

TERRIBLE WRECK ON ENGLISH RAILWAY

Twenty-Seven Persons Killed on The Express From Plymouth to London.

LOCOMOTIVE JUMPED TRACK.

Plowed up Track and Crashed Into Freight Train—Nearly All Americans.

Salisbury, England, July 1.—Driving at a mad pace over the London & Southwestern railway, the American line express, carrying 43 of the steamer New York's passengers from Plymouth to London, plunged from the track just after passing the station here at 1:37 o'clock this morning, and mangled to death in its wreckage 23 passengers, who sailed from New York June 23, and four of the trainmen. Besides those to whom death came speedily, a dozen persons were injured, some of them seriously.

DEAD.

Barwick, Walter, Toronto, Canada. Casier, Louis, Trumbull, Conn. Cossitt, Frederick Henry, of New York. Elphicke, Mrs. C. W., Chicago. Harding, Dudley, 316 West Central Park West, New York. Hitchcock, Mrs. L. N., 261 Central Park West, New York. Howison, Miss Mary F., 31 West Thirty-first street, New York. King, Rev. E. L., Toronto, Canada. Koch, Frank W., Allentown, Pa. McDonald, John E., New York City. McMeekin, F. C., New York City. Pison, C. A., Toronto, Can. Sentell, Mrs. E. W., New York City. Sentell, Miss Blanche M., New York City. Sentell, Miss Gertrude M., M., New York City. Smith, Mrs. Dayton, O. Smith, Miss Eleanor, Dayton, O. Smith, Gerard, Dayton, O. White, Mrs. Lillian Hurd, 324 Fifth avenue, New York. Keeler, Jules, address unobtainable. Thompson, William, address unobtainable.

INJURED.

Allen, G. H. V., New York City. Critchfield, Robert S., Chicago. Griswold, Miss L. S., address unobtainable. Hitchcock, Miss M., New York City. Koch, Mrs., Allentown, Pa. Smith, Miss Anna E., Allentown, Pa. Rask, Miss M., address unobtainable.

CAUSE OF ACCIDENT.

The train had passed the Salisbury station platform at high speed. At a sharp curve just outside town the locomotive jumped the track and plowed up the rails crashed into a westbound freight train. The engine mounted the sidewalk of the railway bridge over the river Avon and turned turtle. There were three passenger coaches in the train. The first of these shot ahead of the locomotive and crashed into the bridge and was smashed into splinters, portions of the wreck being hurled completely over the bridge. The second and third passenger cars were toppled over on the line and completely destroyed. The line and completely destroyed. The conductor's van, containing a cook's kitchen, was saved by the conductor, who promptly applied the brakes.

BURIED UNDER DEBRIS.

Rescue parties set out working instantly, but to little purpose, and the injured were forced to remain buried in the debris a long time. As the bodies of the dead were extricated they were taken to the station platform awaiting identification. All the physicians in Salisbury were summoned and devoted themselves to attendance upon the wounded. The body of the engineer was found on top of the firebox, charred beyond recognition. It was necessary to saw away part of the compartments of the railway coaches in order to reach the bodies of the dead. In one compartment all of the passengers except two were killed, and the rescue of the survivors was exceedingly difficult.

MAYOR MCELLELLAN'S ESCAPE.

By the merest chance Mayor George B. McCellan of New York was not on the wrecked American line special train. He had an appointment to keep in London today, and although the steamer was late arriving at Plymouth he decided to come direct to London instead of going to Cherbourg with Mrs. McCellan, who was booked through to Paris. Mayor McCellan was greatly shocked on learning at Southampton of the wreck of the train. John E. McDonald, the New York horseman, best known as "Jack" McDonald, who is among the dead, was riding the compartment on the special train which had been reserved for Mayor McCellan, and so the mayor's escape was indeed narrow. Mr. McCellan will remain in London a week and then will join his family in Paris.

SCENE AT SALISBURY.

Relatives of Walter Barwick, who was killed in the accident, and who returned to London tonight, says the scene at Salisbury upon their arrival there was one of indescribable confusion. Their greatest difficulty was in identifying the dead as the bodies had been frightfully mangled. Mr. Barwick's body was barely recognizable, being covered with wounds.

SPEED WAS TERRIFIC.

"I have been accustomed," said Geo. A. Strachan of Boston, who, with his wife, Mrs. J. H. Whiton, was on the wrecked special, "on the broad gauge railway lines of America to speedy traveling and know what is a good speed, but it seems that we sped along last night that the old country could go no us better after all. I cannot remember of having been car-

ried along at such a rate before. The vibration was very noticeable. I remarked that it must be good rolling stock and a first rate permanent way that could stand the strain. Just as they came. Mrs. Whiton and I were jerked into a corner of the carriage, then the car went over and we were pinned quite a long time. Through the window, which was above us, we saw the reflection of the flame and feared the carriage was afire and that we were cornered, but as we waited relief came.

A REMARKABLE ESCAPE.

Walter Gerson of London was the sole survivor of a party of five occupants of one compartment. He attributes his safety to the fact that after returning from dinner he placed his arm in a swinging rest and when the accident occurred and the carriage was overturned he was left suspended by the arm in the rest, while his less fortunate fellow-travelers were mangled in the ruins at his feet.

A PASSENGER'S STORY.

W. Bellati of Jacksonville, Ill., is another passenger who came to London. Beyond the shock, he is uninjured. Mr. Bellati said he was in the forward carriage, having, in common with other passengers, jumped a late supper. He heard a loud crash and the next moment found himself sprawling on the ground. The front part of the car was completely smashed and the coach fell over on its side. The car, which he was running along the rails past the engine, which had been stopped by colliding with another engine on a sidetrack, and then turned over on its side. Mr. Bellati immediately started to assist the other passengers and remained at the scene until morning, but was unable to do much for those who had been buried in the wreckage until railway hands arrived, when the injured were quickly relieved. Mr. Bellati's escape was marvellous, as the part of the car in which he was riding was broken into kindlings.

A BRIDGEMAN'S DEATH.

The death of Frederick H. Cossitt of New York was perhaps the most pathetic feature of the disaster. He and his bride, who is the daughter of former Judge Dugro of New York, were on their wedding tour, and after visiting the principal points of interest in Europe expected to return to New York in October. They traveled in company with friends, who on the arrival of the New York at Plymouth did their best to persuade the young couple not to leave the ship at such a late hour, but to proceed to Southampton. Mr. Cossitt, being a bad waiter, insisted on landing. Mrs. Cossitt, who remained on board the steamer until Southampton was reached, arrived in London tonight and is staying with friends in Park Lane.

SCENE OF THE ACCIDENT.

Salisbury, England, July 1.—A short distance out of Salisbury begins a remarkable curve which sometimes has been described as the most dangerous in the world and which certainly possesses elements of danger. Not only does the line enter and leave the station on a curve but where it crosses Fitchburg street the line takes a slight rise. It was practically at this point that the engine jumped the rails and brought about a disaster, as regards the percentage of lives lost and the extent of the damage to rolling stock, that is almost without precedent in the annals of British railway accidents, especially of boat expresses.

At the scene of the catastrophe there are five lines of rails. Two are main lines, two others are devoted to local traffic and the fifth is a siding. Of these five lines only two were occupied at the time of the accident. A milk train laden with empty cans was leisurely entering the station in the opposite direction to the express, while at the entrance of the siding was another locomotive ready to furnish any service the milk train might require.

TRAIN LEAVES RAILS.

In the meantime the express, which was due to run through with an empty line of rails on either side of her, came pounding along, swaying heavily owing to the enormous speed. The inspector on the station platform, watching in hand, followed her course with his eye, and was horrified to see the train leave the rails and jump to the vacant line on the right and plunging into the rear of the milk train. A crash like the roar of artillery awakened many inhabitants of Salisbury, a mile away. Within 20 seconds the whole train became a mass of wreckage. The ponderous engine having smashed the guard's van of the milk train to atoms and killed a guard. Instantly all the carriages broke their couplings. The engine hurled itself against the edge of the strong iron parapet which bounds the bridge over the roadway. Fortunately it struck the parapet almost end on and so probably saved it from carrying away the parapet and projecting the train into the street below.

IMPACT WITH BRIDGE.

However, the iron work of the parapet was twisted out of shape and a portion of it was detached and fell to the pavement beneath. The impact with the bridge was startling in its results. While the under parts of the railway carriages remained on the track, those of the milk train, the woodwork of the carriage projected over the bridge, and the street below was strewn with glass and splinters. One passenger was even hurled right through the side of a broken carriage 30 feet by the fall upon him.

ENGINE REBOUNDED.

The locomotive and tender, rebounding from the parapet, hurled their immense weight against the stationary locomotive, which became a wreck, its boiler exploding and so severely scalding the driver and the fireman that the latter has since died. The express engine finally turned turtle, broken-backed, into the midst of torn up rails.

WRECK IS HORRIBLE.

The wreck was horribly complete. Carriage was piled upon carriage as though by giant hands, the stationary engine tilted toward the concrete platform with the wreckage of one carriage on its top, and the engine and tender of the express almost locked into the stationary engine, everything being smashed and splintered with the exception of the guard's van of the express, which, owing to the presence of mind of the guard, who quickly applied the brakes, was not overturned.

EXCEEDED SPEED.

The directions to engine drivers over this portion of the line are not to exceed a speed of 20 miles an hour, but it is alleged that calculations based on the times at which different signal boxes were passed showed that this speed was exceeded. Unfortunately

both the engineer and the stoker are dead, and therefore it may be difficult to obtain reliable evidence as to the speed the train was running when the accident occurred.

HEARTRENDING SPECTACLE.

The few officials at the station, who were soon reassured by killing helpers from the town, with the aid of lamps, began the work of rescue. The spectacle that met their gaze was heartrending. Instead of the throngs that might have been expected, only a few sickly added to the horrors of the scene. In the carriages huddled in wreckage almost under the wheels of the overturned engine dead men were taken out dead soon after the accident. The driver and fireman were dead in their cabs. These were all taken to the waiting room, and several of the injured were given first aid and dispatched to the infirmary, which fortunately was not far distant.

A TERRIBLE SIGHT.

When an opening was made into the second carriage a terrible sight was revealed. At one end of a compartment several bodies were jammed together in an almost unrecognizable mass. It was six or eight hours before it was found possible to remove the bodies. In one part of the coach the Sentell family from New York were traveling together, of whom only Edward W. Sentell was found alive three hours after the accident. Some water was handed him through a hole in the wreck and he was soon removed to the infirmary, bleeding from a scalp wound and with his left leg badly fractured.

An immense gang of men with powerful equipment of trains worked all day long clearing away the debris, and about 3 o'clock this afternoon a train got through.

FROM MAYOR OF SALISBURY.

The mayor of Salisbury telegraphed to American Ambassador Whitelaw Reid at London heartfelt sympathy on behalf of the citizens of the town to the whole American nation. Similar expressions of sympathy were voiced in the sermons in all the Salisbury churches.

Inquiry at the infirmary late tonight elicited the fact that R. S. Critchfield of Chicago was unconscious from a fracture at the base of the skull and that both legs were fractured. He is not expected to recover. Miss M. Hitchcock of New York is progressing favorably. Miss I. S. Griswold has undergone an operation. Miss Margaret Rask is very ill. E. W. Sentell is doing well.

The cause of the accident is still in doubt. It is suggested that the wheels of the engine failed to take the switch or that a wheel or axle broke. It is expected that the inquiry will be opened tomorrow and a board of trade inquiry later will investigate.

TRAIN TOO LIGHT.

The train was regarded as having been light for high speed, but it is notorious that trains always sway and shake going at high speed over this curve. Much criticism is likely to be evoked by the fact that latterly there has been sharp competition between the London and Southwestern and Great Western railways, which are rivals for the traffic between London and Plymouth.

SPECIAL TRAIN SENT.

London, July 1.—Mr. J. Ridgely Carter, secretary of the American embassy, started out on a special train at 2:30 o'clock this afternoon for Salisbury to visit the scene of the wreck and to aid the wounded and assist in the identification of the dead.

Mr. J. P. Morgan left this afternoon by automobile for Salisbury. Mayor McCellan of New York, who was a passenger, did not disembark at Plymouth, but went on to Southampton, and reached London this afternoon. The London & Southwestern Railway company issued a statement saying that the cause of the accident is unknown. They say that there are 21 passengers and three employees dead and 11 passengers injured.

MESSAGE FROM LIPTON.

Sir Thomas Lipton, who left his yacht Erin at Southampton to visit Salisbury, sends the following telegram to the Associated Press: "I am sure it would interest Americans to know the splendid care that is being taken of the injured at the Salisbury hospital. I am at the hospital today with the mayor of Salisbury, have seen the head doctor, and can assure you that everything humanly possible is being done to alleviate suffering. It is providential that such first medical attendance could be had near the scene of the accident. "After seeing the wreck and the result of the accident, it seems to me that it was a miracle that any one escaped alive."

"The mayor of Salisbury is giving his personal attention to every detail in connection with the sufferers." Frederick Henry Cossitt, who was killed in the wreck of the American Line express at Salisbury, England, today was a nephew of Mrs. George Eggleston Dodge and of Mrs. L. D. Juillard of New York, who married Miss Antonia Dugro, daughter of Judge and Mrs. P. Henry Dugro of New York, on June 18, and the young couple were on their wedding trip. They had planned to spend the entire summer in travel in Europe, and Judge and Mrs. Dugro were to sail for Europe next Tuesday to join them.

FATE FOLLOWED THE SENTELLS.

New York, July 2.—A strange sort of fatality seems to have attended the journey from here of those New Yorkers who met such an appalling death in the wreck of the American line express on the London & Southwestern railway at Salisbury, England, yesterday morning. Forebodings that some calamity would overtake them moved the Sentell family party of five to discuss the subject with friends on the pier just before the launching of the steamer and one of the party remarked with much solemnity that should the premonition come true the entire party would go into eternity together. As a matter of fact only one of the five survives the wreck. Again, seven of the others killed were old acquaintances and had traveled abroad, most of them in years past in each other's company. So strong was this friendship that they had planned to hold a Fourth of July reunion and celebration in London. But today only two of the seven are alive. Still another of those whose lives were lost met his fate solely from devotion to his invalid wife.

FEARED NEVER WOULD RETURN.

It was the Sentells of Brooklyn who feared they would never see their friends. Charles E. Sentell, a lawyer with offices in this city, his mother and his father, Mr. and Mrs. Edward W. Sentell, and his two sisters, the last named being teachers in the Brooklyn public schools, made up their party. The elder Mr. Sentell alone escaped death.

Many times before the family had made European trips and there were few places on the continent that they had not visited. Norway and Sweden, however, had been omitted from their former itineraries and for a year the travelers had been reading up on these countries and had made most complete preparations for the trip.

On the day of sailing a large crowd of young persons, friends of the family, went to the pier. Among them were as many pupils, to say nothing of a large group of close acquaintances of the elder Sentells. Some time before the cry "All for the shore" sounded a singular but common thought found expression with one of the Misses Sentell, who said with ill-forgotten carelessness, "Well, good friends, if anything awful does happen, we'll all go together. It will be a family affair this time, surely." Talk of the premonition was kept up for some minutes and during

it one of the family told a friend that each of them had made his or her will only a few hours before. The Sentells are described as having been singularly affectionate and when their acquaintances learned last night of the horror at Salisbury the conversation was vividly recalled.

DEVOTION TO AILING WIFE.

It was due to circumstances also that John E. McDonald, a wealthy turfman, was among the dead. That circumstance was devotion to his ailing wife. Two weeks ago Mr. McDonald had planned for the voyage on account of the illness of his wife, but he postponed the trip until her health was improved, when she accompanied him.

When the New York sailed from her pier there were seven persons in a small group, all of whom were well known, and of all the happy crowd on the great liner none was more cheerful than they. Out of the seven two survive. In the party were Mrs. Lillian Hurd White, one of the best known milliners in New York and the wife of former Alderman Charles E. White, John E. McDonald and Mrs. McDonald, Charles F. Meekin, the Kentucky turfman, Mrs. C. W. Elphicke and her daughter, of Exeter, Ill., and Miss Mary F. Howison, who conducted a millinery business in this city. They

were all old friends, and it was they who hoped to celebrate the nation's birthday in the British capital. Mrs. McDonald and Miss Elphicke alone escaped.

THE SADDEST ANNOUNCEMENT.

Perhaps the saddest of all the announcements which the cable brought to relatives and friends in New York yesterday was the message received by Judge Dugro from his daughter, Mrs. Frederick Cossitt, stating briefly that death had ended her brief honeymoon trip, and that she would return to New York with the body of her husband.

Attended by many of the supreme court judges of the city and persons prominent in New York's best society, the Cossitt wedding at the Hotel Ruyter had been one of the most notable June nuptials. Miss Dugro was admired by a very large circle of friends, and her husband was one of the most popular men in Princeton. When the young couple sailed they were accompanied to the pier by many of those who attended the wedding. What adds to the severity of the blow is the fact that Judge Dugro and his family were to sail tomorrow to join their daughter and son-in-law in London. All arrangements had been made for a trip on the southern together and Judge Dugro was expecting a message from his

daughter announcing their safe arrival in London, when the cable was received telling of the catastrophe at Salisbury.

THE WORLD'S BEST PEOPLE.

Use Colman's Soap because it is the purest, sweetest and most effective.

Real Embroidered dot Swiss 25c. for 19c. Keith-O'Brien's great annual round up.

SALT LAKE ROUTE JULY 4

Low rates between any Utah station on sale July 3 and 4, good to return July 6. Visit old folks down on the farm, or come up to meet your city cousins. Big celebration in Salt Lake.

WATCHES

Cleaning \$1.00
Main Spring \$1.00
CARTER JEWELRY CO.
224 Main St.
Sign of the Big Watch.

ALBERT S. REISER, JEWELER.

13 E. 1st South. Bell Tel. 250-35.
Watches, Diamonds and Jewelry.
Repair Work a Specialty.

Why Be Late?
Phone 65 for the correct time.

Leyson's

Real Embroidered dot Swiss 25c. for 19c. Keith-O'Brien's great annual round up.

Real Embroidered dot Swiss 25c. for 19c. Keith-O'Brien's great annual round up.

BOWERS JEWELLER

Low rates between any Utah station on sale July 3 and 4, good to return July 6. Visit old folks down on the farm, or come up to meet your city cousins. Big celebration in Salt Lake.

WATCHES

Cleaning \$1.00
Main Spring \$1.00
CARTER JEWELRY CO.
224 Main St.
Sign of the Big Watch.

ALBERT S. REISER, JEWELER.

13 E. 1st South. Bell Tel. 250-35.
Watches, Diamonds and Jewelry.
Repair Work a Specialty.

Half Price Sale at Leyson's. A Week of Sacrifice. Summer Jewelry and Novelties Must Go.

MONDAY, July 2nd, begins our usual ½ price clean out of all Belts and Buckles, Jeweled Collars, Lavaliers and Brooches in plated and imitation Jeweled American and Foreign goods, Gun Metal Novelties; silver locket and fancy lorgnette chains, Beads, Garter Buckles, Gentlemen's Canes, Cloisonne Vases, Electric Lamps. Large lot of imported Leather Bags, Card Cases and Purses, besides our entire line of Ladies' Ornamental Combs.

Belts, Buckles, Jeweled Collars, Lavaliers, Lorgnette Chains, Jade Bracelets and Imitation Stone Beads at ½ Price.

This line consists of all the beautiful pieces admired by our patrons during the Spring and early Summer that have survived the season, including many exclusive pieces shown only by us in Utah.

Gun Metal Novelties include Coin Purses, Coin Holders, Pencils, Tablets, and Stamp Boxes all genuine but going at ½ price.

STERLING SILVER LOCKETS.

We have a large line of very choice silver lockets in all shapes and sizes ranging from \$1.75 to \$4.50 all offered at ½ price

LEATHER GOODS.

Those who know of the line of exquisite Vienna leather goods shown by us must realize what an opportunity we offer our patrons by offering a large part of this line at ½ price.

We have a few sterling silver toilet and manicure sets of very artistic designs in cases which we will close out at the following prices;

7 Sets—Mirror, Hair Brush and Comb in case—\$9.75.
2 Sets—Mirror, Hair Brush, Cloth Brush, Velvet Brush and Comb in case, \$16.50.
4 Sets—Nail Polishers, Salve Box, Scissors, Tooth Brush, Nail File, Shoe Horn, Button Hook and Powder Box, in case, \$7.

OUR VERY BEST OFFER.

This sale includes all our ladies ornamental combs which include some of the choicest Parisian and American patterns regular prices ranging from \$2.50 to \$12.00 and all going at ½ price—This sale does not include genuine shell and gold mounted combs.

Genuine Japanese Cloisonne Vases.

We have 25 very artistic pieces of Cloisonne worth from \$2.50 to \$15.00 each, included in this ½ price sale.

GENTLEMEN'S CANES.

We have 31 canes mounted in Ivory or Silver all natural or fancy woods—regular prices range from \$2.50 to \$9.50 going at ½ these prices.

ELECTROLIERS AND LAMPS.

No house in Utah ever imported more exquisitely designed genuine bronze lamps than have we—Our line ranges in price from \$8.00 to \$200.00 and every lamp is included in this ½ price sale.

Married Women

however, by the use of Mother's Friend before baby comes, as this great liniment always prepares the body for the strain upon it, and preserves the symmetry of her form. Mother's Friend overcomes all the danger of child-birth, and carries the expectant mother safely through this critical period without pain. It is woman's greatest blessing. Thousands gratefully tell of the benefit and relief derived from the use of this wonderful remedy. Sold by all druggists at \$1.00 per bottle. Our little book, telling all about this liniment, will be sent free.

The Bradford Hazard Co., Atlanta, Ga.

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