

WEATHER FORECAST:
Generally fair tonight and Sunday.

The Kalispell Bee.

5 O'CLOCK

VOL. II, NO. 64.

KALISPELL, MONT., SATURDAY, AUGUST 31, 1901.

FIVE CENTS.

THIRTY SEVEN DEAD AND MANY INJURED

Runaway Freight Train Crashes Into Passenger Train.

SUPT. DOWNS AND SON ARE KILLED

Thirty-Four Laborers Killed and Their Bodies Burned— The Injured Number Fourteen—No Regular Passengers Were Hurt.

The most frightful wreck in the history of the Great Northern railroad and one of the worst in railroad history of the United States occurred near Nyack about 8 o'clock last night, resulting in an appalling loss of life and destruction of property. At the present five dead bodies of victims of the catastrophe lie in the morgue in this city while thirteen others burned and bruised in every conceivable way are in the hospital. At the scene of the wreck, amidst the ashes of the wreckage, search is being made for the bodies of 26 others who perished in the flames of the burning coaches. Among the dead are Assistant General Superintendent Downs of the Great Northern, and his son who were in their private car at the rear end of the ill-fated train.

Passenger train No. 3, west bound, while passing Nyack about 60 miles east from Kalispell, was struck by freight train No. 10, east bound, that had broken loose at Essex, and coming down the steep mountain grade, like a meteor crashed into the rear end of the passenger train, smashing the three last cars to splinters and the flames started from the overturned lamps, literally roasted the imprisoned passengers to death.

The passenger was made up, counting from the rear end, of General Superintendent Downs' special car and next to that a car load of laborers that had been shipped from Duluth and were bound for Jennings, where they were to be employed on the new branch of the Great Northern. The next car was the sleeper.

It was in the special car and the one containing the laborers that the great loss of life occurred.

The ill-fated train was passing Nyack at a speed of from 20 to 30 miles an hour, the passengers laughing and joking, entirely unsuspecting of their approaching doom, when without warning of any kind the crash came. The heavy freight train, made up of 28 cars, the majority of them loaded, came down the 14 miles of grade between Essex and Nyack at an ever increasing speed, and at the time the wreck occurred, was making fully 75 miles an hour.

The trucks on the car of Superintendent Downs were knocked from under it and several freight cars loaded with shingles were thrown by the force of the collision on top of it and the car containing the laborers. Immediately following the shock the wreckage caught fire and drove the rescuers away, the intense heat making it impossible to render any assistance. In the Downs' special car, containing three persons, Mr. Downs, his son, and their cook, all were killed, but the body of the cook was taken from the ruins by means of long pieces of wire that were looped around his limbs. The bodies of the father and son were seen pinned under the burning wreckage, but they were beyond earthly help, and they were soon lost to sight. It is not known whether they were killed or met their death in the flames, but at any rate their bodies were cremated, not the slightest trace being found of them after the car was burned.

It was in the laborers car that the loss of life was the greatest, only 16 out of the 47 men who had left Duluth for Jennings being accounted for. The freight cars were piled on top of the coach and being filled with

dry pine shingles, the entire mass of wreckage was soon burning fiercely and the unfortunate inmates of the car were pinned down and burned, being unable to escape themselves and outside assistance being cut off by the burning debris. Of the forty-seven occupants but twelve were rescued, and of these it is expected that several will die from their injuries. The rest are unaccounted for and beyond a doubt perished and were burned to ashes.

The news of the wreck reached Kalispell about 9:30 p. m., the long delay being caused by the fact that there is no telegraph office at Nyack and it was necessary to go to Belton, about seven miles distant, to telegraph the news to division headquarters in this city. No. 4, the east bound passenger, was in the yards and as quickly as possible a coach was cut off and with a number of doctors from Kalispell, proceeded with a11 haste to the scene of the accident. No. 4 remained in the yards until about 4 o'clock this morning.

A short time after the doctors' special left, the wrecker was sent to Nyack and is there at the present time putting the track in shape for traffic. The news of the wreck quickly spread throughout the city and the lepot was thronged by anxious inquirers after friends and relatives who were on the train.

As all the coaches on Number 3 excepting the sleeper and the two cars burned, were practically uninjured. The dead and wounded not imprisoned in the wreck were brought to this city, the car arriving here about 2:30 with its grewsome load of dead and bleeding humanity. The train was stopped at the crossing opposite the hospital where teams and stretchers were in readiness to convey the unfortunates to the hospital where they could be properly attended to.

It was a pitiful sight to see the mangled and suffering men taken from the car. Some had fractured ribs, others had limbs broken and almost to a man they bore traces of the terrible ordeal they went through. Their faces and heads were scorched and blackened and the skin in many instances was in great blisters.

In the baggage coach were the bodies of Superintendent Downs' cook and the mangled remains of two laborers who were crushed to death. They had been removed from the wreck as soon as possible and were burned but little. One of the bodies presented a horrible sight. The head was crushed in and the body mangled in a horrible manner. Two of the injured succumbed to their injuries and died on the train before it reached Kalispell. Together with the bodies of the others they were taken in charge by the coroner and placed in the morgue.

Freight train No. 16 was standing on the side track at Nyack and when the trains came together some of the freight cars of the runaway were brown against the caboose and the ear cars, throwing them from the rack and shattering them into small pieces. Almost simultaneously the wreckage burst into flames. Some idea of the rapidity of the spreading flames can be had from an incident that occurred when the crash came.

The conductor and rear brakeman of No. 16 were standing on the plat-

form of the caboose and the force of the collision threw them fully 50 feet away. Fortunately they were uninjured and the brakeman made a dash for the caboose to secure his coat which he had left hanging there. But before he could secure it the car was a mass of flames and his coat containing his watch and quite a large sum of money was lost. The head brakeman of the freight heard the runaway coming but before he could realize what it was it had dashed into the luckless passenger. As it was carrying no lights and was going at a high rate of speed it was impossible to see it in time to avert the collision.

Just how the freight train broke loose at Essex has not been learned. It is customary for the helper to meet all east bound trains near the foot of the hill and for both engines to take coal and water at Essex. There is a passing track at that place with the water tank and coal chute a short distance from the east switch. The trains are stopped a short distance from the east switch and the regular engine is cut off and takes water and coal while the helper stays at the rear end to avert just such accidents as took place last night. It is said, however, that sometimes both engines leave the train standing and go ahead to coal and water, the helper using the side track to pass the train it is assisting up the hill. It is reported that such was the case last night and that at the time the runaway started both engines were on ahead with the train crew. Another story is that while the helper was taking on coal and water the train broke in two near the regular engine and dashed away on its errand of death and destruction. A rigid investigation is to be held when the true facts of the case will be brought out.

Rear Brakeman G. H. Burke of the passenger train was among the injured and is at the hospital. While his injuries are severe, no serious results are feared. He is a resident of this city and is quite well known here.

Assistant Superintendent Downs had charge of what is known as the "west end," his jurisdiction extending from Minot, N. D., to the coast. He was on a tour of inspection and was in Kalispell last Tuesday night, remaining here until the next morning. His son was acting as his stenographer, and accompanied him on his trips. As yet the names of the laborers killed have not been learned.

There were a number of Kalispell people on the ill-fated train, but fortunately they all escaped without injury. Among those on board from this city were Mr. and Mrs. John O'Brien, Mr. and Mrs. N. Nathan, J. E. Kendall, Swan Hallee and a number of others.

Further information from the scene of the wreck only tends to confirm earlier reports of the horrible catastrophe, and if possible, to add to the horror of the affair.

The wreckage is still afire and in the burning embers are the bodies of from 30 to 35 unfortunate victims of the wreck. It is impossible to trace any resemblance to human beings in the blackened bones and scorched pieces of flesh that can be seen in the flames. There is no possible chance of identifying any of them and until the names are secured from Duluth from where they were shipped, their names can only be surmised.

Today the leg of a man was found and from the trousers on the limb and a tan shoe on the foot it was identified as belonging to the remains of Superintendent Downs. No other trace of him has been found and the chances are that the rest of the body was totally consumed. As yet nothing whatever has been found of his son who has disappeared utterly.

It was reported that a lady stenographer was also killed in the wreck but this is erroneous. A lady was on the train who was going to work for the missing superintendent and who traveled in his special car. She had left the car but a short time before the accident occurred and when she learned of the death of Mr. Downs she was overcome by the shock.

Coroner Willoughby went to the scene of the accident on No. 4, this morning and returned this afternoon. He is making a thorough investigation of the affair and will hold a coroner's inquest Tuesday afternoon at 2 o'clock. Monday is a legal holiday

and as it is impossible to get the different train crews together in so short a time he decided to hold the inquest on the date mentioned.

As is usual in a wreck of this kind there were many heroic deeds done and many of the passengers proved they had the stuff in them that heroes are made of. One of the many instances is the case of Jack Kendall, well known in this city, who imperiled his life in rescuing Brakeman G. H. Burke from the flames. In one of the worst parts of the wreck where the flames were roaring, and the wreck, piled high in the air and in danger of toppling over and covering him with the burning timbers, the unfortunate brakeman had been caught and held fast with the flames each instant crawling nearer and nearer. Kendall saw his desperate plight and braving almost certain death and after a desperate struggle lasting some time, succeeded in rescuing Burke from his dangerous position. Then overcome by the intense heat and smoke Kendall fainted away and was himself rescued just in time.

Further particulars tend to confirm the report that the freight at Essex was left without an engine, either the helper or the regular engine, and when it started there was no one present to set a brake or to keep it from running wild. In view of the many curves in the track from Essex to Nyack it is a miracle the cars kept the track under such tremendous speed as they were making. It is estimated that the runaway cars were making fully 75 miles an hour or more and it is hard to comprehend how they failed to leave the track and go crashing down the mountain side.

There were twenty-eight cars in the runaway train, the majority of the cars being loaded with shingles, which when they caught fire burned like tinder. The force of the collision scattered pieces of the cars and bales of shingles over the track and several cars were thrown bodily on top of the last two passenger coaches, the debris being piled thirty of forty feet high and when the wreckage caught fire it formed a funeral pyre for the men caught and pinioned in the ruins of the cars.

The men in the laborers car were thrown in all directions by the shock, and the majority were fastened to the floor and across the seats by the timbers of the car. As the wreckage was piled high, the flames were scattered to the wood work and soon fire was added to the horrors of the catastrophe.

By Associated Press:
St. Paul, Aug. 31.—General Superintendent Ward made the following statement concerning the wreck on the Great Northern near Kalispell, Mont.: "In an accident of the 30th near Essex, Mont., 18 cars broke loose from the rear end of a freight train and ran down the hill 16 miles into Nyack station, where it overtook passenger train No. 3, which was just starting out from that station. In the collision P. Downs, assistant general superintendent in charge of the lines west of Minot, N. D., was killed together with his son, Kirk T. Downs, his cook, Henry Blair, and about 25 laborers, who were moving west in a coach attached to rear end of the train. None of the regular passengers on the train were injured. The wreckage took fire and the remains of all except five of those killed were burned. It is therefore not known, positively, how many fatalities resulted. In addition to those killed 12 laborers and Brakeman Burke were injured."

By Associated Press:
Paris, August 31.—The Martin today says that the sultan's first retaliation against France is an irade withdrawing concessions, and tax exemptions for the French religious community at Beyrou, Syria. The French communities at Jerusalem are also to be taxed.

HUNT IS GOVERNOR.

Formally Appointed Governor of Porto Rico by President.

By Associated Press:
Washington, Aug. 30.—President McKinley today appointed Wm. H. Hunt of Montana, Governor of Porto Rico.

WILL HAVE HEARING.

By Associated Press:
Washington, Aug. 30.—Judge Humphreys of Honolulu called at the department of justice today. The attorney general has arranged for hearing the charges against Judge Humphreys next Monday or Tuesday. Humphreys will be present, as will also Frederick W. Hankey, who represents the members of the Honolulu bar antagonistic to the judge.

SENSATIONAL TURN.

By Associated Press:
Kansas City, Aug. 31.—The killing of Miss Mary Henderson at Columbus, Missouri, took a sensational turn today. This afternoon the chase was practically given up. A special to the Star says there are dozens of men in Johnson county who believe Francis was paid to murder Miss Henderson by white persons who wanted her out of the way.

STRIKE SETTLED.

Canadian Pacific and Track Men Have Agreed.

By Associated Press:
Montreal, Aug. 30.—It is officially announced that the trackmen's strike on the Canadian Pacific railway is settled.

ARE STILL IN OPERATION

Carnegie Plant Mills Not Closed Down.

THE STRIKERS CLAIM

Closing of the Duquesne Mills Would Have a Far Reaching Effect on the Tin Plate Company.

By Associated Press:

Pittsburg, Aug. 31.—The mills of the Carnegie plant at Duquesne are in operation notwithstanding the report last night that the plant was badly crippled and would likely have to close down this morning. Seventy extra police were on duty and there is no disorder. The strikers claim the men are cleaning up preparatory to coming out. A shut down of the Duquesne steel works, would have a far reaching effect, seriously crippling the American tin plate company.

Pittsburg, Aug. 31.—A dispatch from Duquesne says the open hearth department of the Carnegie mill closed at 3 o'clock, but that the remainder of the plant is in full operation. The strikers claim they have a full day in line and expect to have the night men soon. There is no disorder, but plenty of excitement.

HOWISON DENIES

ITS AUTHENTICITY

Says He Never Commented Adverse- ly on Admiral Schley.

By Associated Press:

Washington, Aug. 31.—Acting Secretary Hackett has made public a letter received from Admiral Howison dated August 24, denying the authenticity of the interview in which he is made to comment adversely on Admiral Schley. The acting secretary has therefore continued Admiral Howison as member of the Schley court of inquiry.

THE SULTAN RETALIATES

AGAINST THE FRENCH

Taxes Religious Communities at Bey- rou and Jerusalem.

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SHAW NOT A CANDIDATE

For Governor. At Least Not Yet, So He Says

DOLLIVER'S REMARKS

Were Not Authorized by Shaw.—Big Ma- jority in Iowa Will Be Shaw's First Aim.

By Associated Press:

O.aha, Aug. 31.—Governor Shaw of Iowa, asked regarding Senator Dolliver's announcement at Chicago last night as to his candidacy for the presidency made the following statement:

"I neither inspired nor encouraged any mention of my name in connection with 1904. Dolliver is correct in his statement that it is too early to determine. The first thing for Iowa to do is to roll up for our own ticket the biggest majority ever polled in the state and this we will do."

TWO AMERICAN YACHTS

TO SETTLE IT THIS TIME

Constitution and Columbia to Engage in More Races.

By Associated Press:

Bateman's Point, Aug. 31.—After two months' preliminary sailing, during which each boat defeated the other eight times, Constitution and Columbia went out to Erenton's reef lightship this morning for the first of a series of trial races for the purpose of deciding which shall sail against Sir Thomas Lipton's Shamrock II. Both boats are in the very best condition.

At the finish of the first race the Columbia beat the Constitution by 4 minutes 28 seconds.

INDIANS DISCUSSING

THEIR GRIEVANCES

And the Lack of Trade

business.

By Associated Press:

Tucson, Ariz., Aug. 31.—Over 200 Indians are gathered near Fort Thomas holding a meeting discussing grievances. Indians are coming from the Northern Park reservation. Settlers are feeling uneasy at San Carlo, sixty miles distant from the nearest post. There are only six privates and a sergeant at the fort.

QUELLED THE INDIANS.

Who Were Ordered to Stop Practicing Polygamy.

By Associated Press:

Tacoma, Aug. 31.—The revenue cutter Rush returned today to Sitka from Yakutat where she went to quell serious Indian troubles which had arisen among the whites. Led by the chief of Sitka held court aboard the Rush and nine men were convicted of selling liquor and rioting. Dr. McInerney vaccinated 189 Indians. Lawyer Brady warned them that they must obey the laws and refrain from disorder. Natives were also ordered to stop practicing polygamy.

SAUBSBURY'S RESIGNATION.

Relatives Wish Him to Retire For Health's Sake.

By Associated Press:

London, Aug. 31.—The Associated Press learns that the rumors of Lord Salisbury's resignation is due to the exigencies of an agitation within the premier's own family, who urge that he take the step in order to preserve his health. This step is opposed by members of the unionist party, who are likely to prevail for the present.

YANKEE WON.

By Associated Press:

New York, Aug. 31.—Yankee won the futurity by a length; Lux Costa second, Barron third.