train, exploding a car filled with 20,000 pounds of blasting powder. The wreck occurred in the southern part of Harrisburg at 1:40 o'clock this morning. It was one of the most horrible disasters ever experienced by the Pennsylvania railroad on its main line. Several hours will elapse before the exact number of the dead and injured will be known.

Twelve of the dead are at the morgue and other bodies are being brought to the dead house as quickly as they are located. There are about seventy injured persons in the Harrisburg hospital and private residences, while others are under care of physicians in homes near the scene of the wreck.

The identified dead, up to 11 a.m., are—Jack L. Silverman, Philadelphia; Mrs. R. G. Dougherty, Philadelphia; C. Kuhlman, Altoona, Pa.; H. K. Thomas, Harrisburg, an engineer of the passenger train.

A gruesome scene came at the wreck when daylight broke was a gruesome one. Splintered and smoldering cars and twisted iron were piled high on the four tracks and an enormous amount of wreckage was lying on the main between the track and the river. One thousand laborers were put to work and by ten o'clock the wreckage was being cleared. The passenger tracks for several hundred feet were blown away by the explosion, above which the wreckage of the train was scattered along the line east of the scene of the accident. Boston is being cleared for the bodies.

The shock of the explosion was heard for miles around the city. In Middletown, the shock was tremendous and many people fled to the streets under the impression there was an earthquake. Across the river at Cumberland and other places there was an impression that dynamite used in blasting for the new tracks had exploded.

Many people from across the river, when they saw the blazing wreck, crossed in boats to the scene and assisted in the work of rescue.

Passengers and trainmen were burned to a crisp, while others were pinned helplessly in the debris. So completely incinerated were the bodies that only four could be identified up to 11 a.m.

What an Official Says PHILADELPHIA, May 11.—Information received from Harrisburg up to 11:30 a.m. by the Pennsylvania railroad general offices in this city by Charles M. Schaeffer, superintendent of passenger transportation, is that 17 persons were killed and 80 injured in the wreck this morning. Elven bodies were recovered from under one chartered car, but they were so badly charred and mangled as to be unrecognizable. The train contained 100 passengers and a train crew of 15. Among the missing is W. H. Lewis, of Philadelphia, a Pullman conductor, who is believed to have been killed.

NEW YORK, May 11.—William Kline, the New York lawyer, who was a member of Sam Shubert's party in the wrecked train, and who was reported missing, sent a message to his brother in this city today saying that he was in a hospital at Harrisburg. He wired that he was burned, but did not say how badly.

Another Report HARRISBURG, Pa., May 11.—At least five persons were killed and more than one hundred others injured in a collision south of Harrisburg on the Pennsylvania railroad early this morning, caused by the second section of the Cleveland and Cincinnati express, westbound, crashing into a wrecked freight train. The dead who have been identified are—

Miss Robert Dougherty, of Philadelphia; Harry K. Thomas, of Philadelphia, an engineer of the passenger train; Jacob Silverman, of Bridgeport, N. J., is also believed to have been killed. There are at least two bodies under the wreck.

NEAR JAPANESE COAST? Russian Warships Said to Have Been Seen There—Two Alleged Spies Arrested in Tokio.

TOKIO, May 11.—It is reported that two Russian warships from Vladivostok were off Aomori, in the north of Honshu, the main island of Japan on Friday.

TOKIO, May 11.—It is reported that two of the Russian seaplane carriers were seen off Aomori in the Straits of Tsushima on Tuesday, May 9.

TOKIO, May 11.—M. A. E. Bougain, a French naval attaché, and his secretary, F. Stange, an Englishman, have been arrested here as spies.

TOKIO, May 11.—Lt. Lieut. Iwamatsu, formerly attached with the engineering department of the Japanese army, has been arrested in connection with the charges which resulted in the arrest of A. E. Bougain and his secretary, F. Stange, as spies of the Russian government. Iwamatsu was dismissed from the navy and deprived of his rank in 1904 for alleged espionage. Bougain has for a long time been held in high esteem by the Japanese and he has been decorated by the emperor.

SHANGHAI, May 11.—Baron Kriegerstein, correspondent of the Berlin Lokal Anzeiger, has purchased the coasting steamer Wuchang, which has been renamed the Deal, and placed under French command. She will be used to report naval events in the eastern seas.

HUMORS OF HISTORY—35.



Family Quarrels. B.D. 1077. "William had a great deal of trouble with his children. His eldest son, named Robert 'Curt hose', from his short legs, was named Duke of Normandy. He was a kind brigand and made his headquarters in the castle of Gerberoi, where he was besieged by his father, who came over from England specially. The story is that father and son met in single combat without recognizing each other. Robert had the best of it, and wounded his father. There was a mutual recognition and a temporary reconciliation."

DR. HANNAY AND OXFORD

Ex-St. John Journalist is a Candidate for Important Professorate.

REDFERICKTON, N. B., May 11.—(Special)—John Hannay, the well known journalist, who was in the city today, states that the Gibson company's net of thirty millions in the New Brunswick and its tributaries is safe waters. Young's drive of seven millions on Arnold Brook got out early last week and Mr. Hannay's drive of four millions on the Mill Brook on Saturday. Two running drives are now being made in the neighborhood of the river to homes at Marysville. Mr. Hannay says the conditions for driving on the New Brunswick this season were as favorable as could have been wished. The river, while never very high, remained at a good driving pitch, the weather was fine and the logs were easily kept in the water so that no twiching was necessary.

RESTRICTIONS WILL REMAIN

British Embargo on Canadian Cattle Will Not Be Removed

LONDON, May 11.—Alvyn A. Fellows, president of the Board of Agriculture, informed the House of Commons today that so long as he occupied his office, he could hold out no hopes of removing the present restrictions imposed on the importation of Canadian cattle.

CARNEGIE PRESIDED

At the Annual Meeting of the Iron and Steel Institute.

LONDON, May 11.—The annual meeting of the Iron and Steel Institute opened yesterday at the Grosvenor Hotel. Mr. Carnegie, in his opening speech, said that the industry was in a state of depression and that the most important papers to be read were those which would deal with the application of dry air blast to the manufacture of iron.

THE DEATH ROLL

LONDON, May 10.—Sir Bernard Samuelson, the well known authority on railroad rates, and who was chairman of the association of British Chambers of Commerce, died here today. He was born in 1820.

WANTS DEMURRAGE

The steamship Etnah, now discharging pitch pine at the west end of C. P. R. wharf, is under demurrage. Some trouble also exists between the captain of the steamer and the C. P. R. people about getting the cargo alongside of the ship. The rail road people, it is stated, refuse to let them with their engine and the steamer's crew have to pull them into position for loading. It is also stated that the captain will not allow the lumber to be taken away until the demurrage is paid.

HE LEFT NO SIGN

Some curious persons rowed out into the harbor yesterday morning, after "Elijah" Sandford's yacht had sailed, to see if the ship of the new evangel had left any mark in the water. There was nothing unusual to be seen. The waters flowed on as before. They were even unable to identify the exact spot where the vessel had rested. A few bubbles were seen, but a fisherman said they had been caused by the passage of a coal barge. It was as if "Elijah" had never visited the place. Future generations will be unable to say

A SERIOUS MATTER

A special meeting of the safety board has been called. It appears that some of the persons enjoying privileges in the market are not taking advantage of them. One of these is smoking in the market building and expectorating on the floor. Only half a dozen or so take advantage of this privilege. At least not over half a dozen can be seen doing so at one time. This is a lamentable state of affairs. The safety board will if necessary order a supply of pipes and tobacco, and insist that every holder of a market privilege and expectorating people will not go to the market, and the revenue will fall off. It is therefore a serious matter.

HUNDREDS KILLED BY THE TORNAO

Death in the Storm That Demolished a Small Town in Oklahoma—Dead and Injured Strewn Along the Road of the Relief Train.

GUTHRIE, Okla., May 11.—Reports received here indicate that between three and four hundred lives have been lost at Snyder, Okla., by a tornado. Relief trains have been sent to the scene from a number of neighboring towns. Details of the disaster cannot be learned until some of these trains return, all wire communication with the stricken town having been interrupted.

News has been received from the Erieo station agent at Mountain Park, Kiowa county, a neighboring town of Snyder, to the effect that the town is only partially destroyed, but the list of dead will total something between three and four hundred. The agent made a personal visit to Snyder, where he observed the details of the calamity.

Relief trains sent out from Hobart have not as yet reported or returned. It is the intention to send out another train from that place.

Chickasha has so far no intelligence of the relief trains sent from that town. Rumors to the effect that other towns in south-western Oklahoma were destroyed are declared by the telephone exchanges to be incorrect.

Snyder is a town of about 2,500 inhabitants in Kiowa county, Okla., in the Kiowa and Comanche Indian country opened to white settlement in 1901. The town was laid out largely by the St. Louis and San Francisco railway at the junction of two of its lines, and the company erected the important buildings there. Snyder is the division point for the Quanah division of the road. The town was named for Bryan Snyder, passenger traffic manager of the system.

The first report of the storm was received about midnight. Soon thereafter, before any details had been received, telegraph and telephone wires went down. Immediately relief trains were ordered out from all available points, starting from Hobart, Chickasha, Guthrie, Oklahoma city and other towns. Every train carried doctors, nurses and any person capable of rendering aid. The first relief train left from Hobart, 25 miles north of Snyder, reached the stricken town just before daylight. Every one on board acted at once the work of relief.

On every hand they found the wreckage and streets almost obliterated by piles of demolished houses. On all sides the terrible havoc of the storm was apparent. The dead and dying lay about the streets, and many were mixed up with the wreckage, while those who escaped ran hither and thither in excited attempts to bring relief to the sufferers and to render what aid they might.

The storm was not confined to Snyder. In the north of Snyder, reached the stricken town just before daylight. Every one on board acted at once the work of relief.

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OBITUARY

Mrs. Wilson Mrs. Wilson, of Zion church, is called upon today to mourn the death of her husband, who took place this morning at six o'clock.

Mrs. Wilson was taken ill about two weeks ago, and was thought to be improving, but yesterday took a turn for the worse.

Rev. Dr. Wilson, two daughters and one son survive. The daughters are Mrs. A. C. Powers and Miss Wilson and Ald. Wilson of the post office, the son, Mrs. Wilson was an energetic church worker, and took a great deal of interest in the Zion church Sunday school.

The funeral will take place on Saturday morning.

Farmer Stickle—"I do hope we'll have a good hay crop this year." Miss Lettingwell—"I hope you will, but I presume that horses can eat grass in the winter as well as in the summer if they are put to it."

EQUITY COURT CHAMBERS

The Margaret H. Hazen case was continued in Equity Court Chambers before Judge Barker this morning. The taking of evidence was completed yesterday, and the time was taken up today by addresses from the counsel, which will be continued after this afternoon. Judgment will be delivered, probably, some time next week.

DRANK LYE AND DIED

Sad Fate of the Little Son of William Collett of Moncton—Local Base Ball League Organized.

MONCTON, May 11.—(Special)—The wrecked engine and the C. P. R. train were brought into Moncton this morning and will be sent to the shops for repairs. The engine and cars presented an unsightly appearance. The site of the train which plowed into the embankment was coated with mud and the cars were considerably scratched up. Considering the nature of the run off it is a mystery how the engine and cars escaped with so little damage. The entire train was brought in on its own trucks. It is estimated that \$1,000 will repair all damage.

The local baseball league completed organization for the season last night. Officers elected were T. J. Gallagher, president; I. Malcolm, vice-president; E. W. Ferguson, secretary; D. McLeod, treasurer; Hon. president, F. W. Samson, Hon.

The Times New Reporter

The number of lame ducks on the St. John river this spring is said to be a surprise even to old sportsmen. One or more are brought down nearly every day.

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