

# SIXTY DEAD MINERS SENT TO THEIR HOMES

## Most Solemn Funeral Train Travels From Scofield To Home Cities of the Dead.

### Scenes of Unequaled Pathos at the Stations—Funerals in Scores of Towns Today and Tomorrow.

Those who were present at the Rio Grande Western depot last evening when the special from Scofield arrived at 6:30, bearing the remains of some of the victims of the awful mining catastrophe, were enabled to realize a title of the suffering and anguish which the fearful calamity has entailed. There was hardly a dry eye among the crowd of some 500 people which had collected upon the platform to witness the arrival of the saddest freight of humanity that ever was pulled into Salt Lake when engine No. 728 steamed into the depot with the train of five cars from the scene of the disaster. Even the bell on the locomotive seemed to give forth a muffled sound and a hush fell upon those assembled as they caught sight of the baggage car, which was draped with black and white streamers.

As every car passed slowly by in review, the pale, tear-stained faces of the passengers caused a murmur of uncheckered sympathy to pass over the crowd. There were little children there, too, who were too young to sense the pitifulness of their loss and to whom a ride on the cars was a novelty. From one car rang out an infantine laugh as the bright-eyed little orphan gazed on the scene, unsensed to the extent of his bereavement. A hardy workman standing

household work. In speaking of the feeling which was prevalent at the mining camps he said that everyone was very bitter towards the Finns, to whom is ascribed the authorship of the tragedy, from the fact that they are said to have been in the habit of patting in blasts of giant powder at the bottom near the floor, which had the effect of cutting up the dust and ultimately causing the explosion. The people at Scofield, he said, entertained the best of feelings for the coal company, which was doing all in its power to relieve the suffering there.

The funeral special left Scofield with fifty-one bodies at 1 o'clock yesterday afternoon, making the first stop at Thistle at 3:50, where the remains of Dan Williams of Vermillion and William Nielson of Elsinore were transferred to the Sanpete Valley train. At Thistle there was a scarcity of lunch available at the lunch counter. On arriving at Springville the train was met by a big crowd of citizens, who donated armfuls of flowers to strew over the coffins. At this point the following bodies were lifted out of the car: Morgan Miller, William Miller, John Miller, John T. Davis, J. O. Davis, George O. Davis, also the bodies of Daniel Pittman, John Pittman, jr., Evan Evans, Louis Leyslow and W. K. Douglas of Spanish Fork.

Provo was made by 4:40, where the remains of William Parmley, Thomas Gatherum, James and William Gather-



ARRIVAL OF THE FUNERAL TRAIN AT SALT LAKE—EIGHT BODIES WERE TAKEN OFF HERE.

near the express office at the sound furtively wiped his eyes with the back of his grimy hand and then turned his face away and tried to hide his emotion, while overhead the stars and stripes at half-mast floated over the scene.

When the train came to a standstill, the sliding doors of the draped baggage car were drawn back and a glimpse of tier upon tier of oblong cases was displayed to view. Stacked one above the other were the plain outer cases containing the bodies of the breadwinners who had met such fearful deaths while engaged in their daily avocations. Each coffin was covered with the now withered flowers that had been sent by loving hands from Salt Lake the day before, while upon the ends were laced the strips of yellow paper which gave the names of the dead and the signed death certificate.

Tenderly the caskets were removed one by one to the waiting undertakers' vehicles and a large furniture van which had been chartered for the occasion, until there were eight bodies in all removed. First in order came the remains of the three Wilson boys—Willie, James and Alexander. Then followed the bodies of the three Italians—Nicola Anselmo, Joseph Mayo and G. Femari—who were brought to this city at the request of their friends. The corpse of Chris Johnson, who leaves in this city a wife and little son to mourn his loss, was the last of the remains to be removed.

The train stayed only a few minutes longer and then proceeded on its way north with the burden of twenty-one victims and some seventy-five relatives of the deceased.

Prior to departing, however, the floral offerings on the coffins were replenished to the extent of two wagon-loads of flowers, the gift of the school children in this city.

Among those who accompanied the train on its sad journey was J. A. Lampert of Ogden, who is a member of the Hunter family, which has lost ten of its members in the awful accident. In course of a brief conversation, he said: "There are nine of our family on this train who met their death in the mine; the other yet lies buried in the debris down there. My God, it is awful! No tongue or pen can depict the horror of the situation down there. I have been through the entire war of the rebellion, but I can tell you that it was nothing like what it is down at Scofield, from the fact that the women were not present on the battle field. Whole families are wiped out, and the women do nothing but shriek and wring their hands day and night. There are pitiful sights and cases there which would stir the hearts of the most callous. Take one case for instance—that of a Mrs. Williams, who came from Tennessee with her husband and a family of seven children a few days before the explosion. Her husband went to work in the mine and the next day he met his death there. In the little cabin where in she and her family are living there is not a pane of glass in the windows and not a stick of furniture nor a penny to buy a crust of bread in the house. She is left absolutely destitute, hundreds of miles away from home and entirely dependent upon the charity of strangers for her means of subsistence. Oh, it is awful, and I could enumerate others nearly as bad."

S. T. Ricketts, the assistant to Undertaker S. D. Evans, told the same story after he alighted from the train. He said that were it not for the bounty of the people of Utah that there would be a famine staring the people of Scofield in the face, for the women to the last were not in a condition to do any

um, D. D. Evans and George Langstaff were escorted up town by a large concourse of people.

The next stop was made at American Fork, where the bodies of Samuel and David J. Padfield were left with relatives.

Lehi was the only town en route at which there was not a crowd at the depot to meet the special. This can be accounted for from the fact that one body which was left there, that of Kirtouse, who had lived in that city so many years ago as to have almost passed out of the memory of the inhabitants.

Salt Lake was reached at 6:30, where a stop of fifteen minutes was made, while the eight caskets were being placed in the undertakers' wagons. When the train proceeded on its way it bore the remaining twenty-one bodies as follows: For Ogden, John Hunter, David, William, Adam and son, John, Robert and James A. Hunter; also Frank Streng, sr., and Frank Streng, jr. For Coalville, Charles Edwards, Samuel Livesey, Richard Dixon, David Illingsworth, William Clarke, jr., William Ullathorne, John and George James, George, William and Walter Clark.

The committee which left Scofield to assist in the distribution of the bodies at the different points along the line consisted of J. W. Dilley, William Hirst, William Stone, Pat Wycherly, Ed and Sam Wycherly, George Crompton and James Walker.

In addition to the fifty-one bodies sent north from Scofield yesterday eleven were shipped east and south.

#### SAD SCENES AT OGDEN.

##### Ten Bodies of the Hunter Victims Arrive.

(Special to The Herald.)

Ogden, May 4.—There were pathetic scenes at the union depot tonight when the horror of the Scofield accident was brought directly home to Ogden people. The funeral train, bearing twenty-one bodies, arrived about 8 o'clock. There were large numbers of relatives of the dead miners in the passenger coaches. They were fathers, mothers, brothers, sons and other relatives, who had gone to Scofield at the first news of the disaster, and they were bringing home their dead. One the depot platform were a number of other relatives, and when they met those coming on the train, all seemed to lose control, and there were pathetic incidents enough to fill a volume.

Eleven of the bodies went on to Coalville, the other ten being taken in charge by the three undertakers of this city, and conveyed to Lindquist's. These will be buried tomorrow from the tabernacle. President L. W. Shurtliff will conduct the funeral services over the ten bodies.

The three leading undertakers of Ogden with all their employees will assist at the funeral of the ten of the Hunter family relatives. Mr. Linquist has general charge. Mr. Larkin will see about the seating of the relatives and other mourners. Mr. Richey, with one set of pall bearers, will take the bodies from the conveyances to the door, where Mr. Lindquist, marshalling another set of pall bearers, will take the caskets inside and place them in their stations.

The caskets will contain: Adam Hunter, John Hunter, Robert Hunter, James A. Hunter, William Hunter, David Hunter, John Hunter, F. Strang, F. F. Strang, Richard Stewart.