

Journey from New York to Norfolk occupied some twenty-four hours.

It was raining heavily when we started from Norfolk, and so continued during the remainder of the day. The streams of water began to increase rapidly in volume until midnight, when we reached the stone bridge at which the unfortunate accident occurred, four miles east of Lynchburg, Va.

Questioned as to this catastrophe, Elder Payne proceeded to say: The engine and tender, after passing over the bridge, were thrown from the track on to their sides, and completely wrecked. The engine lay about sixty feet from the track, the tender about thirty feet, and the baggage car forty. The last named was wholly demolished, while the baggage was literally crushed to pieces. The first coach struck the opposite abutment of the bridge, the coach wheeling around and dropping upon its side on the back of the creek, some 30 feet below. Three of its four sides were mashed up, and the passengers within were violently thrown upon each other in a huddled mass, the seats, racks, luggage, broken glass, etc., being piled upon them. One of the sisters, Mary Evans, aged 32, had her shoulder blade broken; Catherine Evans, her daughter, aged 11, had her leg badly bruised; Margaret Lewis, 22, sustained a similar injury, as did also Sarah Hills, 36, whose foot was likewise hurt; and Frederick Holton, 59, received an injury to the back.

The next car came in contact with the upper portion of the abutment of the stone bridge, jerking the inmates into the fore-end of the car, which had dropped to an angle of some 60 degrees. Adeline Allen, 24, had her left arm broken near the shoulder; Elder L. H. Durant met with a severe bruise on the left leg; some few others escaped with slight abrasions. The third coach remained on the rails.

The conductor of the train, who was very much excited, shouted to the occupants of the third car to get out as quickly as possible, stating that all the people in the first coach had been killed. This announcement, for a few moments, created a great sensation, men women and children—most of them but partially dressed—hastily quitting the car. The rain was now pouring down heavily, and some of the unfortunate passengers were up to their waist in water.

Among the first to alight from the third car was Elder Payne who, in company with Elder Farnsworth, made immediately for the first car. Not hearing a sound within, Elder Payne picked up a piece of timber which was lying on the ground and broke in one of the windows. Thinking in the darkness—for it was midnight—that another catastrophe had befallen them, the affrighted ones shrieked out, but were soon reassured.

Elder Davies, who had charge of the third coach, lost no time after this in obtaining a light, and to the anxious inquiry of Elder Payne as to whether anyone was killed came a welcome answer in the negative.

The door of the car was broken down and the prisoners were released from their trying position. The glad intelligence that no lives had been lost soon ran around, and greatly comforted the whole number of the Saints.

It was at first feared that the baggagemaster, brakemen, and fireman had perished in the wreck, but happily all anxiety on this score was soon set at rest.

The conductor, directly the accident happened, ran and turned the signals against an approaching train.

The whole of the passengers having alighted, they were obliged to remain out for upwards of two hours, exposed to the elements, many of the women and children being without even shoes or stockings. These, together with wraps and other articles of clothing, had been left in the wrecked cars. Strange to say, however, not one of the company caught the slightest cold.

The injured were taken every possible care of until their removal elsewhere could be arranged for. Shelter was provided for them at three or four houses adjacent to the scene of the accident, the occupants of the premises giving them every assistance within their power, and preparing food for those in need.

Meanwhile a special train had been telegraphed for to convey the immigrants westward. Upon its arrival the baggage, or what remained of it, was transferred from the wrecked cars, a hundred or more negroes and others aiding in the work. Up to this time the baggage, in consequence of its damaged condition, had been under the charge of two men specially deputed to watch over it. The necessary arrangements completed, the train started upon its journey. Elder Durant and Adeline Allen, two of the injured, having been seen by a medical man, were left behind at one of the dwellings before referred to, under the watchful care of Elder John Shelton and Patience Bennett.

But yet another trouble was in store for the unfortunate immigrants. Just before they arrived at Memphis, Tenn., they were run into from behind by another train, which had the effect of throwing the end car off the track. Though it was very full of passengers, yet strange to say not one of them was injured. Mrs. Wheeler, an elderly lady, was jerked from her seat, but in no way hurt. This caused a further delay of quite three hours; but, after all, the detention proved fortunate as it afterwards transpired that shortly before a washout had occurred in several places ahead, and had the train proceeded uninterrupted on its way serious consequences might have ensued. When the collision happened the emigrant train was going very slowly, but the other one was moving along at a good rate. The occupants of the damaged car were transferred to another which had been brought up from Memphis, upon reaching which place the entire company changed cars and

the transference of baggage was again made.

Upon reaching Kansas City we were met by Mr. Hendershot, who did all that lay in his power for our comfort.

From Norfolk to Memphis and again from Memphis to Kansas City we were provided with wretched cars; indeed they were hardly fit for cattle to ride in; while from Kansas City to the end of our destination the cars placed at our disposal were of the most comfortable description. The conductors throughout the entire journey treated us with every kindness and consideration.

Safe at Pueblo, we fully hoped that we had come to the close of our adventures; but not so. Near Castle Gate Station, in Castle Gate Canyon, the engine became disabled and we were detained for about six hours and a half, which seemed to drag very heavily, as we made up our minds to be in Provo fully two hours before we left our camp. Finally an engine came to our relief and we were soon at P. V. Junction, where all those who booked for that place left us, and were met by their friends and conducted to their final destination.

We had not left P. V. Junction long before we came to another stop, waiting for another train. The wait was long and tedious, and on inquiry we learned that the wires were down and we could not get orders through.

By and bye another start was made, and the remainder of the journey proved uneventful, the company landing safely and well, though tired and weary, in Salt Lake City, about three o'clock yesterday (Friday) afternoon. The entire trip from Liverpool occupied twenty-one days, and the experiences of that journey I shall never forget.

Elder Payne, on behalf of the Saints, presented the captain of the *Wisconsin* with an address before the party quitted the ship, thanking him and his officers for their kindness during the ocean voyage. This the captain suitably acknowledged.

A letter from Lynchburg has been received by Elder Payne, since his arrival here, stating that Elder Durant and Sister Allen are progressing satisfactorily.

#### ALBERT CARRINGTON.

Albert Carrington, who died at his residence at 13 minutes to 4 p.m. yesterday (Sept. 19) was a member of the quorum of Twelve Apostles from 1870 to 1885. He was born in Royalton, Windsor Co., Vermont, Jan. 8, 1813. He graduated in Dartmouth College in the class of 1833, and for two or three years subsequently taught school and studied law in Pennsylvania. From that State he removed to Wisconsin, where he engaged in lead mining until 1844. In 1841 he joined the Church of Jesus Christ of Latter-day Saints, in Wiota, Wis., and on the abandonment of his business in 1844 gathered to Nauvoo. This was at the very crisis of the troubles then occurring there, and just previous to the martyrdom of the Prophet. He