

FOUR SCORE LIVES LOST IN ACCIDENT

Train Jumps Track on Trestle
And Plunges Into the Water
Below.

"TURNED-IN" RAIL THE CAUSE.

Wreck Cars Were Going Over Passengers Had Time to Contemplate Their Fate.

Atlantic City, N. J., Oct. 28.—A railroad accident that was even worse than the Meadow Creek wreck of July 30, 1896, resulted about 40 people to sudden death this afternoon, catching them like rats in a trap. The cars of the 1:30 p. m. electric train of the West Jersey & Shore Railroad line, due here at 2:30, jumped the track on the trestle bridge over the "Thoroughfare," and before any one could get out they were hurled to a watery grave.

The trestle is about 15 feet above the water, and the drop to the water required several seconds, giving time for the passengers to see and calculate their fate.

The entire city was thrown into a state of excitement as the news reached about half-past 2, a few minutes after it happened. Fully 5,000 people crowded the sidewalks and the trestle, many relatives and friends crying out in despair, asking for loved ones. Chief of Police Maxwell had a cordon of police around the death circle and Chief of Fire Department had a cordon around the fire department called out his men and made them police temporarily. Several bodies were recovered up to 7 o'clock tonight, and the wrecking train is now at work trying to haul the submerged cars from the water, where fully 70 dead bodies must be recovered.

CAUSE OF ACCIDENT.

The accident was due to a rail "turning in." It appears that the rail, which was an outside one on the right side coming down, must have bent out of plumb about an eighth of an inch. The sharp flange of the electric caught this and twisted it inward. Had it spread instead of twisting inward the accident would have happened. This twist drew the first car off the track and down the water. The result was that the second and third cars were dragged with it, and while the third car was descending the rear portion struck a piece of the abutment, hung there for a short time and then slid into the water.

This brief stop saved several lives. A number of men and women leaped out of windows and the rear door, either into the water or caught half of a post and were rescued. It was estimated that fully 50 to 100 passengers were aboard, mostly all crowded into the first and second cars. These were crushed. Among the passengers were 30 members of the Royal Artillery and 100 members of the Philadelphia. One or two bodies had been recovered early this afternoon.

Charles Kessler, a merchant, was the first to reach the scene of the wreck. He secured an ax, jumped on top of the submerged car and began to chop through to liberate the passengers. The task was a difficult one and he was unable to rescue many. He managed to get some women out.

T. C. Smith of Newfield and A. R. Kelly of Jeffersonville, N. Y., who were passengers on the train, got off at Pleasantville for no other reason than that something told them to leave the train—a great many women.

John Eades of this city was on the train and escaped by crawling through a window of the rear car and swimming ashore.

BRIDGE TENDER'S STORY.

The man who attends the bridge declared that the bridge had been opened about 30 minutes before the train came along. A yacht passed through. He said that he saw that the bridge was properly closed and that the tracks were inspected. He cannot explain why the rails turned as they did.

A man dying at the hospital is named Vincent, residence unknown, with a fractured skull.

Grete Roy Mettells, supposed to be a resident of Atlantic City, is also at the hospital badly injured.

Coroner Gaskill personally hurried to the scene and made a minute investigation of the twisted track, and will summon a jury tomorrow to hold an inquest. Prosecutor Abbott was also on the ground, and search for any criminal negligence on the part of the railroad company.

One of the rescuers at work on the top of a submerged car discovered a woman's jeweled hand sticking through the roof ventilator. He worked heroically to get her body and finally succeeded in drawing it through. It has not yet been identified.

J. S. DeFord, a trainman, saw a man clinging to the trestle crying for help, and pulled him up. The man was cut and bruised and declined to give his name.

The wrecking train will work all night trying to hoist the submerged cars.

When the rear car caught on the abutment of the bridge, there was a frantic rush of passengers for the rear door.

Probably a score or more got out and as the car plunged into the water others leaped into the water. The last car that went over fell upon the others and slowly slid off into the water. The moment's delay, however, gave several passengers an opportunity to leap into the water before the car finally submerged.

STUCK TO THEIR POSTS.

Motorman Scott stuck to his post and went down with his train. Conductor Curtis also perished.

The third trainman, Brakeman Wood, proved himself a hero. When the train left the rails, he ran to the rear door of the last car, threw it wide open and held it for the passengers to escape. He held the door open until the car slid off the bridge, and went down into the water with it. He then swam ashore. His action in holding the door open saved many lives.

When the third car dropped into the water Henry Roemer was in the act of crawling from a window. Freeing himself with an effort, he became a strong swimmer he set about to help others. Swimming along the side of the fast sinking car he kicked out the glass and thus gave several passengers an opportunity to escape. One man was caught in a window and drowned before he could extricate himself.

SAW THE ACCIDENT.

The accident was witnessed by many people, and rescue work was prompt. Strong swimmers endeavored to dive to the submerged cars in search of bodies, with it, and while the third car was descending the rear portion struck a piece of the abutment, hung there for a short time and then slid into the water.

An Italian, Marco Bon, was rescued from the third car, but died from his injuries.

Boats soon swarmed about the spot where the cars went down, the location of the cars being marked by the tops of their trolley poles. Although the cars got power from a third rail, they also carried trolley poles to take power from above if necessary.

As quickly as a body was brought up or floated to the surface it was removed to the city morgue.

A Camden physician, whose name is not known, together with his wife, was in the first car, and both are believed to be among the dead, although the bodies have not been recovered.

WORK OF RESCUE.

Although the work of rescue was begun immediately, the recovery of the dead was retarded by lack of facilities and the quick approach of darkness.

It is believed that the cars will only be partly submerged at low tide. Hundreds of anxious relatives and friends are pouring into Atlantic City searching for missing ones.

Details as to just how the accident occurred are vague. A complete circumstantial story cannot be obtained from any of the passengers as yet. Two causes have been assigned. One is that

the rails spread and the other that the rails were not properly locked when the drawbridge was closed after a pleasure yacht had passed through.

The man who may best be able to tell what caused the accident is Daniel B. Stewart, the bridge tender. He is in no condition to talk tonight, however. The horror of the affair has temporarily bereft him of his reason. He is 65 years of age and the only person who witnessed the plunge of the train with its human cargo from a close point of vantage. The scenes which followed caused him to lose his reason.

When the train pulled out of Camden it was comfortably filled, women and children being in the majority. The occupied the two forward cars.

At Newfield Junction, a few miles from here, about 20 passengers were taken aboard. The conductor does not appear to be certain as to the exact number of people on the train. He had 88 tickets in his possession when he was brought to this city, but thinks several were lost. It is his opinion that there were 110 to 120 passengers on the train. This, however, seems too high an estimate.

Not a single passenger in the rear car was killed and not one of them got away uninjured. As soon as the first coach was precipitated into the water there were screams of men, women and children. Caught like so many rats in a trap, they were thrown in heaps, and the little chance these might have had to escape was cut off by the wild scramble which ensued. It is doubtful if more than half a dozen persons escaped from these two coaches.

A MIRACULOUS ESCAPE.

One instance of an heroic and almost miraculous escape from the first coach is the case of David Enley of Camden, who reached Atlantic City suffering from bruises about the face and body, carrying in his hand a dead body.

At the first intimation of danger Enley leaped to the platform, taking the child with him. As the coach plunged downward he sprang into the water and succeeded in swimming ashore with the little one.

The living devoted their time to the rescue of those who were trapped in the last coach. Most of the passengers in this coach were able to help themselves and with the arrival of assistance from the city they were removed to hospitals. Perished on the roof of the last car the rescuers found Conductor Curtis, almost crazed with horror and fright. He was bleeding from several cuts on the head and was otherwise injured.

When asked how the accident happened his only reply was:

"Good God, what is it?"

When finally induced to talk he could give no clear story.

ROAD'S OFFICIAL STATEMENT.

Philadelphia, Oct. 28.—At 10:30 o'clock tonight the Pennsylvania railway gave out a statement showing the cause of the accident. The statement said that no more than 17 of the 80 persons in the train lost their lives in the Atlantic City accident. The statement follows:

"Electric train No. 10 left Camden at 1 p. m. left Pleasantville on time and was running at a speed of about 20 miles an hour, and left the rails at the east end of the drawbridge over the 'Thoroughfare,' near Atlantic City, at about 2:25 p. m., and plunged into the water.

"The first two cars were entirely submerged, and the third car partially submerged with the rear end resting on the eribling under the drawbridge. The bridge was found closed properly and locked. The signal showing a clear movement. The track was in good condition and until the cars can be raised out of the water it is not possible to find the cause of the accident. It was necessary to procure divers before the train could be raised, and these are now working on the wreck. Divers not being available at Atlantic City, they had to be procured from Camden and Philadelphia. General Manager Atterbury, with a force of men, is on the ground, and every effort is being made to remove the cars from the water and recover the bodies. It is hoped that with the removal of the cars a critical examination of the equipment can be made so that the cause of the accident may be determined.

"All possible effort is being made to learn the names of the passengers on the train. The bodies recovered are being placed in charge of undertakers to await identification. The equipment of the train was entirely new, having been in service but a few weeks, and is believed to have been perfect in every respect. The

train had, leaving Pleasantville, 79 passengers, of whom 23 have been accounted for as being safe, and it is believed that several more escaped.

"The motorman, Walter C. Scott, was drowned. The conductor, J. G. Curtis, and the brakeman, a body, H. Wood, escaped. Eleven bodies have been recovered."

TERRIBLE EXPERIENCES.

Stories of terrible experiences are told by those who escaped death in the submerged coaches. A Mrs. McDonald of Philadelphia, who was in the third car, had the following experience:

"When the cars went overboard I was looking out of the window. It was terrible. I saw that we were all doomed and my first thought was of my husband. The cars plunged over and the water rushed into the doorways and windows. Fortunately, I am a good swimmer. The Lord only knows how I broke my way through a window, but I did. As I rose to the surface, I thought of my husband, and I dove down in the faint hope that I could reach him. I went down and down and finally grabbed a body. I came up with it and discovered that I had rescued some other man. I dove two times more and each time I brought up a strange man. The fourth time I went down I reached my husband and succeeded in landing him safely ashore."

Mrs. McDonald is now at the home of Mr. and Mrs. T. V. Townsend in this city, and her husband is with her. Both are pretty well bruised and suffering from shock.

J. S. DeFord, a trainman who was on the Meadows about 50 yards from the bridge when the accident occurred, said:

"I was looking out of my bunk window and noticed the train as it hit the bridge. As I looked I saw it give a twist and the next instant the whole train went over into the water. I hurried over to do what I could and caught two dead bodies and saved one man. As we were working the tide began to rise and the cars, which first showed the tops of their roofs, gradually disappeared. I can well imagine the horrible state of affairs that existed within the cars. There were hats, coats and umbrellas and every sort of wearing apparel floating around on the water's surface."

"It was not long before crowds began to arrive, and the work of rescue commenced. Charles Kessler, a local merchant, was the first man to jump in and act as leader. He seized an ax and began to hack away at the top of the car, trying to liberate the entrapped passengers. He broke the windows and pulled out the bodies. As the electricity was shut off, we could get no lights to work by, and the wrecking crew had to work as best they could."

STORY ABOUT MOTORMAN.

Atlantic City, N. J., Oct. 28.—Friends of Walter Scott, motorman of the wrecked train, will be among the head, told a story here last night that Scott had a quarrel with his father and mother in Camden before starting for his day's work.

The father, an old locomotive fireman, insisted that the trains run over the electric railway were not safe and that they were sure to come to grief. Mrs. Scott hung on her son's arms and begged him not to take the train out, but the young man brushed his parents aside.

Scott stuck to his controller and threw on the air brakes as his train broke the windows and pulled out the bodies. Survivors say they felt the gripping of the iron shoes on the wheels, and the second and third cars slowed up. If the couplings had let go, it is probable that only the first coach would have fallen off the bridge, but the couplings held fast.

AT CAMP COLUMBIA.

Wireless Station Erected to Communicate With Key West.

Havana, Oct. 28.—The signal corps has erected a wireless telegraph station at Camp Columbia and is exchanging messages with Key West. This puts Gen. J. Franklin Bell's headquarters immediately in communication with Washington.

Don't use harsh physics. The reaction weakens the bowels, leads to chronic constipation. Get Doan's Regulax. They operate easily, tone the stomach, cure constipation.

THE ROOSEVELT CHAIR OF HISTORY

Prof. John W. Burgess of Columbia Begins Course of Lectures At Berlin University.

LETTER FROM PRESIDENT READ

Emperor Expresses Thanks—Subject of Course Will be "Constitution and Constitutional History of the U. S."

Berlin, Oct. 27.—Prof. John W. Burgess, dean of Columbia university, New York, the first incumbent of Theodore Roosevelt professorship of American history and institutions at the University of Berlin, began his lectures today. Emperor William, United States Ambassador Tower and Mrs. Tower, Dr. Studt, the minister of education, and about 50 professors and some resident Americans occupied chairs near the reading desk in the lecture hall, while behind them were 400 students, who energetically cheered Prof. Burgess when he entered and applauded every reference to President Roosevelt. At the opening of the proceedings, Prof. Burgess read a letter from President Roosevelt, of which the following is a translation:

ROOSEVELT'S LETTER.

"White House, Oct. 12.—My Dear Professor Burgess:

"Allow me through you to greet the University of Berlin with the warmest good will. The historical friendship between Prussia and the United States and then, after Prussia had founded the German empire, between the United States and the United States, has never been broken, nor even shaken in the least. This friendship began in the mutual esteem and mutual good will that existed between Washington and Frederick the Great and was confirmed by the fact that Prussia alone among all the European powers showed herself willing to have trade relations with the United States during the period of our necessity and weakness in those trying years between 1783 and 1789 and to make a trade treaty with us. Already during the colonial period of our history there was a large German element among our people. Men of German birth and German blood gave us great and successful service during the revolutionary period, as leaders both in war and in peace. Gen. Steuben trained the continental army and Muhlenberg was the first speaker of the house of representatives. Since the revolution a continuous emigration has taken place, that has proved most important for the population of the northwestern territories. The men of German birth and race were nearly all devoted in body and soul to the Union, and were extremely hostile to slavery. Through their powerful help the northwest territories were made into the free states that form the heart of the republic. We have to thank men of German birth or origin that with the outbreak of the civil war, Maryland, Missouri and even Kentucky held firmly to the Union, and during that fearful period they rendered services by word and deed which will never be forgotten. Since the civil war, the large emigration of students from the United States to German universities is one of the most remarkable and important features of our intellectual life and it is one of the most significant facts in our American education that those sons of our republic who have been educated in German universities guide and control our higher education."

"All this has powerful influence in bringing about an exchange of culture which in a certain sense culminates in the founding of the professorship that you, my dear professor, are charged with inaugurating."

"Again expressing my heartfelt greeting for the university and with best wishes for your success and that of your students."

"I remain yours,

"THEODORE ROOSEVELT."

Prof. Burgess, in a short address in German, alluded to his own studies in Berlin university, to its great teachers of the past, to incidents in the history of modern Germany, to the founding of the university, to the president's interest in the university and to the emperor's interest in the exchange of professors.

The rector of the university, Prof. Kaftan, thanked Prof. Burgess and referred appropriately to President Roosevelt's message to the university, the emperor's presence and proposed three cheers for the emperor, while the cheering was still in progress, the emperor rose and said:

EMPEROR'S REMARKS.

"Follow students: Let us express our thanks for what has been expressed so eloquently by accepting the offered hand which has been extended to us from America, and giving cheer for the man who is the incarnation of the good qualities of his people, President Roosevelt. Hurrah! Hurrah! Hurrah!"

The members of the emperor's suite, the professors and the students, responded vigorously. The emperor then conversed with Prof. Burgess, congratulating him on the successful beginning of his work, and also shook hands with Ambassador and Mrs. Tower. The emperor requested the ambassador to cable to President Roosevelt his thanks for the president's cooperation.

Prof. Burgess will begin the development of his subject, "The Constitution and Constitutional History of the United States," on another day.

A permanent American institute has been opened in one of the university buildings.

NAPOLEON BONAPARTE.

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For Justice of the Supreme Court, J. W. N. WHITCOTTON, Of Utah County.

COUNTY TICKET.

For State Senators.

PHILIP S. MAYCOCK, L. E. HALL, For Representatives.
STEPHEN L. RICHARDS, DAVID J. WILLIAMS, SAMUEL RUSSELL, THEODORE TOMLINSON, WILLIAM W. RAY, PERLEY A. HILL, MAHONRI SPENCER, ALAN L. LOONEY, JACKSON R. ALLEN.

For County Commissioners.

Long Term, JOHN CLARK, Short Term, THOMAS H. QUILLAN.

For Sheriff.

JOHN F. HOWELLS, For Clerk, ALBERT J. SEARE, For Recorder, STEPHEN L. MOYLE.

For Auditor, MAXWELL R. BROTHERS.

For Treasurer, LAWRENCE H. YOUNG.

For Attorney, ASHBY SNOW.

For Assessor, JAMES E. LYNCH.

For Surveyor, GEORGE M. BACON.

SALT LAKE PRECINCT.

For Justice of the Peace, HARRY S. HARPER.

For Constable, SAMUEL ALLEN.

DEMOCRATIC STATE TICKET.

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O. W. POWERS, Of Salt Lake.
Judge of Supreme Court, J. W. N. WHITCOTTON, Of Provo.

UTAH COUNTY DEMOCRATIC TICKET.

Senators:

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Representatives:

GUY W. MENDENHALL, Of Springville; JAMES A. LOVELESS, Of Provo; JAMES O. BULLOCK, Of Pleasant Grove; THOMAS B. HEELIS, Of Santaquin.

Superintendent of Schools:

G. N. CHILDS, Of Lehi.

County Attorney:

A. B. MORGAN, Of Spanish Fork.

Assessor:

HYRUM E. THOMAS, Of Provo.

Treasurer:

MILAN D. ATWOOD, Of Pleasant Grove.

Recorder:

CHARLES M. BIRD, Of Mapleton.

Clerk:

DAVID OPENSNAW, Of Provo.

Sheriff:

W. K. LERRY, Of Provo.

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For President, 1908.

THEODORE ROOSEVELT.

REPUBLICAN STATE TICKET.

For Congress.

JOSEPH HOWELL, For Justice of the Supreme Court, JOSEPH E. FRICK.

COUNTY TICKET.

For State Senators.

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