

6 KILLED; 26 WURT

SERIOUS LOSS OF LIFE IN A WRECK AT SHARON, MASS.

STANDING TRAIN RUN INTO DISASTER CAME FROM RUNNING A TRAIN IN TWO SECTIONS.

One Section Crashed into the Rear End of the Other, Telescoping It—Most of the Victims Were From Boston—Other Accidents.

SHARON, MASS., Aug. 21.—A frightful rear-end collision occurred in the Sharon station of the New York, New Haven & Hartford railroad last night when an express train, which was running as the second section of a long train, crashed into the first section, composed of local cars.

As a result, six persons were killed and twenty-six seriously injured. The injured were nearly all removed to Boston on a special train, which was met by ambulances and surgeons.

The rear car of the local train was completely demolished, and a portion of the second car, while the engine of the express train was crippled. The dead are: Frank M. Waters, Somerville, Mass. Mr. William F. Brown, Boston. Mr. Frank M. Lauder, Boston. Mr. James H. Fitzpatrick, 19 years of age, and his grandson, 15 years old.

A woman is supposed to be Mrs. Watson, of Westbury, N. Y. Mrs. J. H. Whitcomb, Boston. Mrs. J. H. Whitcomb, Boston. Mrs. James Jay and her aged mother, Jamaica Plain.

Mrs. Crockett, Somerville, Mass. Mrs. Alice Braman, South Boston. Mr. and Mrs. Ericsson and child. Daniel C. Cantor. D. C. McCann, South Boston. Fred Tudor, South Boston. J. Ogden, Lowell.

Mrs. J. C. Russell. Mrs. Margaret O'Connor and two children. George Quinn, Providence. Miss Fitzpatrick, 8 years old, Boston. Mr. and Mrs. Ericsson, Boston. C. W. Dadman, Boston. Mrs. Ida M. Walker, Waltham. J. A. Phillips, Boston.

A. E. Newman, Pittsburg. Joseph M. Mann, Providence. Mrs. Della V. Brennan, South Boston. Marguerite M. Grimshaw, Somerville. The two trains which were in the collision were usually combined into one long train, but as the traffic to-day was so heavy it was decided to run the express as a local accommodation, while the second, which started from Mansfield fifteen minutes later than the first, ran as an express. The local train, due at Sharon at 7:50, was the second to arrive at the station on time, making two stops, and had lost the thirteen minutes between Mansfield and Sharon. It was due in Canton Junction, the next station beyond Sharon, two minutes ahead of the express train, which should have passed it there. Sharon is situated on a curve and both the outward and inward tracks are protected by electric block signals.

After the accident it was thought the block signal protecting the inward track was set at danger, showing, as it was intended, that there was a train in the station.

There was no warning given by the conductor of the Mansfield local, who was approaching the station, and it was not clear at the station, and it was not until he was within 400 feet of the station that the engineer of the express noticed anything wrong. He immediately set all brakes and whistled the warning, but it was too late to stop the train.

It crashed into the rear car, splitting it asunder and completely demolishing it with the exception of the roof. Its course was not checked until the engine had penetrated fully five feet in the rear of the second car.

Damage to the engine and to the cars and to the bodies of the passengers was not checked until the engine had penetrated fully five feet in the rear of the second car.

Every one of the killed and injured was on the Mansfield train, and the only explanation of the fact that the number of fatalities is so large is that the passengers were all in the forward end of the car. In the act of alighting at the station. There were about twenty passengers on the car and most of them at the time of the accident were either upon the front platform or in the car.

Mary Fitzpatrick, 10 years old, was taken from the wreck, but unconscious, and died just as she was being taken to the hospital. The injured were taken on this train and four others whose names they refuse to disclose remain in the hospital.

The scene about the little station at Sharon was a terrible one. A large corps of surgeons and two undertakers arrived soon after the accident and immediately set to work to relieve the suffering and care for the bodies of the dead. There were very few lights about that portion of the track where the accident occurred, and the surgeons were compelled to do their work in almost total darkness.

Twenty-five ambulances waited the arrival of the train at the Park Square station, which brought the injured from the scene of the wreck to the Massachusetts general hospital.

A crowd of fully 5,000 people gathered at the time the first train from the wreck arrived and a force of fifty policemen was sent from the city to keep the crowd down on the tracks.

Lined up on the platform were fourteen stretchers with their white pillows and crimson blankets, ready for the reception of the injured. Thirty hospital attendants and a number of surgeons were also on hand.

Quite a number of the patients were taken in charge, but the greater number were taken to their homes.

Daniel C. McCann, an express messenger on the New Bedford train, had his right hand and arm badly lacerated and a right knee severely injured. He was a man who was pinned between the engine's head plate and the flooring of the wrecked car. One of the prisoners who helped his wife, crushed and bleeding and was unable to move and of whom to help her. The woman died in a few moments. Steam was rising as in a Turkish bath. The heat from the escaping steam was intense. Mr. McCann said that many people were slightly burned, though in their heroic endeavor to assist the injured, the workers did not notice it.

C. B. Frye, a selectman of Revere, Mass., said the injured brought to this city, is dead, making the total number of dead seven.

Headache speedily cured by the use of Hersford's Acid Phosphate Pleasant to take. Sold only in bottles.

TAKES ISSUE WITH IRELAND.

Rev. Mr. John T. Murphy, of Pittsburg, Thinks America Should Foster Catholicism.

PITTSBURG, PA., Aug. 21.—Rev. Mr. John T. Murphy, president of Holy Ghost college, this city, rather takes issue with Archbishop Ireland, who, in an interview yesterday, practically said that the Catholic church in Cuba, Porto Rico and the Philippines was the only established and needed no aid outside of itself.

Murphy expressed the belief that the United States will find it wise to adopt a liberal policy toward the islanders and assume all church obligations that obtained before Spain and her colonies. In other words, enable the churches and provide for their maintenance as has been done for the past 400 years.

The reverend gentleman says: "England, the greatest successful colonizing power since the fall of the Roman empire, writes the United States to accept the conditions as she found them and allow the people of conquered territory all the rights they enjoyed before. She did it in Canada, India and all of her other colonies."

"Other powers have failed of success because they tried to force new customs upon people whose government they had overthrown."

LONDON, Aug. 21.—The Times' Vienna correspondent says: "The Politische Correspondenz publishes a dispatch from Rome to the effect that the Vatican will immediately open negotiations with the United States for the appointment of a new hierarchy in the Spanish colonies which came into the possession of America. It is anticipated that an arrangement will be made similar to that made after the annexation of Mexico territory by the republic. There the Spanish clergy were gradually superseded by priests of other nationalities, chiefly by Frenchmen. The latter were found to be better suited to the people than English or Irish priests, as they more readily acquired a knowledge of the Spanish language and secured the confidence of the inhabitants."

It is thought probable that a similar course will be adopted in Cuba, Porto Rico and, perhaps, eventually, in the Philippines.

"MOBILE" STORIES DENIED. Generals Shafter and Ludlow Say There Was No Overcrowding or Lack of Attention.

WASHINGTON, Aug. 21.—Some complaint reached the war department concerning the sanitary conditions of the transport Mobile, which arrived at Montauk Point a few days ago from Santiago. The ship, it was charged, was overcrowded and the sick on board were not properly or adequately provided for. The department commander, General Shafter, in this respect, and in response to the dispatch referred to-night the following explanation from him:

"Referring to your telegram about overcrowding the Mobile, her captain reported that the Mobile was going to Porto Rico, he could carry 2,000 men, and that he could carry 2,000 comfortably; therefore, I did not consider a few less than 2,000 too many. The ship was carefully inspected by a board of officers, and Dr. Ives, a member of the board, reported that the ship was overcrowded. Accommodations for officers were, however, somewhat deficient. The large number of sick was probably due to the fact that this brigade crossed nearly all their sick with them. Great care was taken in this respect. Transports have been loaded with from 20 to 25 men less than the same ships brought down."

In addition to the statement of General Shafter, the following report about the condition of the troops arriving at Montauk Point from the transport Mobile, the war department is in receipt of this dispatch from General Ludlow, who was in command of the transport:

"Adjutant General, Washington, D. C. Through military channels I learn that newspaper statements as to overcrowding on Mobile are erroneous; 5,000 men, maximum displacement, 12,000, 1,500 on deck, 3,500 in hold, 1,000 in hammocks, 100 in bunks, 1,000 in staterooms, 1,000 in ward rooms, 1,000 in mess rooms, 1,000 in recreation rooms, 1,000 in sick quarters, 1,000 in hospital, 1,000 in dispensary, 1,000 in laundry, 1,000 in kitchen, 1,000 in storeroom, 1,000 in engine room, 1,000 in boiler room, 1,000 in galley, 1,000 in wash room, 1,000 in bathroom, 1,000 in linen closet, 1,000 in trunk room, 1,000 in baggage room, 1,000 in mail room, 1,000 in post office, 1,000 in telegraph office, 1,000 in signal office, 1,000 in engine house, 1,000 in boiler house, 1,000 in galley, 1,000 in wash room, 1,000 in bathroom, 1,000 in linen closet, 1,000 in trunk room, 1,000 in baggage room, 1,000 in mail room, 1,000 in post office, 1,000 in telegraph office, 1,000 in signal office, 1,000 in engine house, 1,000 in boiler house, 1,000 in 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