

THIRTY-TWO MEN DEAD IN BLAST.

Boiler of Locomotive Explodes in
San Antonio Railroad Yards.

Larger Number of Victims Came
From East to Break Strike.

Cause Said to Be Inrush of Cold
Water to Heated Boiler.

Human Fragments Picked Up
Within Radius of Several Blocks.

Splinter Inch Square Driven
Through Head of Woman in Her
Home Seven Blocks Away.

San Antonio, Tex., March 18.—At
least thirty-two men were killed and
more than fifty injured to-day when
the boiler of locomotive No. 704 ex-
ploded in the shop yards of the South-
west Pacific Railroad here. The prop-
erty damage will approximate \$200,-

000. A committee of railroad officials,
city officers and citizens made an in-
vestigation this afternoon, and is of
the opinion that the explosion prob-
ably was due to carelessness of one of
the men killed in allowing an inrush of
cold water into the superheated boiler,
in which the water was already low.

IDENTIFIED DEAD.

The dead so far identified are:

Walter Jourdan, engineer.

J. Mansker, Sr., foreman blacksmith
shop.

William R. Bremer, machinist.

John Brudy, machinist, Pittsburgh, Pa.

Raymond F. Brady, Alleghany, Pa.

W. H. Hoebler, machinist.

Wm. Valentine, engine inspector.

W. C. Durbin, machinist.

W. Webber.

W. R. Miller, Orange, Tex.

Albert Roberts, helper.

W. B. Shaw, Cleburne, Tex., machinist.

W. May.

W. Gordan, roundhouse employe.

Carl Heysko, blacksmith.

Five negro helpers.

Except where indicated, the former
residences of those killed are not
known.

PICK UP HUMAN BITS.

In addition twelve bodies have not
yet been identified, and human fragments
picked up within a radius of several
blocks probably account for several
missing.

The engine, a big passenger mogul,
entirely new, had been brought to
the shops for inspection. Those in
the vicinity who escaped immediate
death declare that the boiler burst
without warning, tearing the huge
machine to bits. Parts of the loco-
motive and the wrecked roundhouse
and adjoining shop buildings, together
with the arms, legs, heads and mangled
bodies of the victims, were scattered
in all directions around.

Jourdan was in the cab of the engine
at the time of the explosion.

CAME TO BREAK STRIKE.

The buildings wrecked are the cop-
per shop, the blacksmith shop and the
roundhouse, which formed the square
in which the locomotive stood.

Most of those killed the greater number
were shopmen sent from Northern and
Western cities several months ago to
replace employes on strike.

Portions of the locomotive's ma-
chinery were hurled to a great height
into the air and rained in bits of steel
on the adjacent buildings. Some of
the fragments tore big, jagged holes
in the roofs.

The bed plates and the drivers
failed to escape the impact, for they
remained near their original position, but
the tender was wrenched loose from
its coupling and shot down the track
about 150 feet, where it ricocheted
against another engine and was
wrecked.

DEAD MAN'S HAT IN HAND.

Inside the machine and blacksmith
shop workmen never knew what had
happened. More than fourteen in that
building were dismembered, portions
of trunks, torsos or limbs being found
scattered in crevices in the roof, slides
in a tangle of machinery. A great
portion of the wall fell inwards, bury-
ing a dozen.

Robert L. Lipscomb, foreman of the
shops and a brother of City Alderman
A. Lipscomb, was picked from his
seat, hurled thirty feet and rose, semi-
conscious, grasping in his hand the hat
of a dead man.

In the copper shop T. A. Williams,
a man, was knocked under a heavy
workbench, the entire structure plung-
ing down over him, but he escaped
with nothing more than burns and
bruises. He remained under the debris
for an hour after the explosion.

SPLINTER HURTS WOMAN.

Above the shrieks of the injured,
after the explosion, arose the roar of
oil being off from the feed pipe through
the oil-burning locomotives and
the tenders. This pipe had broken
and ignited. It was choked off finally.
Pieces of boiler iron weighing from
a small fraction of a pound to several
pounds were hurled through the air as far
as six blocks, and houses a distance
of half a mile were damaged by the
percussion.

Mrs. B. S. Gillis, in her home seven
blocks away, was severely injured
when the front end of the locomotive
crashed through the roof, demolishing
three rooms and continuing through
the ground floor of the house. A
splinter of wood about an inch square
was driven through her head, a gash
about six inches long was cut in her
right leg and her left shoulder was
wounded.