

woman, pinioned in the wreckage, was cremated before the eyes of the spectators who worked to secure her release, until driven off by the flames. The eastbound Erie vestibule No. 8, due at Youngstown at 2:55 a.m., was very late and was running on orders. When a stop was made at Ravenna the engineer and fireman of the passenger train went to work to repair the engine and the train was again detained several minutes. A flagman was sent back, but went only a few feet, at most but two car lengths, suddenly around the curve west of the city, came train No. 82, composed of Swift's meat cars. The train was running twenty-five miles an hour and coming down a heavy grade. The engineer supposed he had a clean track and it being a through train, he was not expected to stop at Ravenna. He called for the brakes and reversed his engine, but all to no purpose. On came the freight train with but slightly decreased speed, and no word of warning could be given to the people in the doomed train. A few feet west of the station the engineer and fireman jumped, alighting safely. A moment after, there was the silence of death, and then commenced the most frightful cries ever heard. Moans of dying, piteous cries for help from imprisoned and helpless passengers, and mutilated and bloody remains of the dead seen through the fragments of debris, formed a scene of horror which no pen can picture.

The freight engine had gone clear through the day coach in the rear, through the sleeper and buried itself in the second sleeper, the third car of the train. There was nothing left of the rear of the train, but a mass of debris, and the sides of the third car stood about the monster engine, as if to hold it prisoner and prevent further damage. This scene lasted but a moment, when little tongues of flames sprang up here and there, and soon the whole wreck was burning.

It was a sickening sight. Two scores imprisoned passengers were in the debris; the flames lighting up the surroundings with a lurid glare, served only to intensify the horror. As soon as the dazed passengers in the other cars recovered themselves, they rushed to the rescue of their unfortunate companions. The fire department was immediately telephoned for and every one in that end of the little city rushed to the scene of disaster. Hundreds soon surrounded the wreck, but to little purpose. An awful ruin had been wrought and little was left to do but to secure and care for the remains of the dead. The few passengers easily reached were promptly rescued and several bodies of the dead and dying were carried to the depot platform.

CHARLESTON, W. Va., July 4.—The worst wreck ever known in this part of the State occurred about 8 o'clock this morning on the Kanawha & Michigan railway, eight miles west of here. A passenger train for Columbus pulled out from here with two car loads of excursionists. The wreck occurred on the high trestle. The cross ties had caught fire during the night and burned so that the rails spread under the train. The engine and baggage and mail cars passed over safely, but two of the coaches were thrown from the track.

After running forty feet on the ties, the forward car toppled to the left, the rear one to the right. The forward car turned completely over, and landed right side up. The other fell twenty feet, turning upside down, and one set of trucks fell on top of it, crushing the car to splinters.

Under this place most of the dead were found. Surgeons and a relief train were sent at once.

The scenes among the dead and dying were heartrending. One little baby lost father and mother. One man's head was severed at the mouth and the remainder of the head we fished out from under the wreck several hours after the body was found. It is feared that there are one or two bodies yet under the wreck. The dead, as far as known, are: W. E. Fife, Buffalo, W. Va.; I. N. Wilson, Gallipolis, O.; Charles Hoffman, Blue Creek, W. Va.; Jasper Dougherty, New Marineville, W. Va.; Walter Welcher, Charleston; Mrs. Walter Welcher, Charleston; Ella O'Leary, Charleston; Ames Cautler, Red House, W. Va.; Orville Robinson, Midway, W. Va.; Thomas Thornton, conductor, Middleport, O.; Polly Sullivan, Mason City; James White, Middleport, O.

Fifty-eight persons were counted who were injured, and a number walked away before they could be seen. Of the entire number of passengers, but one, John Neville of this city, escaped without a scratch. He was in the mail car. Those fatally injured are W. B. Reed, Elk City; James Blackhood, Athens, O.; Mrs. R. S. Truslow, Charleston; Will Ford, Elk City.

The following is a partial list of others injured, many of whom are dangerously hurt; Leo N. E. Bligh, Red House, W. Va.; J. D. Jones, Charleston; Mrs. J. D. Jones, Charleston; W. H. Saunders, Charleston; Peter Simpson, Charleston; J. C. Martin, Leon, W. Va.; Mary Shvikey, Charleston; Miss Maggie Cart, Charleston; John Welcher, the 2-year old child of Walter Welcher and wife, who were killed outright; P. L. Mullins, Glendinning; J. A. Gillespie, Elk City; John Whittaker, Elk City; James Copely, Elk City; Molly Winfree, Elk City; E. H. Price, Whitecarter, Mull Grove, N. C.; Miss Minnie Davis, Charleston; Andy Heyburn, Elk City; Sallie Coulton, Redhouse, W. Va.; Mrs. Eva Coulton, Redhouse; R. J. Satterthwait, Charleston; James H. Goddard, Jr., Charleston; Charles Robinson, conductor, Midway, W. Va.; W. T. Kiger, and son, Charleston; Postal Clerk Hayes, Athens, Ohio; Geo. W. Stribling, Point Pleasant, W. Va.; Sam Shue, Medway, W. Va.; H. T. Calhoun, Gallipolis, Ohio; — Ross, Elk City; Geo. McKee, Poca, W. Va.; Eliza McKee, Poca, W. Va.; Raburn Blackburn, Elk City; F. W. Jennings, Columbus, Ohio; Geo. Eisele, Charleston; Clarence Eisele, Charleston; A. C. Wall, Elk City; Luginda Jones, Elk City; Allie Spaulding, Elk City; C. C. Long, Point Pleasant, W. Va.; Chas. Conker, Poca, W. Va.; A. Archibald, Poca; Samuel Carpenter, Poca; Wm. Jones, Elk City; Ella Henoon, Elk City. James Nicely of Charleston was known to have been on the train, but he has not been seen or heard from since the wreck. It is believed he is under the wrecked cars.

What caused the burning of the trestle is not known, but it is supposed to have caught by cinders dropped from an engine. The engineer of the excursion train saw the smoke, but thinking it foam rising from the creek, went on. Persons living in the neighborhood saw smoke, but thought it was from the campfires of persons who have been fishing there.

The wreck was a fearful one, and the horrors of it cannot be realized by one who was not at the scene. The city is practically in mourning tonight. What promised to be one of the brightest days in its history, became the saddest it has ever known.

John Norville, the only passenger who escaped unhurt, had gone into the mail-car to speak with the mail agent, when the shock came. When he felt the shock he seized the rod and hung on. In an instant the mail-car was jerked back on the track, and then with a crash the coaches broke loose and swung off over the edge of the trestle. There were so many in the train and so few to help them that it seemed almost impossible to do anything. Nor was there anything to bind the wounds with. Norville went to the county poorhouse near by and got bandages for the wounded.

MORE PROOFS POSITIVE.

Several gentlemen of different faiths and parties have called at this office and expressed their indignation at the deliberate falsehoods of the *Salt Lake Tribune* in its issue of Monday last and desired something said in the *DESERET NEWS* in relation to it. We prefer to let others speak. The following letters have been sent to us with the request that they appear in this paper, as they were sent to the *Tribune* and were treated with worse than contempt:

Editor Deseret News:

The subjoined was sent to the *Daily Tribune* last Monday. The only notice taken of it was an emphatic reassertion by the *Tribune* of the original untruth.

W. H. SHEARMAN.

SALT LAKE CITY, UTAH,
June 29, 1891.

Editor Daily Tribune:

Dear Sir—In the report of the Tabernacle Sunday services published in your issue of this morning, under the head of "Elder Penrose on Polygamy," you state that "his talk was as open a plea for polygamy as he dare make it."

I happened to be present and heard the entire discourse. Not a word was said about polygamy, directly or indirectly. Not a word that could, by the greatest stretch of the imagination, be made to refer to polygamy any more than had he been a Roman Catholic or Episcopalian minister urging his fellow believers to marry only within the pale of their own church and according to its ritual and ceremonies.

Respectfully,
W. H. SHEARMAN.

Here is another from a Catholic "Gentile" treated in the same manner:

SALT LAKE CITY, June 29, 1891.

Editor Salt Lake Tribune:

In glancing over this morning's issue of your paper, I noticed a brief report of the proceedings at the Mormon Tabernacle yesterday. In that report the gentleman who delivered the sermon is represented as making a plea for polygamy. Now, I am not a Mormon, nor am I interested on either side, except as I am