

Officials Start Probe of Wreck

(Continued from Page One)

connections with a fast train for the west.

Tharp Still Very Low.

Dr. Charles Marvel said this afternoon that Fireman Tharp was in a very critical condition and has not much chance to survive. Theodor Joiner, the second cook, and Elmer Gibson, also a cook, both of whom were scalded, are in a rather serious condition, and the hospital authorities state that their fate hangs in the balance. George B. Wright, the old manufacturer from Kansas City, who was thought to have been fatally injured at first, will probably recover, it was stated this afternoon. George Walker, chief cook, sustained severe fire burns when the coals of the stove were thrown over him, but it is thought he will recover. The other porters are all recovering nicely.

Relatives of Injured Here.

F. A. Baughens, the general passenger agent from Indianapolis, is here today making an investigation. Jerome Casey, husband of the injured woman at the hospital, E. W. Wright, son of the old man who was thought to be fatally injured, and the wife of Fireman Tharp, came to the hospital today to help care for their relatives. The wife of H. W. Ewing, who sustained a severe scalp wound, came this noon.

Richmond Man in Wreck.

Forrest B. Ault, 216 North Seventh street, one of the five mail clerks on the wrecked train and the only Richmond man in the wreck tells the following story of his experiences.

"We had just a little warning that something was wrong a few seconds before we struck. All of us grabbed for the life rods that swing from the top of the car, but I guess that none of us caught hold of them. I braced myself as the car pitched through the air and ploughed up the ground when it struck.

"For a few seconds I held my breath thinking that the engine would topple over on us. I was much surprised when I reached the outside and found the engine behind us in the ditch. Only one of the clerks in the mail car lost his footing when the crash came and none of us were seriously injured.

Not a Window Broken.

"The mail was shot off tables and out of the cases piling up two feet high on the floor in the front end of the car. A remarkable thing was that the car did not turn over as it came loose from the train. It suffered but very little damage. None of the windows were broken.

"We opened the door which had been shut by the shock, climbed out and walked back to the engine which was enveloped in steam. I asked Engineer Rogers where the others were and he said, 'I don't know a thing about them.'

"We climbed back in the car, routed our mail and then came in on the relief train."

Ault has been employed as a mail carrier only a short time, being formerly employed as a wood worker at the Wayne Works. He was injured by a flying table. It is thought that he will be completely recovered in a few days.

Following the circulation of the report of the wreck yesterday hundreds of curious persons rushed to the scene in automobiles, carriages and motorcycles to get a view of the wreckage. However, all sightseers were barred from the vicinity of the accident after 7 o'clock last night in order to prevent any attempt at robbing the wrecked cars. Many of the passengers left baggage in the train when they were brought to this city.

Those in charge of the construction work say that between 1 o'clock yesterday afternoon and 7 o'clock last night as many as 2,000 people, exclusive of the railroad employees, viewed the wreck, many attempting to secure souvenirs. The souvenir hunters were checked, however.

Autos Came in Droves.

Automobile loads of people from New Madison, New Lisbon, New Paris, Richmond, Union City and Greenville dashed in as soon as the relief train arrived. Later sightseers came from greater distances. Farmers living near the wreck stated that 150 machines arrived from the west, mostly from Richmond, and as many came from the north and east. Besides this there were many carriages and other vehicles. Up to the time limit for sightseers last night there were no less than 100 persons there at any time.

The special railroad police had no trouble in keeping the crowds from running over the wrecked portions of the train, although many attempted to peer into the cars. A "dead line" was set around the train and no persons were allowed inside it.

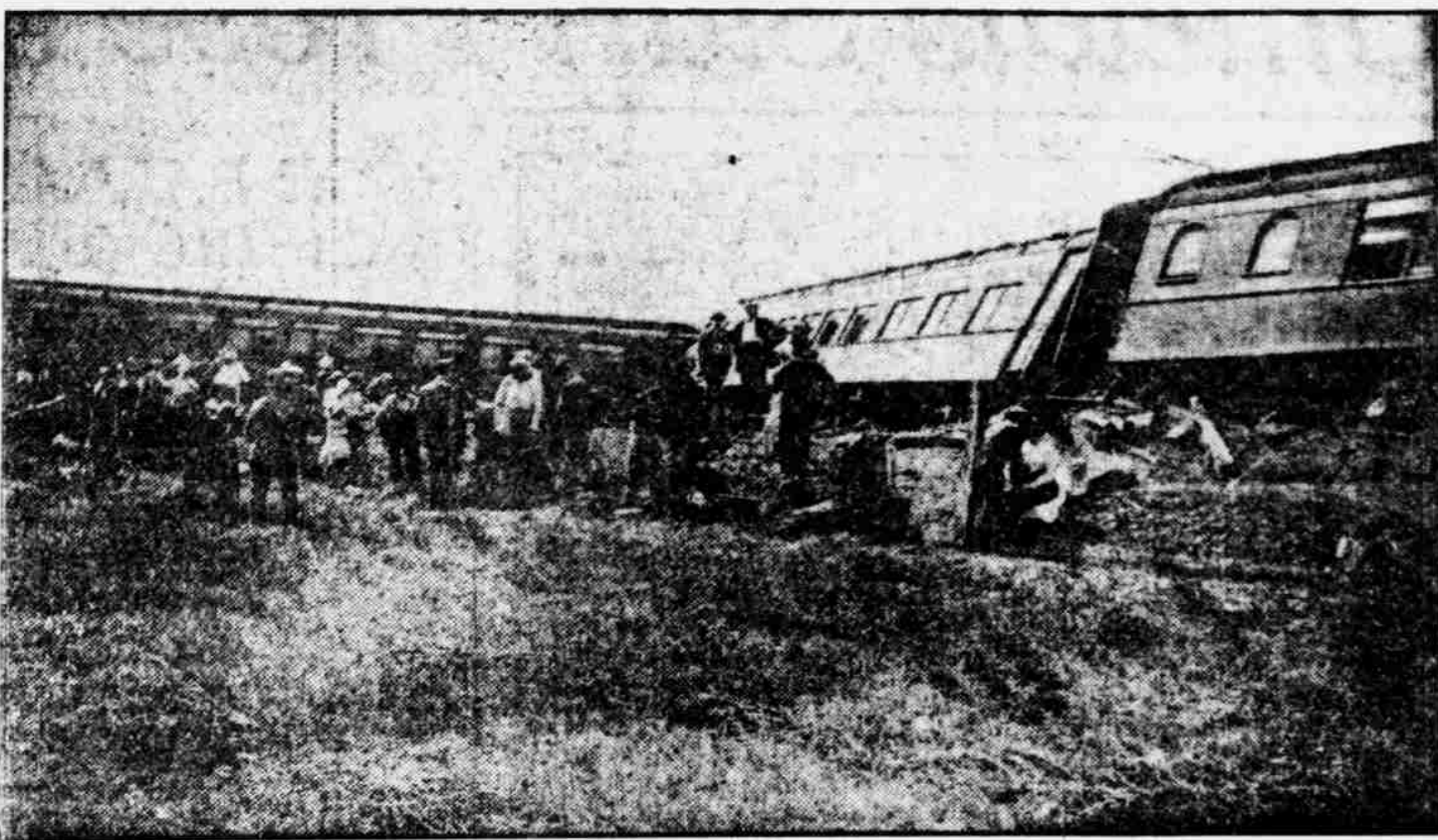
Busy Time At Hospital.

A force of five doctors and the entire group of nurses were kept busy for two hours yesterday afternoon caring for the 24 injured passengers and railroad employees taken to the Reid Hospital, after being brought to this city by the relief train. All the ambulances of the city were in use and in their extremity the relief workers equipped one of the delivery wagons of a local mercantile establishment with a spring cot, which was used to make trips between the Pennsylvania station and the hospital.

Every spare bed in private rooms and the wards was utilized in caring for the injured, and although the hospital was crowded to the limit, the force of nurses never faltered and performed their work in a most efficient manner. Miss Marsh, the superintendent of the hospital, managed the work capably and quickly, although the situation is not one that she is asked to cope with very often. The doctors who were giving medical attention to the patients were busy for at least two hours and by that time all had been attended to.

Wright's Case Pathetic.

George B. Wright, an old man who gave his residence as Kansas City,



Survivors and Rescuers Viewing Wreck.

In the right foreground a woman who was slightly injured about the head, is being given "first aid."



Ambulances Awaiting Relief Train.

Every ambulance in Richmond was at the Pennsylvania station yesterday afternoon to take the seriously injured wreck victims to the Reid Memorial Hospital.

suffered from a fractured skull and a severe cut on his hip. After his injuries had been given attention, the nurse asked him if he wished to send a telegram to his relatives, and he replied pathetically that he was so old no one cared whether he was hurt or not. His suit case was lost in the wreck and has not been found. The patients all endured their sufferings nobly and no complaints were heard from any of them. Engineer Rogers of the ill-fated passenger train, showed great nerve and while Dr. Bramkamp was taking stitches in a scalp wound which ran entirely around the front of his head, he sat in a chair and held a towel to catch the dripping blood.

A complete list of the patients was made by the head nurse so that long distance telephone calls, which began to come in soon after the patients arrived, could be answered easily. After having their injuries attended to almost half of the group of injured whose hurts were not serious, were dismissed from the hospital to return to their homes, late in the afternoon and on evening trains.

Most of the Passengers Depart.
A special train left for the scene of the wreck yesterday after the return of the relief train to bring back mail and baggage.

All the passengers on the damaged train had left the city today except the four at the hospital.

The majority of the 75 passengers who left the city last night went to Indianapolis, where they were supplied with quick transportation to their destinations.

The special train carried 20 employees. Twelve others are still at the Reid Memorial hospital where they will be kept until they are in condition to be removed to their homes.

Never Had Passenger Killed.

"During the history of this road, extending over fifty years, there has never been a passenger killed between Columbus and Indianapolis," said Superintendent J. C. McCullough this morning. "People sometimes refer to the Pennsylvania as being fortunate in this regard. If the possession of steel coaches makes us fortunate, then we are fortunate, I suppose."

Miller's Narrow Escape.
J. B. Miller, of Little Rock, Ark., who had his back wrenched, head and right hand severely cut, came to the city last night from the hospital, where his injuries had been temporarily treated. Speaking of the wreck he said:

"It seemed we were going about seventy miles an hour. I have ridden as high as fifty miles an hour in my machine and I could distinguish objects along the road, but at the rate the flyer was making everything was a blur outside the windows. I was riding in the club car when I suddenly realized that we were running on only one rail. Then there was a crash. I don't remember anything right at this point. But I came too with a big heavy set man, face black and blue and bleeding, on top of me. In addition to chairs, etc. The ice cooler had piled up right in front of me and just a little closer and it would have been on top of me, in which case I probably would have been killed.

"I pulled myself out and started for the door, but it was blocked and I

dragged chairs and things out of my way to make a passage, seeing that no one was underneath them."

Mr. Miller sent in a long distance phone call at the Arlington hotel at 8:35 last night and twenty minutes later told his wife at Little Rock the extent of his injuries. He left at 9:15 for Little Rock by way of St. Louis.

Mail Clerk's Narrow Escape.

Mr. Frederick M. Dickinson, president fifth division Railway Mail Association, whose head was severely cut, said the train left Pittsburgh on time but was behind time when it arrived at Greenville, Ohio. "Leaving there we began to make up time," he said, "and when we made the curve where the wreck occurred we must have been going 70 miles an hour. We suddenly left the rails and I grabbed the rail on which the mail sacks hang and saved myself from being thrown about in the car. Three other men in the car, held on to the pigeon holes and the other two were thrown on the floor and bruised about the body. We had locked the doors and the first thing we saw was the span of a steel bridge over us and then only did we realize how narrowly we had escaped death.

"I walked around the big engine lying on its side and met the engineer coming toward me. I asked him how seriously he was hurt and he said, 'look at my head, is that cut deep?' It was bleeding profusely. He said he did not know where the fireman was." Mr. Dickinson said the engineer was dazed and was wandering about aimlessly.

When the crowd got to the mail coach the clerks were back on the job and distributing the mail as though nothing had happened.

Was Going Limit Speed.

That he must maintain an average speed of more than fifty-five miles an hour on good track between Columbus and Richmond, was the statement of Engineer I. E. Rogers of Columbus, who was injured. Rogers said that there are many places between Columbus and Richmond where the trains must proceed slowly, consequently on good track engineers must speed their trains to keep up on schedule time.

"We left Columbus 59 minutes late," said the engineer. "I was 43 minutes late when the accident happened, as I had just figured I had made up 7 minutes. I had the throttle wide open at the time. I believe the speed was 65 miles an hour."

Rogers returned to Columbus on No. 20 at 4:45 yesterday afternoon. All the porters, maids, waiters and others who live in the east were also sent home on the same train except in cases where their injuries were too serious for them to be moved.

Forced To Make Fast Time.

One of the porters who lives in Pittsburgh claims that the engineers are often forced to run their trains faster than they want to. He said that the railroad company was conducting an investigation as to why the trains lost time on certain divisions. Special engineers were sent along with the crew, the porter said, and if the regular engineer lost time, or ran behind time on his schedule, the special engineer was

supposed to report the cause to his superiors.

Porters Tell of Wreck.

R. H. Morgan and James Potter, both porters on the wrecked train, stated that all the porters were eating in the dining car when the wreck happened. There were only two passengers in the car at the time, Mrs. Jerome Casey and child. The woman was badly injured.

Neither one of the porters could tell just how the wreck happened. The dining car was the third car in the train. The men said there was no chance for them to seize anything and that the shock hurled them together against one side of the car, then spun about the car as it rolled over the field. Every person in the car was hurt. They believe that the car turned over three times before it settled on its side.

Shock Only Awakened Him.

A man who was asleep in berth lower 4 in the car Hemlock, which was fifth in the train, claimed that he experienced no unpleasant feeling from the shock. "I was sleeping soundly and when the shock woke me, I thought that the train had stopped suddenly," he said. "I looked out in the aisle and saw that the car was standing at an angle of 45 degrees on its side. But I had no idea that the trouble was serious until I had dressed and gone outside." The man who refused to give his name, left on the special for Indianapolis.

Quick thinking on the part of a man in the sleeping car Chickie, probably saved him and his wife from injury. Other passengers stated that the man was seated with his wife when the first jolt was felt. Before any of the others realized what was happening, the man had seized his wife and was holding her against the side of the car, bracing himself against a seat. In an instant the car was hurled into the corn field and the other passengers were rolled one on top of the other. The man and his wife were firmly held against the side of the car. Both escaped uninjured while all the others were at least scratched or bruised.

NOTICE. REPUBLICAN MEETING.

The first meeting of the Richmond Republican club will be held at the city council chamber next Friday evening, September 12, at 7:30 o'clock. All Republicans cordially invited to attend and join.

BY ORDER OF THE COMMITTEE.

APPROVE PLANS ON REPAIR OF BRIDGES

Plans submitted to the county commissioners by County Engineer John Mueller were approved and adopted for the Horace Scott bridge and a concrete culvert near the Kempton farm. The Horace Scott bridge is located a quarter of a mile east of Hagerstown and the Kempton culvert is two miles east of Olive Hill in Center township. The plans of the repairs to the Thos. Lamb bridge, east of Elkhorn cemetery in Bostown township, were also approved by the commissioners. Bids will be received for the improvements September 27.

CLOSE FACTORY ON ACCOUNT FUNERAL

Services Over Body of Late Sylvester Jones to be Held Thursday.

On account of the funeral of Sylvester Jones, formerly head of the experimental department of the American Seeding Machine company, that factory will close down entirely tomorrow. The funeral will be held at 10 o'clock in the morning at the First M. E. church but the burial will be postponed until Saturday, as a daughter, Mrs. Roy Zimmerman, of Los Angeles, is coming Friday night.

Resolution on Death.

The board of trustees of Reid Memorial hospital drafted a resolution on the death of Mr. Jones, who was appointed in 1912.

The resolution is as follows: Sylvester Jones, an honored and esteemed member of the board of trustees of the Reid Memorial hospital, died while on a brief visit to Economy where he with others was to address a Sabbath school convention, the evening of September 8, 1913.

Apparently in his usual health and vigor, he was without thought of danger or impending illness, suddenly stricken and in a moment dead.

His death came as a shock to his associates on this board, to the entire hospital management, to his business associates, to his large circle of friends and co-workers and as another painful reminder to us all, that in life's busy activities we are never beyond the shadows, and that life's happiness and joys are constantly and ever marred by its tragedies, continually recurring.

It is fitting that we, his associates, on the board of trustees of the Reid Memorial hospital, should bear testimony of our appreciation of his services to the hospital; of our admiration of his high character as a man; and of his admirable life's work in the community, devoted as it has been to the broad work of humanity; comprehending as it has, every movement which gave promise of the uplifting and betterment of his fellowmen.

For the past year he has been our interested companion in our hospital work; always merciful in his judgments, wise in counsel and manifesting such degree of interest in our work as gave promise of great usefulness to our institution in the future.

He was a man of strong convictions, yet charitable always and of such generous kindly nature that his business associates and his companions in church and benevolent work were bound to him by strong ties of friendship and affection.

As a citizen in all life's varied relations, he bore himself as an honorable upright christian gentleman.

His life was devoted to active business and yet he found time always for every benevolent and christian work which all of his useful life invoked his active energy and interest.

He devoted his life to a large measure to the betterment of his fellowmen and he has fallen in life's battle, leaving to his family and friends, the rich legacy of an honored name and in full enjoyment of the honor and respect of all who knew him well.

A fitting epitaph for our brother and companion would be: He lived for his fellowmen and died fully knighted with his armor on.

VOTE ON ADDITION STEP TO ORGANIZE REPUBLICAN CLUB

Trustees of Reid Memorial hospital at their meeting last night decided to install a chemical laboratory at the hospital. Physicians of the city have been endeavoring to secure this convenience for use in diagnosis and other kinds of chemical analysis work. It is estimated that the cost of equipping the laboratory will amount to \$250, which will include a stock of chemicals and apparatus for experimental work. The most expensive instrument needed in this work, a microscope, was purchased for the hospital some time ago.

TO DELIVER TALKS

Three-minute talks by members of the class on each of the ten commandments will be the feature of the Sunday school services of the Men's Brotherhood Bible class of the First Methodist church next Sunday morning.

Besides a cornet solo by Bertram Russell and music by a male quartet there will be an address by E. Guernsey Hill on a timely topic.

SPECIAL DORM CLASS

Asking co-operation in making physical training at the Y. M. C. A. a success this year, Paul Pearce, physical director, spoke to thirty dormitory men at the "Dorm Supper" last night. Pearce said he wanted every dormitory man in a gymnasium class. He also proposed the organization of a number of volley ball and basketball teams. From these teams he said he would pick a team to compete with city organizations.

To work with Mr. Pearce in organizing the class a committee of Ora Houghbanks, Harry Holmes, and H. T. Sullivan was appointed.

Mr. Pearce said today he expected to have a complete schedule of all the classes and work completed late this week. The Junior Leader Corps to help organize the younger boys was formed this afternoon.

GENN WANTS FLUSHER

With the completion of the paving of South Eighth street with brick, the necessity of a brick street flusher and cleaner is felt more heavily by the street department and Street Commissioner Genn will make another appeal for this addition to his department.

The city will have six miles of brick streets when North Eighth street is completed, the entire improvement of Eighth street being within a few feet of one mile in length. These streets are being cleaned by the old hand broom method and are becoming more expensive to the city with the increasing length of paved streets.

The flusher which was sent here for tests last spring was removed by the company last week after the board of works refused to accept it. The machine did not do the work promised.

The finishing sand has been swept from South Eighth street but the street must be swept four times before it will be clean, the street commissioner says. Within three weeks the North Eighth street improvement will be completed.

Meeting Called For Friday at the City Council Chamber.

Initial steps for the organization of the Richmond Republican club were taken last night when a subcommittee of the Republican city committee met with Ray K. Shiveley. As the result of the meeting a call has been issued to the Republicans of the city to meet at the city council chamber Friday evening. To this gathering the committee will submit tentative by-laws and constitution, after officers have been elected.

Mr. Shiveley announced to the committee that Edwin M. Campfield had promised the club the use of a large room in the Colonial building during the campaign.

The Republicans look on this organization as a powerful factor for keeping the party solidly united during the election.

The Progressives are enthusiastic over the prospects of electing their municipal ticket, says Howard Brooks, Progressive city chairman. Mr. Brooks stated that for several days party workers had been studying the situation in different sections of the city.

They report that the party has increased in strength since last fall, he says.

Brooks said he would call a meeting of the city committee the first of the week to make preliminary plans for the campaign.

AMUSEMENT PARK BUILDERS IN CITY

Messrs. Griffith and Crane, amusement park builders and operators, of Wheeling, W. Va., are in the city today inspecting Morton park, with the idea of leasing it for a period of years, if satisfactory arrangements can be made with the stockholders of the company.

These men own or lease amusement parks in the middle west. They are willing to erect the necessary buildings or to rent the concessions after they have been installed by the park company.

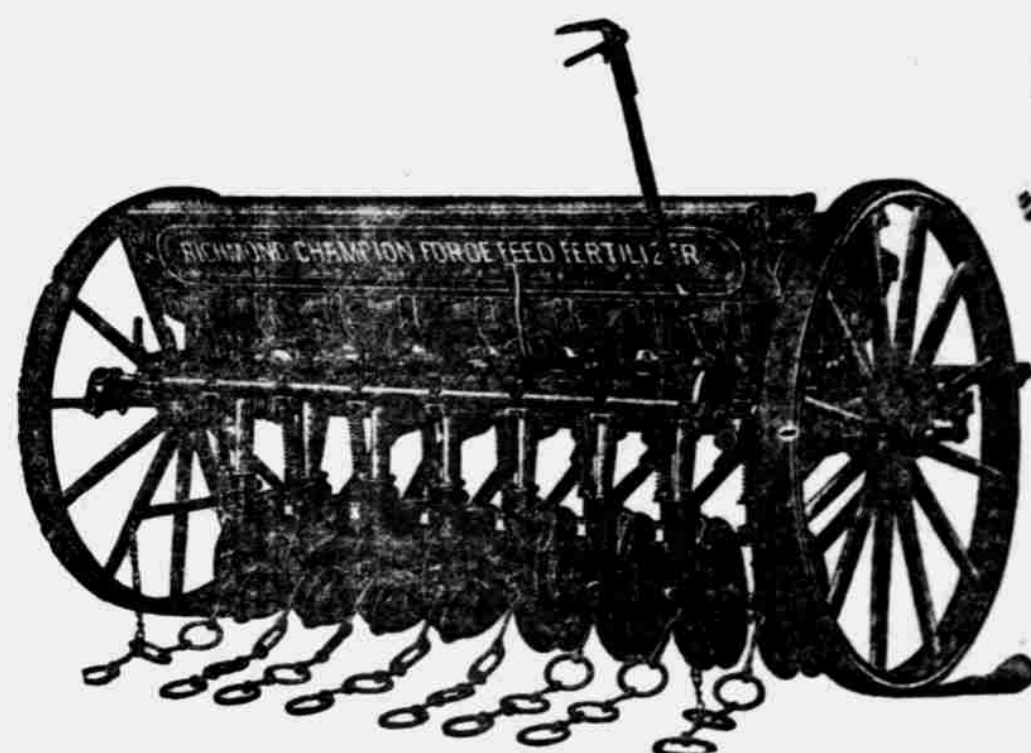
C. W. Jordan, secretary of the Commercial club, accompanied them this afternoon in their trip through the park.

INCREASE SHOWN IN SCHOOL REPORT

An increase of more than one hundred children in Wayne township schools outside of Richmond is shown in the enrollment records of Trustee Howarth. The schools were never in better condition or as efficiently equipped, the trustee said. The increased enrollment is attributed to the installation of the domestic science and vocational training departments.

District school No. 11, on the National road west of the city, with an addition of thirty children, has the largest increase. The equipment for vocational training work has not arrived, but the work will be installed within a week.

Disc Grain Drill



Richmond Champion Disc Drill

Has Round Steel Pipe Frame. With or Without Fertilizer Attachment. With or Without Grass Seeders.

With Chain Covers or Wheel Covers. With Steel or Wood Wheels.

It has ratchet hubs, making both wheels drivers, thus securing an even flow of grain from the distributors, when turning either to the right or left.

The large discs are secured to the drag bar in a substantial manner and the drag bar is secured to the frame in an equally substantial manner, thus securing the positive draft on the opening disc in direct line at all times.

The large discs are 18 inches in diameter.

The small disc, 6 inches in diameter, revolves very slowly and in some soil it is not absolutely necessary that it should revolve.

This drill has a strong, substantial spring pressure attachment for placing pressure on each disc separately. Each disc rises and falls separately from the other.

The drill is driven with a chain direct from axle to feed and is thrown out of gear whenever discs are raised from the ground.

The Disc Drill, without Fertilizer, is made with 8, 9, 10, 12, 14, 16 or 18 discs, either 7 or 8 inches apart.

The 8, 9 and 10 Disc Drills have a single lift lever. The larger Drills have two lift levers.

A seat attachment for Disc Drill which is furnished at an extra cost when especially ordered.

JONES HARDWARE CO.