

# TWO MEN ARE KILLED AND FIVE ARE BADLY INJURED IN GREAT NORTHERN WRECK NEAR TUNBRIDGE--DEVILS LAKERS AMONG INJURED

## Fierce Accident Caused as Result of Either Disobeying Orders or Being Blinded by Snow Storm --Will Arrest Conductor and Engineer

Several Devils Lake residents were injured in a bad wreck near Tunbridge Sunday morning and two former residents were killed, the accident occurring near Tunbridge, N. D., when the Great Northern fast mail, No. 28, east bound, crashed into a freight train a half mile west of Tunbridge, killing two and injuring five.

### THE DEAD.

ISAAC WRIGHT, Minot, N. D., Engineer, No. 28.  
WILLIAM O'LEARY, Minot, N. D., Fireman, fast mail.

### THE INJURED.

R. C. WYNN, Devils Lake, Conductor, fast mail, one eye gouged out and head injured.  
WILLIAM RIDENBAUGH, Larimore, N. D., fast mail brakeman, injured about legs and head bruised.  
NED PRICE, St. Paul, Express messenger, fast mail, ribs broken and hurt internally, not expected to live, at Good Samaritan hospital, Rugby, N. D.  
DAN HEALEY, Mail clerk, fast mail, Devils Lake, injured about head, leg broke, will recover; at Good Samaritan hospital, Rugby, will be removed to Devils Lake in a couple of days.  
H. JENNINGS, Mail clerk, fast mail, Devils Lake, injured on head.

### FREIGHT CREW HELD.

Conductor William Christian, Engineer D. W. Aker, Fireman Harry Owens and Brakeman Clayton of the freight crew are held on the charge of the accident at Rugby. The inquest in the case will be held next Wednesday morning according to announcement made today.

### Story of the Accident.

While the real details of the accident cannot be given out from railroad circles, where it is being held on the quiet it is generally believed that the head-on collision was caused as a result of the freight train, west bound, going beyond orders after leaving Rugby, the orders being to take the siding at Tunbridge. Instead several have passed the remark that it was thought that the freight could make Berwick in the time it was supposed to have, while the

engineer's story is to the effect that he did not know he had passed Tunbridge and did not see the station on account of the snow. The snow, however, according to many, was not as blinding as claimed by the engineer.

### Going Up Hill.

The freight was going up a good hill just west of Tunbridge, and when the top was reached the engineer got the first glimpse of the approaching fast mail just in time to put on the brakes and jump, realizing that it was impossible to get into clear or give any warning.

### Puts Blame on Storm.

"It was storming badly when the wreck occurred," said Engineer Aker, who arrived in Minot tonight on No. 5. "Our train had an ordinary headlight and the passenger had an electric headlight. We realized that we had passed Tunbridge and had stopped and were about to back up. We could see the passenger coming and realized that we could not get in the clear.

### No Time for Crew to Escape.

"Had it not been storming so badly, or had our train been equipped with an electric headlight, the passenger crew might have seen us but as it was the passenger got within a few feet of us before the crew realized the situation. There was no time whatever for the passenger crew to save themselves.

### Engines and Mail Car Wrecked.

"Both engines were demolished and the mail and express car on the passenger were smashed. A car of machinery on the freight was demolished and several other cars were badly wrecked.

### Dead Taken to Minot.

Division Superintendent Charles E. Leverich of Minot left for the scene of the wreck a few minutes after it occurred. Accompanied by several physicians the injured were taken to the hospital at Rugby and the dead were brought to Minot. The track was cleared by 3 o'clock yesterday afternoon.

Engineer Wright who was killed is survived by a wife and five children.

Fireman O'Leary had a wife and two children.

W. T. Ridenbaugh, the brakeman on the ill fated Number 28, when seen at the Colonial hotel this morning by The World, gave his version of the wreck. Although badly bruised about the head and body and one knee put out of commission, he is resting easy and it is thought at present that he will recover. Mr. Ridenbaugh came in this afternoon on No. 5 and will remain with her husband until he is able to return home with her to Larimore.

In telling his story, Mr. Ridenbaugh said: Through Granville and Tower we were running exactly on time and owing to the light train, we had only two cars, our speed was reduced so that when we struck the freight we were only running about 35 miles an hour. I sat in an easy chair with my feet against the side of the car as quietly as though I was next to my own fireside when the crash came. All at once there was a sudden something. I cannot describe that moment and never will be able to I guess. The next thing I knew I was clear at the rear of the car with my lower limbs pinned under some heavy express boxes. I thought I was not badly hurt but could not get loose for some time. Conductor Wynn and the express messenger kept hollering "Ride!" at me again and again and while I answered back I could do nothing because I couldn't get loose. After a few minutes Wynn ceased his cries for help and I thought sure he had died, but after I had worked myself loose I went over and got the two men out from under the debris and we got as comfortable as possible. I went outside at once and tried to find the engineer and fireman. I found Wright first but he was nearly gone. I asked him how badly he was hurt but the last and only thing he uttered was "Oh, my God," and he was gone. We loaded him into an improvised stretcher and took him into the car and save for the final muscle setting that death had brought on he never moved again. We

found O'Leary under tons of coal and iron right up next to the boiler plate where he had met a merciless death both from crushing and burning. He was in so deep that it was a number of hours before we got him out."

Mr. Ridenbaugh has been in the railroad service for more than twenty-five years and has been running out of Devils Lake for eleven years. This, he says, is the worst mix-up he was ever in and is mighty thankful to escape with his life.

Isaac Wright came to this city in 1882 to accept a position as wiper in the round house for the railroad company. He had been in the service of the company only a short time until he was promoted to the position of fireman, which he held for two years, when he was again promoted to engineer.

Two years ago he was given the office of traveling engineer for the company, which he held for some time, but finding the steady run on the fast mail more lucrative he resigned and again took up work on the fast mail. It was he who made the initial run of that train on this division. He was a fearless man and never had a thought of danger, having made the record run of the fast mail between here and Minot. During his work as an engineer he has been given the credit of being one of the best drivers on the road.

Mr. Wright at the time of his death was nearing the forty year mark, over half of his life having been spent in the service of the Great Northern. He leaves a wife and a small family of children at Minot. The family made their home at this end of the division until a year ago when they made the change and went west.

### WEDDING LAST EVENING WAS FOLLOWED WITH MANY BEST WISHES TO HAPPY COUPLE.

The many friends of Mr. and Mrs. Wm. Wycoff are showering them with congratulations today owing to their marriage last evening at the home of the bride's parents. The wedding ceremony was witnessed by the immediate friends and relatives of the bride and groom. The ring ceremony was used by Rev. Fahl of the Presbyterian church.

The apartments at the Sevilla which were fitted up by Mr. Wycoff before the wedding will be their home this winter and they will take up immediate occupancy.

Mr. Wycoff is a conductor in the employ of the Great Northern railway and the bride is the daughter of Mr. and Mrs. N. A. Robertson of this city. The World joins their friends in extending congratulations.

Mr. and Mrs. J. H. Hardy of Minot called on friends for a short time yesterday.

### NASH-CONNOLLY ACTION IS DECEIVED BY ATTORNEYS WITH-OUT PREJUDICE.

WORK IS PROGRESSING SMOOTHLY AND JURY IS KEPT VERY BUSY.

Matters Now Before the Court Are of Great Importance--Probable That Criminal Work Where Great Interest Centers Will Be Started Before First of Next Week--Jones vs. Ruger Now Being Tried.

Work in the district court progressed smoothly Tuesday, two cases were disposed of and a third started. The jury on the third has been secured and the witnesses are being questioned by the attorneys for evidence.

The case of E. O. Nash against C. C. Connolly was dismissed without prejudice by the attorneys. R. Goer was attorney for the plaintiff and P. J. McClory for the defendant.

Bradshaw Brothers, plaintiffs in the case against Alma B. Blaisdell and Arthur E. Welch lost their case, the verdict being rendered in favor of the defendant. Middaugh & Bateson appeared for the plaintiffs while F. T. Cuthbert defended.

The case of Steve C. Jones vs. Thos. W. Ruger is being threshed out this afternoon. McClory & McClory are being heard for the plaintiff and Flynn & Traynor for the defendant.

### BUSY AT WARWICK AND VICINITY--RICH YIELD WILL BE READY SHORTLY.

Reports come in from Warwick of any amount of grain which is still unthreshed and in some instances not even been cut. Several threshing rigs are working in the vicinity of that town and it is said that it will be several weeks before the work of getting in the grain will be completed.

One field near that place has today five binders working on a large field of flax being pulled by a steam traction engine and the field across the road has a large crew of men at work shaking the cut ax and working the snow out of it and taking it to the machine.

All over that section of the country and at a great many places on the reservation where land this year was leased, it has been broken up and flax sowed, the result of which has been a rich yield, and much of this is still unthreshed. It is said that the grain still lying on the ground will run up in value to hundreds of thousands of dollars.

Grain over this section is moving to the twin city markets through from St. Paul and other headquarters, statements are being made relative to the car shortage.

Leonard Scharff was over from Webster yesterday and returned today.

### HAS SECURED MUCH LAND FOR THE INDIANS TO LIVE ON--GOES TO SANTA FE.

(From Monday's Daily)

Leaving tonight via St. Paul for Santa Fe, New Mexico, Mr. and Mrs. John F. Armstrong expect to make the western city their home. Having been residents of Devils Lake for the past two years they have made a wide circle of acquaintances. For the past two years Mr. Armstrong has been United States Indian allotting agent for the Fort Totten and Turtle Mountain Indians. Since his initial work here he has allotted land to more than 1200 redmen and their heirs, has quieted the same number of titles and has acted as attorney for more than half a hundred Indians in disputed titles against the white men who have tried to get hold of the land.

This year alone he has allotted to Indians from North Dakota and Montana over 500,000 acres of the new Montana homestead lands, most of this being in the Havre land district where he has chosen the cream of the country and the Indians will take this land to make homes for themselves, thus again moving the red man further towards the western boundary.

In his new field at Santa Fe he will be on the Navajo, Moqui and Pima reservations and will do all his work through the Santa Fe and Phoenix land offices, as much of these settled lands have passed into the hands of white men and their original titles when they were held by the Indians are terribly mixed and his duty will be to straighten these out and quiet the titles.

In quieting defective applications for land in the public domain made by these tribal men he will have to deal almost altogether with the Indians and looking up the history of these family titles of the red men are, as Mr. Armstrong says, like sinking a hole through to China. The work is extremely hard and nerve racking and above all takes a great deal of time, as some cases involve months of investigation before the right ancestral track can be found. Many of these Indians, instead of settling on the regular Indian lands, went off the reservations and located on the public domain and these he will have to find homes for where they are entitled to them.

In speaking of his work this summer Mr. Armstrong said: I have spent most of my time this year looking up new homes for the reds. Most of my search has been in the Havre land district and I can tell you that it has been strictly up-hill business. I have been compelled to go at my work quietly for if people found out that I was seeking homes for the Indians they would give me the cold shoulder."

When asked by The World to give an experience of one occasion he told of his visit to the lonesome prairie coun-

try in the Havre land district near the Big Sandy.

"I arrived there," said Mr. Armstrong, "at five o'clock in the morning and lining myself up with a competent real estate firm who thought that I wanted a homestead, I went out onto the prairie for twenty-five miles and after looking around all day with the locators I took land but to their dissatisfaction--I took a township and a half of their best land for the Indians. They, however, didn't know it until I had gotten out of the country."

"While the Indians are quiet and peaceful, naturally the white man doesn't like too well to have them for neighbors," said Mr. Armstrong.

Mr. and Mrs. Armstrong will arrive in their new home about the first of December. In the time they have been residents of Devils Lake they have made many friends who are sorry to see them leave.

### VALLEY CITY WOMAN SHOT HERSELF--MORTON CO. FARMER SHOT HIMSELF.

Valley City, N. D., Nov. 20.--Saturday a most startling suicide occurred in this city, when Mrs. Charles Pesek, the wife of a retired and well-to-do farmer, killed herself by swallowing 110 grains of arsenic. It is supposed that she was committed in a temporary fit of insanity, brought about by despondency over her husband's continued drinking and business troubles.

Mrs. Pesek called da neighbor, Mrs. John Marsh, over the telephone and insisted on her coming over. Mrs. Marsh finally said she would and as she topped inside of the door of the Pesek home Mrs. Pesek said, "I have something to show you that you never saw before," and producing a bottle she swallowed the poison and died immediately.

Young Farmer Shot Himself.  
Mandan, N. D., Nov. 20.--One of the most deliberate and gruesome suicides that ever occurred in Morton county occurred when Fred Schultz, a young farmer living near Fort Rice took his own life.

The deed was committed in the house on Schultz' claim where he lived alone. His brother was driving over from his father's place to get some coal and had just stopped at the barn to put up his horses when he heard the shot and went to the house and found the door locked, but upon investigation saw that his brother had shot himself. He went for help and broke down the door. It would appear that Schultz died instantly.

J. H. McPike returned from South St. Paul yesterday where he has been an exhibitor at the live stock show. Mr. McPike is a prosperous farmer near Cando and is a fancier of good bred cattle.

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