

WILLMAR TRIBUNE.

VOLUME 9. WILLMAR, MINNESOTA, WEDNESDAY, FEBRUARY 17, 1904. NUMBER 94.

TRAINS CRASH at PENNOCK

Rear End Collision Results in Terrible Wreck.—Three Men Killed.

FIRE ADDS TO HORROR

Passengers Rescued from Burning Cars and Narrowly Escape Burning to Death.

The lives of three men are blotted out and a fourth still lies at the Frost hospital in this city as the result of a railway collision at Pennock last Thursday night. The accident was one of the worst ever recorded in the history of the Great Northern. Luckily the list of fatalities was not large, but the accident was of such a nature that it seems a miracle that the loss of life was not greater.

As near as can be learned, the terrible catastrophe happened about 9:55. Coast train No. 3, known as the Puget Sound Express, had passed through Willmar a few minutes late. Pennock being what is known in railroad circles as a "flag" station for the Flyer, no stop was made there, as no signal had been given to stop for either receiving or discharging passengers, and the train whizzed through the station. It was discovered, however, after passing Pennock, that a couple of passengers were bound for that place, and when the train had proceeded about a quarter of a mile from the west switch, orders were given to back up to the station to allow the passengers to get off. Freight train No. 256, which was due in Willmar at 7 o'clock, was standing on a side track when the coast train sped through. Thinking that the main track was clear, the freight crew had turned the switch preparatory to backing up and proceeding to this city. On came the passenger train and without a moment's warning crashed into the rear end of the side-tracked freight, which was at the time standing with the caboose close to the switch. The force of the collision was such that the caboose was telescoped by the rear car of the coast train, which was a sleeper, and was completely demolished.

The scene that followed was an awful one. In the caboose were four passengers, all traveling men, and the human freight was pinnacled in the debris while suffering from more or less serious injuries. Fire soon broke out on account of the overturned stove and lamps and the danger of the injured being cremated added to the horror of the scene. C. D. Wilson, the rear-end brakeman, was in the cupola of the caboose when the crash came, and miraculously escaped with slight injuries. Through his heroism three of the passengers, who had been rendered helpless, were saved from an awful death by the flames, which were soon enveloping the debris, while a fourth one managed to escape unaided and climbed out on top of the sleeping car. Brakeman Wilson cut his way out and unaided dragged out the three victims who afterwards lost their lives as the result of the injuries received. The injured were taken to places of safety and cared for as well as could be under the circumstances until other assistance arrived. They were: William H. Hill, traveling salesman for Geo. R. Newell & Co., of Minneapolis; right leg crushed and internally injured.

Edgar I. Helfner, of Minneapolis, traveling agent for the Challenge Windmill and Feedmill Co., of Batavia, Ill.; scalp cut from ear to ear, face so badly cut as to render identification difficult, and internally injured, also suffering from severe injury to back.

Clarence G. Hanscome, of St. Peter, traveling salesman for the St. Peter Furniture Co.; internally injured, both legs badly bruised and right foot crushed, also severely injured in lower part of abdomen.

A. J. Sethney, of Twin Valley, traveling salesman for the Gangelhoff Bedding Co., of Minneapolis; badly injured in spine, compound fracture of third finger of left hand, severely bruised and also suffering from burns.

All of the injured were more or less marked with cuts and bruises and also suffered from burns. The night being bitterly cold, much suffering resulted from exposure.

While the work of rescue was going on from the caboose there was a wild scene on the passenger train. The passengers had all received quite a shaking up, but no injuries were reported. In the sleeper were many who had retired for the night, a number of them being women and children, and calls for help soon brought the trainmen and also the passengers from the other coaches. The sleeping car which struck the caboose was slightly tipped over on its side and the lamps began to flame up and ignited in the inflammable material. It was impossible to extinguish the fire with

what apparatus there was on hand and the work of saving the inmates was pushed with all possible speed. By the prompt action of the train crew and passengers, who had all directed their attention to the sleeper, from which flames were pouring out from all sides, those in the berths were rescued and removed to the other coaches. Blankets and quilts were secured to protect those who had disrobed, some of whom lost all of their clothing as well as their personal effects.

Among those engaged in the work of rescuing the passengers from the sleeping car was Fred W. Segerstrom of this city, who was enroute to Kerkhoven and was riding in the second car from the sleeper. Mr. Segerstrom did heroic work in rescuing three women and four men from the burning sleeper and remained on the scene all through the night assisting and helping care for the injured who had been taken from the caboose. Willing hands rendered what assistance could be given the sufferers until medical aid arrived.

A dispatch was sent to Willmar for help and the special train bearing the company's surgeons, Drs. E. S. and Harold Frost, arrived in the early morning. The injured were taken on board and brought to this city for treatment at the Frost hospital. The wrecking train left for the scene about 1:50 a. m.

Mr. Hanscome succumbed to his injuries about 40 minutes after the accident. The remains were taken here, together with the other ill-fated travelers, who were cared for by the Drs. Frost at his hospital. Mr. Hill was unable to pass through the operation upon his leg, it being found necessary to amputate it below the knee. He expired about 4:30 o'clock. Mr. Helfner was the third victim to pass away, and before six o'clock three of the four who were so severely injured lay cold in death.

The remains of William Hill and Edgar Helfner were removed to the undertaking rooms of the Fred W. Segerstrom Supply Co., where they were prepared for burial by Andrew Peterson, while the body of Clarence Hanscome had been taken to the I. C. Olson undertaking establishment.

A. J. Sethney, who luckily escaped injuries that proved fatal, was given prompt attention at the hospital and at this writing is reported as doing nicely.

The sad news of the accident was soon flashed over the wires and the families and relatives of the unfortunate were apprised of the calamity that had befallen them. In response to the messages orders were received here before Friday noon as to the disposal of the remains of Messrs. Hill and Helfner. They were prepared for shipment and forwarded to their homes at Minneapolis on the afternoon train. Mr. Helfner's son, L. E. Helfner, arrived here from Minneapolis on the morning freight and accompanied the remains of his father to their destination. The remains of Mr. Hanscome were forwarded to St. Peter the following day. W. H. Mueller, an old friend of the deceased, came up from that city and made the necessary arrangements for shipping the body, accompanying the remains on the afternoon train.

Mr. Sethney, in speaking of the accident, said: It must have been some after ten when the crash came. We were all four in the caboose at the time. We had side-tracked to allow No. 3 to pass through and were still on the side track when she backed into us. The switch had been turned preparatory to going on the main track and making the start for Willmar. As far as I knew there was no brakeman outside at the rear end of either of the two trains. The train must have been coming at a good speed, for the crash was terrific. The caboose was broken into splinters. I managed to extricate myself and climbed out on top of the sleeper. Was in a dazed condition and wandered about until I was picked up. It was a miraculous escape for all of us from almost instant death. I was quite badly injured, but did not fare as badly as the other three fellow passengers. We were all suffering more or less from burns in addition to our other injuries. All our baggage and most of our personal effects were lost.

A. L. Undie, of Minneapolis, a representative of the Superior Manufacturing Co., was an intimate friend of Mr. Helfner. He was a passenger on train No. 3, and was riding in the day coach, next to the smoker. It was his opinion that the train was going at a rate of over forty miles an hour when it passed through Pennock and that it did not stop before it had gone fully a mile past the station. The rate of speed for the return trip towards the station was not very greatly reduced and the collision came

with an awful crash. All the passengers were badly shaken up, and thoroughly frightened. When he came out he realized the horror of the situation at the rear end and tried to render what assistance he could. Upon learning that his friend, Mr. Helfner, was among the injured taken from the caboose, he became interested in his welfare and did not proceed on his journey west, but accompanied those who were with the injured in the relief train bound for Willmar.

It was about three o'clock before the train reached this city and before the injured could be removed to the hospital for proper treatment. Mr. Hill was operated upon at 3:30 and displayed considerable fortitude. He wrote his own dispatch to his family and was full of hope until the last moment. Mr. Undie said that it was a very trying scene to him to hear the agonizing groans of the injured and especially those of his friend, with whom he remained until the last.

The two passengers on the train who were bound for Pennock and for whom the train backed up were Victor Knutson, a student of the Willmar high school, and Albert Floren, a salesman in the store of Benson & Morris at Pennock, who was on his way home from Minneapolis. Mr. Knutson had gone there for a visit with a sister and also to remain over for a declamatory contest on the following evening.

In speaking of the accident Mr. Knutson made the statement that the train was going at a high rate of speed; that it was about a mile from Pennock before it was stopped. He was in the day coach, which was the third car from the rear, and was seated near Mr. Segerstrom when the crash came. Among the rest of the passengers they were somewhat shaken up, but soon managed to get out and were attracted to the sleeping car by the shrieks for help from the women and others. He stated that there were seven occupants of berths. Efforts were made to reach them by breaking the windows and they were finally rescued. One of the women and an infant child were pulled out through a window and another woman was rescued in the same manner. They were

Continued on last page.

CARL A. SWENSON IS DEAD

Prominent Swedish-American of State of California.

Dr. Carl A. Swenson, president of Bethany College of Lindberg, Kan., died suddenly yesterday at Los Angeles of pneumonia. He had gone to the coast primarily to participate in the laying of the cornerstone for the new Ebenezer Swedish Lutheran church at San Francisco, and while visiting neighboring places was stricken with the fatal disease.

MARK HANNA IS DEAD.
Senator Marcus A. Hanna of Cleveland, Ohio, official head of the republican party national organization, passed away from this life Monday evening last.

May Lose Hands and Feet.
Albert Larson, a young man of Lake Andrew, was so severely frozen last Sunday night that it is feared that it will become necessary to amputate both of his feet and the fingers of both hands. It seems that with two or three companions he left New London Saturday evening. They had received a package containing strong drink at the express office, and had begun to imbibe freely from the same. It is said that they had driven so recklessly as to upset the rig several times. Finally Mr. Larson became separated from his companions, became lost in the storm and wandered around during the night in the intense cold. In the morning he came to the house on the Lungstrom place, where Carl Bengtson resides. Seeing how badly he was frozen, Mr. Bengtson and the folks made great efforts to draw out the cold from the frozen limbs, working with the untrusty man until two o'clock in the afternoon, when Dr. Hofvoss was summoned, and on Monday the patient was removed to the home of his sister, Mrs. Peter Olson, at New London. At the last report the frozen man was suffering intense pain, but it was not known whether any of his extremities could yet be saved.

Contest a Decided Success.
The Demorest Medal Contest at Pennock last Friday evening proved a grand success in spite of the bad weather on that evening. A crowded house greeted the contestants. The entire program was exceptionally well rendered. A program of dialogues, recitations and songs was very interesting. The contestants for the medal were the Misses Leslie, Rasmussen and Knept and Messrs. Floren and Elfrstrom.

The contestants showed great ability in reciting, which reflected great credit on their trainer as well as their perseverance in training. Messrs. Linn, Mellin and Knutson of Willmar acted as judges and brought a short speech on Lincoln was given by Victor Knutson of the Willmar High School. Supt. of Schools Dobbyn then took the floor and after saying a few well chosen remarks presented the medal to the winning contestant.

The affair taken all in all proved to be one of the greatest events in that village and we hope that these contestants will be more eager in the future for the cause in which they started.

V. K.

Welcomed Their New Pastor.

Rev. A. G. Hall, who was called to be Rev. Larson's successor as pastor of the Swedish Baptist church here, arrived Friday night from his recent home in Cleveland, O. The members of his pastorate here had arranged for a reception for Rev. and Mrs. Hall in the church on Saturday evening, and the evening was a very enjoyable one for all who were present. Rev. Cummins, pastor of the M. E. church, and Rev. Osterholm, of the Sw. Mission accepted the invitation to be present and get acquainted with the newly arrived fellow-worker.

Rev. G. Carlson also presided over the meeting, and on behalf of the congregation welcomed Rev. and Mrs. Hall of the hearty assurance with which they were received. Rev. Cummins spoke of how the regiments from the different states united under one flag in fighting the battles of the Union, and used this as an illustration of the different churches. Rev. Osterholm welcomed the new worker in the field, as there is room for all. Although the essential principles are alike, all Christians can not be alike. Dr. Riches emphasized the importance of loyalty to the new pastor. Even if he is not without fault, let each member loyally do his duty in all kinds of weather, and it will be well.

The veteran deacon, Mr. N. Winblad, after presenting to Rev. Hall a sum of money from the congregation, expressed the hope that he would stay long.

Rev. Hall responded with a few words of appreciation. He spoke of the time he was pastor here before—19 years ago—and stated that he had come to work for the good cause, and to preach the truth as set forth in the good old Book. He asked the prayers and co-operation of the members. Deacon Alstrom closed the exercises with prayer.

Refreshments were served, and a pleasant social hour was enjoyed.

Answered Death's Summons.

Charles Johnson, of the Capital Shoe Co., was called to Litchfield Tuesday last week by a telephone message announcing the serious illness of his mother, whose home is in the town of Danielson, near that city. The aged lady passed away on Thursday, death being due to pneumonia. She was nearly 71 years of age. The family had been residents of Litchfield before removing to the farm at Danielson and are old settlers of Meeker county. The deceased is survived by a husband and six children. Her brief illness and unexpected death came as a great shock to the many who knew her, and a large circle of relatives and friends deeply mourn her demise. The funeral was held on Sunday afternoon from the Swedish M. E. church at Litchfield, and the interment was in the Litchfield cemetery. Mr. Johnson returned from his and mission Sunday night.

MEETS AWFUL DEATH

Fireman Charles Patton Falls under Moving Train and is Instantly Killed.

Closely following the horrible railway accident at Pennock, another accident in which the same passenger train crew figured occurred a short distance this side of Waverly. Fireman Charles Patton, of this city, now lies dead as the result of a terrible mishap last Friday evening.



CHARLES PATTON.

The same crew which had been on No. 3, the west bound coast train of last Thursday night, was placed in charge of No. 4 the following day at Breckenridge, from where their run is made to St. Paul. Charles Patton was the fireman, and it is reported that the trip was only his second one on the "Flyer." When within about a mile this side of Waverly the engine and tender became disconnected owing to the tank pin working up and letting out the link from under it. Mr. Patton was at the time engaged in feeding the fire and stood with one foot on the tender and the other in the engine cab. He dropped down through the opening and the entire train passed over his body before it could be stopped. According to Engineer Geo. P. Irwin the accident happened at 6:55 o'clock. The train was then over five hours late, having passed through this city about five o'clock.

Patton was picked up in a horribly mutilated condition, and death must have resulted almost instantly. The remains were found lying about 70 feet from the rear end of the train. An examination disclosed that his left arm was almost severed, while the right one was broken in two places, both below and above the elbow. The skull was crushed and there was a

FARMERS' ELEVATOR

Meeting at Kandiyohi Saturday Results in Organization of New Company.

As the result of a mass meeting of farmers of Kandiyohi and adjoining territory there will be an independent elevator built at Kandiyohi in time to receive next season's crop. The meeting had been called for the purpose of discussing the project and a farmers' co-operative elevator is now an assured fact.

The main promoters in this movement are stockholders of the co-operative creamery at Kandiyohi Station. At a meeting held some time ago plans for this new enterprise were discussed and it was urged that it could be made fully as successful as the co-operative creamery has proved itself to be.

The methods of handling grain this season at all places where it is marketed has proven very unsatisfactory to the farmers. They do not attach any blame for this condition of affairs to the men in charge, who are only acting under orders from the owners of the elevators. It is believed that the latter are endeavoring to get more than a fair share of profits. Considerable trouble seems to be experienced over grades and prices and it is claimed that there has been more of this the present season than for some years past.

We are indebted to our Kandiyohi correspondent for the following report of last Saturday's meeting:

A meeting of the farmers of this vicinity, held at the M. W. A. hall last Saturday afternoon, proved to be very successful. A good representation from all around was in evidence. The purpose of this meeting was to lay out plans for a farmers' grain elevator. After discussing the different plans it was decided to build an elevator of not less than 25,000 bushels capacity. It was also decided that shares shall be sold and that each person shall not hold more than two shares, that they shall be sold at \$50 each and be limited to 200 shares. They shall be sold to farmers only. A petition was circulated during the meeting to see how much money could be raised. About 35 shares were sold. The new house shall be finished so it can be used for the next crop.

The board of directors elected are as follows: John Wicklund, John Carlin, Frank Nelson, Christ. Peterson, O. W. Berquist, Charley Gabrielson and W. J. Olson. The above are all farmers and are going to prepare articles of incorporation. The organization will be known as the Kandiyohi Farmers' Union Elevator Company.

PENNOCK FENCIBLES

BY O. F. JOHNSON.

Feb. 16.

Farmers are hauling wood for the Mamre creamery.

A. Benson made a trip to Willmar on business Tuesday.

Fred. Monson of New London called here Tuesday on business.

J. E. Oman has sold his store to be used for a bank. Pennock will have a bank by the 1st of May. H. J. Dale of Renville has been the promoter of the enterprise.

Mrs. Wm. Lundin of New London arrived here Monday. She has been at Willmar under the doctor's care for some time and came here to stay with her folks to recuperate.

The wreck on the railroad here last Thursday night was a sad sight. The evening train passed through here without a stop. By some misunderstanding of the train crew they passed without noticing that two passengers were to get off. It was about a mile past the station when they backed the passenger and collided with a freight, which was already backing out on the main track. One freight car, a caboose and a sleeper were in the debris. Fire caught at the same moment they were demolished. But for a heroic brakeman the four traveling men in the caboose would have been devoured by the flames. He undoubtedly pulled them away from the flames in an unconscious condition. Thus they were left exposed to the extreme cold for a good while, as the people were trying to rescue the people from the sleeper, not knowing of the fatally wounded in the caboose. Of the four injured three are dead and the fourth is reported recovering.

Luther Gleason and Dr. Stub. The Seminary Hall was well filled with a representative audience last Saturday evening that had braved the raging storm to hear the Luther Seminary Glee Club sing and the Prof. Dr. H. G. Stub lecture. All who attended were well rewarded for their presence. The first half of the musical program consisted of six selections from among the gems of Lutheran church music—deep, powerful and expressive chorals, sung by the eleven well trained male voices. Dr. Stub's lecture was of a high order. It was in large part descriptive of the musical masterpieces of the great German composer, John Sebastian Bach, which the Doctor had heard performed at Leipzig during his sojourn in Germany. The latter part of the musical program included patriotic selections and others in a lighter vein, all of which were heartily enjoyed.

Weller Has Resigned. Henry Weller has resigned as warden of the Minnesota penitentiary. His successor is N. F. Boucher, head of the North Dakota state prison at Bismarck. It is stated that Warden Weller will enter the employ of the American Grass Twine Company.

Adopts Reformed Spelling. The reformed spelling of the following words as recommended by the National Educational Association has been officially adopted by the Willmar Board of Education: Frolog, decalog, demagog, pedagog, program, thru, throust, thoro, thoro-fare, tho, altho, casalog.

Burbank postoffice was discontinued last Saturday, the patrons to be served by the R. F. D. Route No. 1 from New London. The office was established in Feb. 1867, and during the whole time of its existence (37 years) Mr. John H. Stauffer has been the postmaster.

Miss Maud Hill is enjoying a couple of weeks' visit in the twin cities.

WHAT OTHER PEOPLE THINK.

Office of
J. S. Anderson & Co.
Cash
Department Store.

Cash Grocers
West Superior, Wisconsin.

Belgrade, Minn., Jan. 25th, 1904.

A. E. Mosberg Esq.,
Willmar, Minn.

My dear Sir:—

Please ship us another half-gross of the most wonderful cough medicine ever discovered (Mosberg's) it is selling like potatoes; out of the last half-gross not one complaint or one bottle returned, but it has all been accomplished by taking one-half teaspoon every hour instead of one teaspoon every two or three hours, as directed by Dr. Mosberg.

You remember Doctor, I told you to change your directions and you said you would but you never done it. what will you take for the formula and let me have the privilege of putting it up my self?

Yours truly,
J. S. Anderson

NOTE: The above is a fac-simile letter from one of the largest buyers of our remedies.

A. E. MOSSBERG.