



Go to the World's Fair on the Daily Intelligencer Plan.

A FATAL ERROR

By a Man Who Now Crouches, Terrified, in a Prison Cell,

LED TO A TERRIBLE HOLOCAUST.

Twenty-Seven Human Lives Paid the Awful Penalty

OF THAT MOMENT'S NEGLIGENCE.

Frightful Collision on the Grand Trunk Railroad.

ON THE WAY TO THE WORLD'S FAIR,

With Joyous Expectations, These New York People

MET DEATH WITHOUT WARNING

And Their Unidentified Bodies Now Lie in the Morgue.

MANY OF THE INJURED WILL DIE.

One of the Most Inexcusable and Remarkable Accidents in the History of Railroadage Occurred at Battle Creek, Mich.—A New York Train Bearing Excursionists to the Fair to Participate in the Festivities of Manhattan Day Collided With an Eastern Bound "Regular" With Horrible Results—The Engineer Disobeyed Positive Orders to Side-Track—The Victims Were Burned to Death in Full Sight of Those Powerless to Help Them.

BATTLE CREEK, MICH., Oct. 20.—The error of one human being, of a man who crouches affrighted, like a hunted animal, in a prison cell to-night, led to the greatest railroad holocaust in the history of Michigan to-day, and twenty-six human lives have paid the penalty of the moment's negligence.

Two trains, both laden with passengers, met in a direct head in collision on the Grand Trunk railroad at 3:45 this morning in the suburbs of this city, and that the number of dead and injured was not four fold greater is due to the fortunate fact that the collision occurred in the suburbs of a city instead of in the open country, where both trains would have been running at full speed.

As it is, twenty-six charred, disfigured and unrecognizable bodies lie in the morgue to-night, and twenty-seven mangled and bleeding victims are groaning in agony in the Charity hospital. How many of these wounded may lie in the death list to-morrow no one can tell, for the injuries in many cases are internal and quite unactionable to the only superficial medical examination that is possible now.

All that surgical science can do is being done. The officials of the Chicago & Grand Trunk railroad are doing all that is possible to alleviate the condition of the suffering and care for the needs of the victims of the dreadful disaster.

The two trains which met face to face, while going at a rapid rate of speed, this morning, were both regular trains, although each was considerably behind time. One was a Raymond and Whitecomb special train returning from the World's Fair and bound for New York and Boston, and the other was the regular Pacific express west bound train. The Raymond and Whitecomb was running as an extra section of a regular train and was therefore a "regular" in the phraseology of the railroad men.

IGNORED HIS ORDERS.

The engineer of the latter train had positive orders to side track for the express at a siding a mile east of this city. He ignored these orders, and six hundred feet beyond this siding he met the east bound train full on. Both trains were wrecked, and half of the train of the Pacific express was demolished and burned. The Raymond and Whitecomb train, being composed almost entirely of heavy sleepers, escaped serious injury, and none of the excursionists lost their lives. The engineers and firemen of both trains jumped in time to save their lives, but twenty-six passengers of the Pacific express met almost instant death.

The day coaches in the front part of this train were telescoped and burned, and of the twenty-six human remains at the morgue to-night conjectures can only be made as to the identity of six. Twenty remain entirely unidentified. Those identified by letters of articles in their clothing, or by other means are as follows:

No. 1—Male, aged 35, Sprout Brook, N. Y., died at the hospital.

No. 2—Male, aged 40, Sprout Brook, N. Y., burned to death in the wreck before he could be extricated.

No. 3—Male, aged 30, Woonsocket, R. I., burned to a crisp.

No. 4—Male, aged 45, Middleton, Conn., burned to a crisp.

No. 5—Male, aged 35, Toronto, Canada, mangled and burned to death.

No. 6—Male, aged 40, Watkins, N. Y., burned and mangled.

The coroner has numbered each of the twenty-five bodies now in the morgue consecutively and noted the articles that have been found on each body that might lead to identifications. Relatives, or friends telegraphing from a distance as to the identity of the remains should mention the number of the body in order that the proper record may be made by the coroner, and mistakes avoided in forwarding the remains.

THE UNIDENTIFIED DEAD.

The coroner's official list of the remains now at the morgue is as follows:

No. 1—Male, hunting spectacles, two blank books, bottle of pills, railroad

ticket, pocketbook containing \$64 in money, and paper marked E. J. Morgan, Providence, R. I., silver open-face watch and pocket knife.

No. 2—Female, burned to a crisp, no clothing.

No. 3—Boy, red hair, pocket-book, chateleine watch, handkerchief with red border, short pants and long stockings.

No. 4—W. W. Henry, of Woonsocket, R. I., of the firm of Sheldon & Henry, lumber dealers.

No. 5—Male, black handkerchief marked T. Black, a statement on paper from John Monroe, banker, of New York, to Charles E. Wenzie; also note in German from Charles E. Wenzie to Dr. Howard E. Vance.

No. 6—Male, jack-knife, horn handle, pocketbook and silver watch, money on person, 32 English gold coins, 10 gold pieces, silk scarf, handkerchief with "H. C." in old English letters.

No. 7—Male, 170 pounds, charred beyond recognition.

No. 8—Woman, weight about 165 pounds, chain bracelet, pair black kid gloves, handkerchief with name F. R. McKenzie, packages of rubbers on paper, marked Middletown, Conn.; hands clenched and terrible expression of pain on face; letters on person addressed to Mrs. C. R. McKenzie, from Mrs. M. Parker, of Stamford, Conn.

No. 9—Female, burned beyond recognition.

No. 10—Supposed to be T. A. McGarvey, of Ontario; gold open-faced watch.

No. 11—Mrs. Charles Van Dusen, of Sprout Brook, N. Y.

No. 12—A baby, unknown, burned to a crisp.

No. 13—Male, no identification, burned to a crisp.

No. 14—Male, weight about 186 pounds, silk handkerchief, no other identification, burned to a crisp.

No. 15—Woman, no identification; burned to a crisp.

No. 16—Man, 145 pounds, silver hunting watch with initials "W. A."

No. 17—Woman, 100 pounds, no identification.

No. 18—Woman, chain bracelet, black silk dress, blue striped undershirt, burned beyond further identification.

No. 19—Woman, no identification.

No. 20—Man named J. W. Beardsley, of Watkins, N. Y., had \$100 and \$200 in checks and \$30 in currency.

No. 21—Burned beyond identification.

No. 22—Burned beyond identification.

No. 23—Burned beyond identification.

No. 24—Burned beyond identification.

No. 25—Man, weighs 150 pounds, open face watch, no further identification.

The following articles found among the remains of the burned and mangled are also at the morgue, but it is impossible to connect them with any particular victim:

A book, "League of Wheelmen," with name inside of "Louis Wilson, Northwestern University, Evanston, Ill., 832 Sheridan Road." With this a plate engraved with same name and a large number of cards printed "W. Wilson," a shirt marked "149," "Columbus, 1892." Cards and envelopes marked "Miss L. B. Hayes." The cards were bought of George Muir, Evanston, Ill. A box of pills marked "Bradley, Evanston, Ill." A Bible thoroughly wet and partially burned gave the following on title page: "Emblem for St. Clements class, an anchor, Hebrews 6, 19, teacher, J. S. Arch—Easter 1888." The name was so close to the margin it could not have been Archibald, but a shorter name, "Archer." Some thought it "Wich" instead of "Arch." A chain of gold beads was found, quite large beads, circular, apparently solid; also three watches, cuff button, etc.

THE ENGINEER ARRESTED.

This afternoon at 3 o'clock Justice Henry issued warrants for Henry Wooley, engineer of train No. 6, and Conductor Burt N. Scott. Wooley was put under \$5,000 bail for his appearance next Monday. He could not furnish the bail, and Deputy Sheriff King took him to Marshall this evening. It was learned that Conductor Scott had gone to Port Huron, and after Justice Henry had heard the engineer's statement of the collision, he ordered the officer to telegraph to Port Huron to have Scott put under arrest. Scott, however, voluntarily returned to-night. Engineer Wooley made this statement to Justice Henry:

"When my engine was coupled on the train at the depot Conductor Scott asked me if I was ready to go. I said I had not oiled my engine yet, and took my oil can and got off at the side farthest from the depot, on the south side. Conductor Scott came around on my side of the engine and handed me my orders and said to me: 'No. 9 has gone through.' He said: 'The dispatcher is crazy about us not getting out of here.' 'I hurried up and got through oiling my engine, got up in the cab, and at that time Conductor Scott was over near the platform. He asked me if I was ready to go. I asked him if he was sure No. 9 had gone through. He said 'Yes, he has.' 'My fireman heard that. After he said that No. 9 had gone through, I asked him how the board was. He said 'all clear, look out for the board at Bellevue.' I got upon my seat and started the engine. I did not pass a switch engine, as has been reported, on the double track. After I got into the yards I saw a headlight. I thought at first it was the switch engine, but in a moment I saw that she was coming too fast. I shut the throttle and reversed my engine. My train came to a stop and was standing still when No. 9 struck my engine. I went to get off, but before I could do so I was thrown against the tank and my side was hurt. I asked my fireman after the wreck if he remembered what Conductor Scott said to him. He said he did. He told me that No. 9 had gone through. I saw the conductor after the wreck. He was much excited. I asked him in regard to the order again. He muttered out something and said he thought No. 9 had gone through.

Railroad men say, however, that even if Scott had made the statement attributed to him by Wooley, this would not have justified the engineer in disobeying his orders.

The coroner's jury will begin an investigation next Monday.

STORIES OF SURVIVORS.

The survivors tell vivid stories of their experience. H. C. Crowley, of Port Huron, was in the fifth coach of the express at the time of the accident. He had just left his brother, W. H. Crowley, in the second coach. He

could not find him after the wreck and spent all day in a futile search for him.

After the accident the mangled and injured were conveyed to the Nicholas Memorial hospital in this city. The following is the complete list of the injured now at the hospital:

H. W. Williams, Toronto, Ont.

W. A. Byerse, Port Dover, Ont.

William Henry Bushnell, Brockport, N. Y.

S. H. Smith, Fort Plains, N. Y.

J. H. Smith, Fort Plains, N. Y.

Berry Smith, Fort Plains, N. Y.

Israel Smith, Fort Plains, N. Y.

Mrs. Smith, Fort Plains, N. Y.

Miss Belle Williams, Brockport, N. Y.

Frederick Wertz, Rochester, N. Y.

Mrs. Wertz and Miss Wertz, Rochester, N. Y.

Frank Turnweigel, Blissfield, Pa.

J. S. Stewart, Dalton, Ills.

Jennie Stewart, Dalton, Ills.

C. C. Van Dusen, Sprout, Brooklyn, N. Y.; she has since died.

W. Thompson, Woodstock, Ont.

Frank Rogers, Woodstock, Ont.

Mrs. Robert Vance, Simcoe, Ont.

George Vance, Simcoe, Ont.

Albert Bradley, Toronto, Ont.

George Shackleton, Auburn, N. Y.

J. D. Archibald, Evanston, Ills.

Thomas J. Monroe, Auburn, N. Y.

E. E. Davidson, Fairport, N. Y.

C. S. Adams, 660 Main street, Buffalo, N. Y.

Clinton H. Ward, Morton, Vt.

Charles Beardsley, Springfield, Mass.

S. H. Baldwin, Milford, Conn.

J. H. Smith, Ingersoll, Ont.

From Nicholas a curve begins which forms almost a semicircle between there and the point where the train collided, it was impossible for either to see the other until their headlights were near enough together to blind the engineers. They had scarcely time to reverse, apply the air brakes and save themselves as they could. The Raymond and Whitecomb train stood the shock without more than a shudder, excepting the baggage car at the head end, which had its front end stove in.

None of the passengers on that train were injured beyond a severe shaking up. On the other train all the horror was experienced. The frail day coaches behind the baggage car went to splinters. The train was made up of thirteen coaches, and the first four of them telescoped. The passengers were caught in the seats and the general mass of ruins, and to add to their misery, the burning lamps exploded, and in a moment the four cars were a sheet of flame. The two engines were a total wreck.

The Battle Creek fire department did heroic work. They arrived on the scene shortly after the accident, and rendered valuable assistance in saving the other cars. The firemen worked hard on the wreck and took out everybody and practically cleared away the debris.

The second coach of the express train left its trucks, ploughed right through the third coach, scragged all the passengers along with it and deposited them in a heap in the north and of the car, where most of the bodies were found.

AN APPALLING SCENE.

The bodies were loaded on a flat car at the scene of the wreck and taken to the Battle Creek station, thence they were conveyed in wagons to Ranger & Farley's undertaking rooms, where a morgue had been extemporized. While everything was done that experienced hands could do to relieve the remains of their ghastly appearance, the scene at the morgue, where the dead were taken out, appalled the stoutest heart.

The dead were ranged along the side of a dark basement, which was illuminated by a feeble flickering jet. They rested on sheets of canvas, and a covering of the same material was over them. No one, after a careful examination of some of the bodies, could say which was male and which female. Not a stitch of clothing remained on them, and they resembled Egyptian mummies that might have been disfigured before death.

The best preserved corpse was that of a boy about twelve years of age. A fringe of the hair, which was of a reddish hue, was left about the ears and base of the skull. The boy's body was free from any bruises or cuts. The upper portion of the body and legs were not badly burned, and an examination would lead to the belief that the poor lad had not been fortunate enough to receive any blow severe enough to cause death, and must have perished by fire in full consciousness of his fate.

Another of the best preserved bodies was that of a man of powerful physical frame. Some of the underclothing that covered the lower portion of the body and shoes were untouched by the flames that had licked the victim's face, shoulders and body. These parts were black as ebony. And these two were the least scarred and best preserved of that row of twenty-five unrecognizable dead.

The other remains were those only in parts. Some of the bodies were headless, some armless, and all were shriveled and disfigured beyond resemblance of human beings.

The undertakers received several inquiries from eastern people to-day regarding the disposition of the remains of those among the killed.

C. E. Van Dusen, supposed to be the son of the two dead by that name, telegraphed that the bodies be immediately prepared and sent to Fort Plain, N. Y. Dozens of other telegrams are being received to-night making inquiries about friends by the railroad and city officials.

From L. R. Magoon, of Providence, R. I., was one ordering that the remains of C. J. Magoon be cared for and held for orders. And one from J. D. Sheldon, Woonsocket, R. I., instructing that the body of W. W. Henry be held and properly cared for and sent to him.

The twenty-seventh victim will be added to the death list before morning. This will be E. H. Smith, a lad of seventeen. One of his legs was amputated early in the evening and both legs were horribly crushed. He is falling very rapidly. His sister, his mother and father are also here, severely, but not fatally, injured.

Albert Bradley is the next of the most seriously injured. One of his legs was amputated. The rest of the patients were all reported comfortable and out of danger at midnight.

THE CONDUCTOR'S STATEMENT.

Conductor Bertram N. Scott denies the statement of Engineer Wooley which implicates Scott. He said:

"I got my orders at Battle Creek to meet No. 9 at the double track, and I understood them and I did not forget

that. I compared my orders with the engineer's, and we agreed. I had no conversation with Engineer Wooley after our train started. I did not tell him that No. 9 had gone by us. I went to the baggage car soon after leaving Battle Creek taking it for granted that the engineer knew where he was going. I did not discover that he had run by the double track until we were struck. In fact, I had no time to find out such was the case as I judge it was not more than half a minute after we left the double track until we met the other train."

A BAD COLLISION.

The Barnum Circus Train Wrecked at Clarksburg—One Performer Killed and Several Seriously Injured.

CLARKSBURG, W. VA., Oct. 20.—A terrible rear end collision occurred at Bridgeport, a town five miles east of here, about eight o'clock this morning. Barnum and Bailey's greatest show on earth was coming from Morgantown in five sections. The first section, coming up the grade at Bridgeport, was running about two or three miles an hour when the second section, being a light train, came around the turn at twenty-five miles an hour, and without a minute's warning crashed with terrible effect into the rear end of the first section which was made up of cages, with four sleepers on the rear. The last two cars were telescoped and the inmates were awakened from their sleep by being violently hurled to the front of the cars or pinioned in their berths. Probably a dozen were hurt, half of that number being seriously and one, at least, fatally injured. The list of the killed and injured is as follows:

Frank Everett, Brooklyn, N. Y., both legs cut off, died almost instantly.

George Gilmore, New York city, injured internally, thought to be dying several times during the day, may recover.

Robert Neilson, New York, hip and thigh badly bruised.

J. P. Frederick, Allentown, Pa., legs slightly mangled.

Harry Marshall, Pittsburgh, ribs broken, badly hurt.

Nathaniel Merrill, New York city, leg broken.

Charles Mills, address not learned, jaw broken and badly bruised about the face.

E. R. Richey, Honesdale, Pa., spine hurt.

All the injured will be moved in the morning to Johns Hopkins hospital, Baltimore.

None are injured seriously with possibly the exception of Gilmore, and it is thought that he will pull through all right. The cause of the accident is the same old story, two sections running about two minutes apart without proper precautions on the part of the employes. The loss to the show in property will amount to from eight to fifteen thousand dollars.

VAN ALLEN CONFIRMED.

Republicans Generally Oppose the Nomination—Hill Votes Against it.

WASHINGTON, D. C., Oct. 20.—The executive session of the senate to-day was devoted wholly to the consideration of nominations, and there were about one hundred taken up and passed upon. The only one of them which created more than passing notice was that of Mr. Van Alen to represent this government at Rome.

As was expected, the debate upon the nomination was animated and the result of the division in the vote almost upon party lines. Senator Hill, who had been expected to take an active part in opposition to the Van Alen nomination, contented himself in voting against confirmation, but made no speech upon the subject.

Several Republicans, including Senators Teller and Dolph spoke against confirmation and several Democrats, among whom were leading members of the committee on foreign relations, spoke in Mr. Van Alen's defense.

The vote on the confirmation of Mr. Van Alen was as follows:

YEAS—Aldrich, Bate, Porry, Blackburn, Brice, Butler, Caffery, Camden, Cameron, Coke, Davis, Dixon, Faulkner, Frye, Gibson, Gorman, Gray, Higgins, Jones, of Arkansas; Jones, of Nevada; Lindsay, McMillan, McPherson, Mills, Morgan, Murphy, Palmer, Pasco, Quay, Ramsey, Roach, Smith, Stewart, Turpie, Vest, Voorhees, White, of Louisiana; Walhall, Wolcott—total 59.

NAYS—Allen, Carey, Cullom, Dolph, Dubois, Gallinger, George, Hansbrough, Hawley, Hill, Irby, Kyle, Lodge, Manderson, Martin, Peffer, Pettigrew, Sherman, Stockbridge, Teller, Vance, Washburn—total 22.

CHINESE REGISTRY.

The Administration Asks for the Passage of the Extension Bill.

WASHINGTON, D. C., Oct. 20.—The President sent to the senate while in executive session, a message transmitting the report of the secretary of state in reply to the Dolph resolution of inquiry concerning the attitude of China with regard to the extension of time for the registration of Chinese laborers. The report says: "While the government of China has not formally requested that the time for registration provided for in the Geary law be extended, and no formal assurance has been given that if extended Chinese laborers in the United States will take out certificates as provided by the act the Chinese minister has repeatedly asserted in conference with the undersigned that his countrymen residing in the United States at the time of the passage of the act, on the advice of eminent counsel, and in good faith refrained from registering within the time allowed, and that it would be unjust to deny them another opportunity to register. The minister more than once has given assurance that an additional opportunity to register would afford his government great satisfaction."

[Signed] "W. Q. GRESHAM."

CONDENSED TELEGRAMS.

Colonel A. K. McClure, the editor of the Philadelphia Times, is critically ill.

At the close of the play in the pool match last night the score was: De Oro 750, Roberts 691.

The Campania made her western trip in 5 days, 13 hours and 39 minutes, beating the Lucania's record.

It is believed the repeal bill will pass next week with a provision authorizing the secretary of the treasury to issue bonds not exceeding \$200,000,000. This compromise is not objectionable to the President.

to Kankakee, and physicians were summoned. When they arrived on the scene the uninjured had extricated themselves from the debris and stood shivering in the cold night air. The injured had also been taken out. Their wounds and bruises were dressed, when they were put aboard a special train from Kankakee and brought to the city.

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