

alarm was sounded, and the department promptly responded and aided in the heart-rending work of digging for the victims. Fear grew into despair and horror as the disastrous work of the relief gangs revealed the awful extent of the disaster. The first Reading relief train bore into the city twenty-seven mangled corpses, men, women and children. The next train, not an hour later, carried fifteen of the maimed and wounded and two of these died soon after reaching the city. As train after train piled to the scene of the wreck and came back with its ghastly load, the sanitarium which does duty as the city hospital quickly found its capacity overtaxed. Meanwhile others of the dead and injured were being carried to the private hospitals at Ocean and Pacific avenues.

Edward Farr, engineer on the Reading train, was killed outright, as was another railroad man who rode on the engine with him. This man, whose name has not yet been learned, saw the collision coming and leaped from the cab an instant before the crash came. Almost at the same instant the engine cut its way through and caught him directly in its path. His body and that of Farr were found under a heap of debris, but the engineer lay in what remained of the cab, and his right hand still clasped the throttle. He had been faithful unto death and met it at his post. The fireman on that train leaped a few seconds before and escaped with trifling injuries.

Samuel Thorton, baggage-master on the Reading train, is dead. James Bateman, a Bridgeton undertaker, is known to be killed. He was in the third car, and his hat was found lying among the mass of broken timber. Richard Trenchard, a Bridgeton machinist, and his wife are both dead.

As time progressed it seemed almost a certainty that fully fifty persons were killed. Conductor Kelly of the Pennsylvania train had both arms and legs broken and was internally injured.

The excursion train was made up of fifteen cars, the foremost of which was a baggage car. This and the next two coaches caught the full force of the crash and were utterly demolished. What remained of the third car was tumbled into a ditch at the roadside.

The responsibility for the accident cannot now be fixed. Charles C. Ry-nick of Bridgeton, who was on the excursion train, was in one of the rear cars. He escaped with several bruises, and so far as his agitation would permit, told the story of his experience.

"When we saw that a collision was unavoidable," he said, "the scene in our car was terrible. Women fainted and men rushed in mad panic before the door. But it came almost before we knew it. The third car was cut right in two, and the lower portion of it lifted bodily from the track and tumbled over. Every car was crowded, and it was horrible to think of the numbers who must be lying under those ruins. The roof of one of the cars fell in, and everybody in the car was buried under it. It simply dropped in on the people.

"When we were about two miles from Atlantic City we came to a stop out in the meadows and stayed there for several minutes, but I do not

know why. I think there must have been fully eighty or one hundred killed."

An Associated Press reporter was on one of the first relief trains sent out by the Pennsylvania railroad, and he was the first newspaper reporter on the scene. The train was in charge of a number of railroad officials and Prosecutor Perry of Atlantic county. It drew up in the darkness a few feet from the fatal point. Staggering in and out of ditches, and stumbling over masses of broken timber, with only a few fitful lanterns to help their straining eyes, the rescue gang set bravely to work. Axes and shovels were piled with the greatest vigor, and at every half dozen strokes a mangled form was brought up and laid tenderly on the waiting pallets. It was a gigantic and slovenly task and the strongest of men turned aside, faint from a revelation of the work of the spades. A heap of blood-stained timbers turned aside by one of the rescuers brought to sight a woman's arm. It had been wrenched off almost by the roots, and nothing remained but a dripping stump. Even the hand was gone. It had been clad in a dainty white linen glove, the sleeve of which still clung to it. Not five minutes later a chance blow from a pick revealed a still more ghastly remnant, a human heart that only a few short hours before had been throbbing with life and love. One woman whose body was recovered still held in her dead hand a plate bearing a picture of Atlantic City. It was unbroken. Scattered about together near the wreck were many pieces of clothing which had been torn from the bodies of the victims—hats, dainty parasols, fans and gloves.

Just as one of the relief trains reached the Pennsylvania with its terrible load, one man who lay in a corner injured, regained his senses for a moment, and clasping his hand to his head, cried in heartrending agony: "Who did this? My God, where are my wife and children?"

A late report says that fourteen of the injured have since died at the sanitarium.

Superintendent I. N. Swigard of the Philadelphia & Reading company places the number of dead at thirty-seven, and the injured at about the same number. He sent a telegram to Philadelphia this evening which said: "There were 37 persons killed, as follows: Twelve women, 21 men, 2 boys and 2 girls. About the same number injured."

Just where Mr. Swigard obtained his information cannot be learned, as it will be impossible to give the correct number or even an approximate estimate of the dead until the debris is removed. This will consume several hours. Work is still progressing, and the rescuers will remain at work until the last body is taken from the wreckage.

ATLANTIC CITY, July 31.—The killed in last night's accident foot up to 43; injured 43.

ATLANTIC CITY, N. J., Aug. 1.—So far as can be determined the number of persons killed in the railroad accident on Thursday night was forty-four. Forty bodies have been identified and four are unidentified.

The body of Thomas Kelly, Elmer,

N. J., was identified today. Several injured are in a critical condition. Mrs. Faunce Fralinger of Philadelphia, whose right leg was amputated yesterday, is still very low and there is no hope of her recovery. There is much perplexity here over a dispatch from Millville to the effect S. H. Murphy, who has been numbered among the dead is alive and well at home. The body supposed to be his was identified as such by 15 people. An impression prevails that the responsibility for the accident rests upon the dead engineer, Edward Farr. There is no dispute that the signal to go ahead was given to the West Jersey excursion train and if so, the danger signal must necessarily have been given to the Reading track by the automatic arrangement. The theory is that Farr did not slow up and could not stop in time when he saw the West Jersey train approaching. It is said that he had been laid off two weeks not long ago for not making good time and it is supposed he was trying to make up for this by running at a high rate of speed. The coroner's inquest will begin at 9 o'clock on Monday morning. Fireman O'Houlahan of the Reading train who saved his life by jumping will probably be the principal witness.

An arm supposed to belong to a forty-five body has been found to be part of the remains of Mrs. Trenchard, Bridgeton. The corpse supposed to be that of Samuel P. Murphy of Millville, today was shown to be the remains of Patrick Weigan, a retired liquor dealer.

Frederick Obeyne, one of the injured, died last night.

TELEGRAPHIC NEWS.

NEVADA CITY, Cal., July 27.—The dead body of Sheriff David Douglas and the corpse of an unknown highwayman were today found lying a few feet apart in a wood two miles from town. There were five empty chambers in the sheriff's pistol, he having been shot through the heart, in the right eye and hand. The bullets of the sheriff had gone through the robber's heart, abdomen and hip. The unknown man had a rifle, but it had not apparently been used. It is supposed Douglas was shot by an unseen and unknown confederate of the highwayman.

A number of bold highway robberies recently reported in this neighborhood have all seemed to be the work of one man, who stopped coaches and private conveyances on the roads near Nevada City. The sheriff and his deputies had been untrifling in their efforts to capture the highwayman. Finally Sheriff Douglas, believing that a large squad of deputies served to put the highwayman on his guard, determined to attempt the chase single-handed. He started out yesterday, accompanied only by his dog. The dog returned at midnight, and at daybreak searching parties traced the sheriff to the spot where officer and prisoner lay dead, side by side.

ATHENS, July 28.—A large body of Musselmans supported by Turkish troops engaged in pillaging the Adramati district of Crete has been attacked by 1,600 insurgents. The latter drove the Musselmans and Turkish troops out of the district, inflicting serious losses.