

## FIFTEEN PERSONS KILLED OUTRIGHT.

Double that Number Seriously Injured in Collision on Boston & Maine Ry.

SIGNALS COULDN'T BE SEEN.

Regular Express Train From Boston For Montreal Crashed into Rear Of a Local Train.

Lincoln, Mass., Nov. 26.—The most disastrous railroad wreck in this state for many years occurred at 8:15 o'clock tonight at Baker's Bridge station, a mile and a half west of Lincoln, on the main line of the Fitchburg division of the Boston & Maine railroad. The regular Sunday night express, which left Boston at 7:30 o'clock for Montreal, via the Rutland system, crashed into the rear of a local train which started from Boston at 7:10 p. m. for points on the main line and the Marlborough branch.

At least 15 persons were killed, outright, burned to death or suffocated, and 20 or more were seriously injured. Many passengers sustained minor cuts, bruises and burns.

The wreck was primarily due to thick weather, which apparently obscured signals set by the forward train, which at the time of the disaster was standing in front of Baker's Bridge station. The Montreal train, drawn by two locomotives, and consisting also of nine cars, crashed into the rear of the Marlborough branch local, demolishing the two rear cars.

All of the passengers killed and seriously injured were in these. The passengers lived in Concord, West Acton, Maynard, Haverhill, Marlborough and several smaller towns in the Assabet valley. None of the passengers on the Montreal train were seriously hurt, but the engineer and fireman of the leading locomotive were killed.

The wreck caught fire and some of the passengers were incinerated. Few persons live in the vicinity of Baker's Bridge station, and no fire department was available, so that the flames, practically burned themselves out. The injured passengers and a number of train hands, assisted by villagers, went to the aid of the injured, and many persons were rescued.

The railroad station and a number of dwelling houses were turned into temporary hospitals and many volunteers assisted in relieving the suffering of the injured. Later the most seriously injured were taken to Boston on a special train.

The train upon which practically all the casualties occurred left the north station in Boston at 7:15 o'clock with four cars filled with passengers. The second train which figured in the collision is known as the Sunday night Montreal express, with St. Hyacinthe, Quebec, as its destination. Tonight's express consisted of two locomotives, two milk cars, two baggage cars, mail car, three coaches and a Pullman sleeper.

The Montreal train does not stop at the small stations and after passing Waltham does not stop ordinarily until it reaches Concord, two miles west of Baker's Bridge station. Owing to the heavy local traffic the Marlborough branch train was behind time when it reached Baker's Bridge. According to the statement of persons who were at the depot there, a brakeman was sent to place a fuse or red-fire torch.

The night was unusually dark, partly owing to the dense mist. According to those at the station at the time, the torch had not been set more than a minute before the roar of a heavy train around a curve a short distance east of the depot was heard. Within a few seconds the headlight of an on-rushing locomotive showed through the mist and before a hand could be lifted to warn the passengers in the waiting train the two ponderous engines, traveling at a speed of 35 miles an hour, crashed into it.

The leading locomotive telescoped the rear car of the Marlborough train and the second engine forced this mass against the third car of the local and completely wrecked it. In these two cars all but two of the fatalities occurred and practically all of the injuries. The collision destroyed the forward locomotive of the Montreal train, but the engine following, although much damaged, did not leave the rails. None of the cars of the express were thrown from the track, and the collision apparently had little effect upon those in them.

Fire added to the horrors, flames almost immediately communicated to the wreckage of the passenger coaches. A number of passengers who had been pinned down by broken seats were incinerated. Some of them, however, had evidently been killed instantly. The second car of the local train remained standing on the rails and was not greatly damaged.

Passengers from both trains, railroad employees and a number of villagers rushed to the wrecked cars and assisted many persons to escape. The flames made it difficult to reach some who were alive, but who had been unable to free themselves from the mass. For the time it was necessary to lay injured persons side by side with the bodies of the dead until every effort possible had been made to rescue other victims.

Thirteen of the dead were sent to Boston on the special train, together with 14 of the most seriously injured, of whom it was feared that three would die within a short time. The majority of those injured were women. The officials of the Boston & Maine railroad will make an exhaustive inquiry into the cause of the collision. It is probable that the district court also will hold an investigation.

Just before 2 o'clock this morning it was estimated that the dead numbered 12. There were 12 persons taken from the wreck and three died after being removed. Three of the bodies were headless. Two skulls were found at 2 a. m. and 20 minutes later a man's head with a full beard was picked up. It is difficult to fix the exact number of those who perished, but it is thought it will not exceed 15.

**MRS. GRISSOM TRIES SUICIDE.**  
Domestic Trouble Cause of Her Shooting Herself in Breast.

Washington, Nov. 26.—Mrs. G. Grissom, a former resident of Denver and wife of an official of the Leesville Woolen mills, near Spray, N. C., lies in a dangerous condition at the emergency hospital here as a result of attempting suicide in Farragut park, the heart of the fashionable quarter of Washington. Mrs. Grissom shot herself in the left breast and abdomen yesterday and tonight the hospital officials say she may recover, but they cannot say positively yet. The young woman has a brother-in-law in this city, Eugene Grissom, an employee in one of the departments. It is said that she

had separated from her husband. Eugene Grissom said tonight that his brother, Robert G. Grissom, the husband of the injured woman, met his wife in Denver and married her in 1894. She was of a well-known family, her father having been a colonel of a Missouri regiment during the civil war. The couple, Mr. Grissom said, lived happily in Denver until four years ago, when she committed a divorce on the ground he believed of incompatibility. Mrs. Grissom, he said, then made her home with her brother-in-law, Harry Ruffner, living at 908 east Tenth avenue, Denver.

Mr. Grissom tonight attributed his sister-in-law's action entirely to the fact that by the decree of the divorce she is compelled to surrender her child into his father's custody for six months of each year. After each of these exchanges, he said, the mother would become extremely morose and it would be impossible to interest her in any of the ordinary matters of life. He said the two were devoted to each other in spite of their separation, which grew out of unfortunate differences in temperament. Mrs. Grissom had been in Washington with her boy for the past four months until early last week, when she left the city, saying she was going to Spray, N. C., with him.

Dr. White, the physician in charge at the emergency hospital, said tonight that the woman had a chance for her life, although it has been impossible to probe for the bullet. There is danger of blood-poisoning. Dr. White today received word from the husband at Spray, saying he would arrive here tomorrow. The woman has been anxious to keep the news of the deed from him. Today, when she was informed he was coming, she expressed a wish that he would bring the boy with him.

### RULER OF KOREA OVERAWED.

Signed Treaty Because 30,000 Jap Troops Were in Seoul.

Victoria, B. C., Nov. 26.—The emperor of Korea fought a lone-handed fight, deserted by his ministers, vainly trying to prevent Marquis Ito's coup to make Korea a Japanese protectorate, according to advices from Seoul by the steamer Athenian. The ministers deserted one by one and were immediately excessively opulent. A Korean official reported to a Seoul correspondent that the emperor always received the Japanese representative standing and etiquette demanded that they stand. Then the emperor launched at once into a rapid fire conversation on any subject, but the one that they talked of, often continuing for two hours. When the Japanese broached the question of treaty he at once signified that the interview was at an end. The presence of 30,000 Japanese troops at Seoul overawed the emperor.

An attempt was made to assassinate the ministers of the interior, war and justice, who had been bought by Japan, but was frustrated by Japanese troops.

### DR. HILL'S PREACHES ON FOOTBALL BRUTALITY.

New York, Nov. 27.—Football brutality and disregard of the Christian Sunday by owners and drivers of automobiles were themes touched upon by Rev. Dr. N. D. Hill in a Plymouth church, Brooklyn, yesterday. His subject was the "Ten Commandments."

"Strange, passing strange," said Dr. Hill, "in this era of philanthropy and sympathy for the poor and weak, that men should have to re-read the words, 'Thou shalt not kill.' Terrible the need to remember the sanctity of life by reason of the killing of our young men in college; slain to make a Roman holiday."

"Yesterday morning the papers said that 34 young collegians had been killed in football thus far this autumn."

"Yesterday, at 2 o'clock the youth in Union college said to his companions, 'My father is here. He has never seen me play. I am going to play the game of my life.' Then, to put him out of business, six men fell upon him, and when the twilight fell the boy was dead and a broken hearted father was sobbing over his body."

"The morning stories tell us that the Union college faculty decided not to tell the visiting team that the youth was dead lest the knowledge that they had killed him disturb the 'smoker.' But little episode, like another collegian or two killed in these degree days, would not disturb in the slightest degree those who do not play football as gentlemen play, or as scholars who hate unfairness and foul play."

"Remember the Sabbath day to keep it holy," said Dr. Hill.

"This nation has come to a great crisis. The most significant thing one notices on one's way to church is the automobile and what it stands for—wealth and power, stirring up anger and distrust, and hatred in the hearts of our working people. The men who own these automobiles are only traveling on what their fathers have done for them and they are tearing down the institutions of this country."

### TROUBLE ON THE LEX.

Honolulu, Nov. 27.—There are some sensational reports here relative to revolutionary plans of the sailors of the Russian auxiliary cruiser Lexa. Men from the vessel while ashore have made statements indicating rebellious intentions and only 50 are allowed shore leave at a time. The vessel is now coaling and will probably be ready to leave within a few days.

### IS IT MURDER?

Palo Alto, Cal., Nov. 27.—The dead body of J. W. Kelly of this town was found last night in a carriage which the masterless horse attached to it was drawing aimlessly along the county road between here and Menlo Park, through the pelting rainstorm that was raging. Indications point to the commission of murder and robbery. A deep

wound between the eyes and the scalp plainly showed the cause of the death. Kelly was a driver in the employ of a local fuel company.

### CELEBRATION OF LANDING OF THE JEWS IN AMERICA.

New York, Nov. 27.—There were more celebrations yesterday of the two hundred and fifth anniversary of the land-

ing of the Jews in America. Rev. Dr. Joseph Krauskopf of Philadelphia delivered an address last night on "The Jewish Pilgrim Fathers" before the Young Men's Hebrew association. "Blessed has been the lot of the Jew in the United States," said Dr. Krauskopf, and "blessed has been the United States in blessing him. It is a marvelous story, that of the settling of the Jew in the western continent, and the more we read and study it the stronger grows the belief that it was the hand

of Providence that opened for Columbus and for the Jews accompanying, the portals of the new world, to afford a resting place at last to the Tribe of the Wandering Foot and Weary Breast, and a haven to all others seeking shelter and peace."

Rev. Madison C. Peters of the Baptist church of the Epiphany delivered a lecture last evening on "What the Jews Have Done for America." Dr. Peters pointed out that two Jewish merchants, Luis de Santangel and Ga-

bril Sanchez, supplied the funds for Columbus' expedition. Isabella did not sell her jewels to fit out Columbus, for she had already pawned or sold them to defray the expenses of the wars then devastating her country. The act entire inventions of the Jews alone made possible Columbus' scientifically well planned voyages. The first white man to set foot on American soil, Dr. Peters declared, was a Jew, Luis de Torres, the interpreter of the expedition.

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At Their Temporary Location, old Wells-Fargo Bank  
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You remember the disastrous fire that visited our establishment at 74 Main street on the morning of October 24th. The advance shipments of Pianos, Organs, Talking Machines and Musical merchandise were just unloading and almost totally destroyed. The Pianos, Pianolas and heavier goods were too badly damaged to be useful. Some of the lighter goods and sheet music were only slightly damaged, and except for the slight odor of smoke and slight discoloration, are as good and useful as before the conflagration. These goods we are offering as quoted below.

The balance of our fall purchases of Pianos, Pianolas, Pianola Pianos, Organs and Talking Machines have since that time begun to arrive and in our very small temporary storeroom, we cannot accommodate the balance of the shipments that are now arriving. Our only recourse is a slashing of prices to an extent that will keep the pianos moving rapidly—out to such a figure and on such terms that every sale ever held by this or any other company in Salt Lake is totally eclipsed. WE MUST close out this stock as fast as it arrives and we will make every effort to give you a choice of these elegant instruments at almost any price within the bounds of reason. It is to your advantage and our relief to come and understand the wonderful opportunities this sale offers.

Pianos.	Organs.	Pianos.	Music Boxes.
Note our wonderful line of high-grade Pianos—		Fancy Oak Upright Pianos at \$152.50	\$11 Mira for \$4.50.
Weber Krakauer	Clough & Warren, Carpenter &	Fancy Berl Walnut Upright Pianos at \$157.50	\$22 Mira for 10.50.
Everett Ludwig	Weaver—some that were damaged.	Fancy Mahogany case Upright Pianos at \$162.50	\$32 Mira for \$15.50.
Hardmen Cable-Nelson		Cash or time payments. Others and equally good bargains too numerous to mention. Must be seen to be appreciated. Come early and make your selection.	\$50 Regina for \$20.
Ivers & Pond Harvard	now all repaired—ranging in price from \$15 to \$32.		\$40 Regina for \$15.00.
Fischer Lakeside			Twelve tune sheets with each box.
And many others.			Several others from \$1.25 to \$3.50.

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Accordions.	A Chance for the Boys.	Folios.
The regular \$20, \$18 and \$15 values at whatever you bid for them. A little smoky in appearance, but clear as a bell in tone. Come and see 'em.	1,000 HARMONICAS, the \$2.50, \$2.00, \$1.00, 50c and 25c kind at 15c, 10c and 5c. Think of that, boys! Don't wait until they're gone.	Not even damaged, but included in the sale and marked down, down, down! The 50c kind now 5c to 15c. The \$1.00 kind, now 20c. to 35c.

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