

PEOPLE CRUSHED IN WRECKED CARS

Derailment of Part of Rock Island Train-Kills Forty-Five Passengers—Forty Injured of Which Many May Die

COACH AND SMOKER COMPLETELY WRECKED

Large Number of Killed Mutilated Beyond Possibility of Identification — Coroner Receives Fatal Injuries

MARSHALLTOWN, Ia., March 21.—Forty-five persons were killed and forty were injured, many of them fatally, in a wreck four miles and a half north of Green Mountain, Ia., today on a Chicago, Rock Island & Pacific passenger train. Many passengers were apparently killed outright, but the suffering among the injured was terrible. Arms and legs were cut off. The wreckage was almost crimson with blood. A few of the passengers were found still living, with a rod or a splinter impaling them in the neck.

A little farther west on the Rock

indirect cause of the Green Mountain disaster. The Rock Island line was blocked, and it became necessary to detour over the Great Western tracks. Two trains sent from Cedar Rapids to Marshalltown were coupled together.

The combined train consisted of thirteen cars. A Pullman was next to the locomotives. Then came a smoking-car and a day coach. In the latter were many women and children. The doubled train got going about twenty-five miles an hour when it reached a cut-five miles from Green Mountain, at the top of a hill. In this cut the leader of the locomotive jumped the tracks. This threw the head locomotive into the side of the narrow cut. The slide was soft

and the engine went into it and stopped almost instantly. The sudden stoppage dethroned the second locomotive, and the momentum of the heavy train crushed the day coach and the smoking-car against the heavier Fullman. The smoking-car and day coach were telescoped, and hardly an occupant of either car escaped death or injury. While the last ten cars remained on the track, the shock threw the passengers from their seats.

Conductor Wm. Worst dispatched trainmen back to flag a following train. Other trainmen were hurried to Gladbrook and Green Mountain for help.

Uninjured passengers began removing the dead from the dead, and were taken to an adjoining pasture and laid on the grass. A relief train from Marquette arrived at 10:30 a. m. and Commander Jay arrived two hours after the crash. By that time the victims were being buried in the snow. The scene was a sight that met the eyes of the survivors was horrible. The dead were everywhere and there were many cases of second recognition.

A second rescue train relieved the first, which brought a load of injured to Marquette.

Commander Jay was hastening in an ambulance to the hospital when he was thrown from the vehicle by a cow. The ambulance rounded a corner, and rendered unconscious. It is believed that his death was due to a fractured skull.

Nearly all the dead were in the day coach and the smoking-car. It is believed that the engine was in the Pullman. So complete was the destruction of the smoking-car that not a single cigarette was found. The floor alone remained. The day coach likewise was torn almost to splinters.

The baggage car, which was behind the engine, was damaged but not wrecked.

Before dark the bodies of all the victims were removed, either to St. Thomas hospital or to morgues.

Bro. W. W. Parsh, of the State Teachers' College, was one of the first to be taken from the ruins. Mortally wounded, he was rushed towards the hospital, but he died in the ambulance.

Dr. J. H. McNamee, assistant head clerk of the Northern Railway of America at the Rock Island, was a passenger on the smoking-car. He escaped without in-

July George W. Downing, of Vinton, was in the smoker, the third car from the locomotive, when it plunged down under a trestle. The first knock, said, "the Pullman car came right back through ours. Two men sitting in front of me were killed, and I was injured, and my companion were down on the bottom with what seemed the world piled on top of us. We were sitting in the smoking car, and the engine was up. He and his seat came crashing back on us and flattening us to the floor. There we lay under a living man who was on top of us. The men were smashed, and whose blood ran down on us through the wreckage."

The Orient" complain of numerous cases of "stealing" on the voyage. Silk, stoneware, combs, handbags, jewelry, watches and valuables, and even a fountain pen disappeared in "a most mysterious manner."

Miss Louise M. Irwin, a prominent woman of Honolulu, missed her handbag while she was in the music hall. The bag was valued at \$100.00. She was paid \$100 for it. Later the check was made out for \$100.00.

Mrs. J. T. Warren complained that she was "robbed" out of eight in the same remarkable way, while other losses of a minor nature were reported.

On the outward voyage of the Kares a valuable stock belonging to Mrs. Burdette, wife of Rev. "Bob" Burdette, disappeared from her stateroom.

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor discoloration and small dark spots, possibly due to age or handling. A vertical crease or fold is visible near the left edge, and the overall tone is a warm, off-white or light beige.



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Age Group	Total (%)	Female (%)	Male (%)	Unknown (%)
18-24	100	100	100	100
25-34	85	85	85	85
35-44	70	70	70	70
45-54	55	55	55	55
55-64	40	40	40	40
65+	15	10	10	10



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