

43RD YEAR NO. 17970

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TRAIN GOES THROUGH BRIDGE; THREE SCORE MEET DEATH

Three Cars of New Electric Line Entering Atlantic City Submerged, Few Escaping.

THE RISING TIDE HALTS THE WORK OF RESCUE

Passengers Caught Like Rats in a Trap and Perish Miserably—Accident Due to Bridge Not Being Closed—List of the Dead.

Atlantic City, Oct. 28.—As the sickening details of yesterday's terrible wreck on the electric line of the West Jersey and Seashore Railroad developed during the night, the disaster became more appalling. The total number of persons whose lives were snuffed out almost instantly is probably 66, with nearly a score injured, several of whom, it is thought, will die. Forty-eight bodies have already been brought to the surface. There were 91 persons on the train, 15 passes and 76 fares. Twenty-five of this number have been accounted for, which, with the bodies recovered, bring the total to 73. This leaves eighteen persons not accounted for, and who are supposed to have been drowned. It is possible that some of these may never be found, as it is the belief of the divers that some of the bodies floated through the broken windows into the thoroughfare, and were carried by the swift current out into the Atlantic.

At police headquarters this morning it was stated that the effects found on bodies were not sufficient to permit of identification of more than six, and that identification will have to be made by personal inspection. The police officials, worn out by their vigil, went to their homes early in the day, saying they would not return to headquarters until after 9 o'clock. In the meantime all of the bodies are being embalmed.

List of the Dead.

The early morning trains brought many persons from Philadelphia and other points, who were anxious to learn if a dear one had been swept to death by the awful disaster. The list of dead thus far identified, follows:

Mrs. Frederick Benckert, Philadelphia.

Clarence Benckert, 12 years.

Harry Benckert, 9 years, (sons of Mrs. Frederick Benckert).

W. L. Carter, Philadelphia.

David Fried, New York.

James P. Dempsey, Camden, N. J.

Mrs. Ida Dempsey, Lambertville, N. J.

Miss Cora Biddle Brown, Eastport, Me.

Mrs. Selma Womler, Camden, N. J.

James Eagan, Atlantic City.

Laura Lawrence, Philadelphia.

Mrs. Brodhis, Atlantic City.

Samuel Iffell, Germantown, Pa.

Walter Scott, Atlantic City.

Frank Monroe, Camden, N. J.

Vincent Donnelle, Pasquale, Mozell, and Frederick De Soceresco, and P.

Angerous, all four members of Tensas Royal Artillery, Philadelphia.

Dr. A. L. Hudders, Roxborough, Pa.

Mrs. Catherine Hudders.

Dr. Paul F. Felsberg, Philadelphia.

Mrs. Frances Felsberg, his wife.

Eddie Niess, 5 years old, Philadelphia.

Mrs. Evaline McElroy, Philadelphia.

Olivia McElroy, 5 years old, her daughter.

Mrs. W. L. Carter, of Philadelphia.

Fatally Injured.

Those thought to be fatally injured include:

William H. Stewart, Wenona, N. J.

Frank Decori, Philadelphia.

John Fortunate, Philadelphia.

Andrew Taylor, Camden.

Edward Morgan, Scranton, Pa.

Oreste Roy, Natello, Philadelphia.

Bridge Failed to Work.

The wreck occurred at the draw-bridge, which spans the Thoroughfare, a small waterway about one mile outside of this city, just on the eastern edge of the Meadows, and was directly due to the failure of the bridge to close properly. The fishing schooner Sinbad had just passed through. As she was entering the draw an electric train of three cars came in sight across the Meadow in the direction of Pleasantville, and before the bridge had swung back into position, the train, running at a high speed, dashed upon the trestle. With a lurch, the forward car left the rails, and dashed into the guard rail, the other cars following. At the point where the cars jumped the track, the trestle is nearly 20 feet high. Had the cars been open, it is doubtful if many of the passengers would have escaped, because they must have been stung by the dive from the trestle. The first two cars were instantly submerged, but the third car caught on an abutment and remained suspended. It with this car from which nearly all of the injured escaped.

Cars Stood on End.

The news of the awful disaster was quickly telegraphed to this city, and in less than an hour the work of rescue had begun. At the time of the accident, the tide, which rises about ten feet, was running in, and the work of the divers was necessarily slow. It was not until several hours later that the divers were able to make any progress. Then the awful

(Continued on Page Nine.)



Photo by Frank Cooper.
MR. WM. SCARLETT,
Who Steps Into the Vacancy Caused
by Ald. Wyatt's Resignation.

ALD. WYATT OUT OF COUNCIL; WM. SCARLETT TO SUCCEED HIM

Former Leaving City on Extended Trip, and Did Not Intend to Seek Re-Election.

Ald. Wyatt has resigned his seat at the council board, and a special meeting of the aldermen has been called for Tuesday night, when the resignation will be accepted.

At the same meeting, Mr. William Scarlett, who was thirteenth man last January in the race for alderman, will be formally taken into the mystic circle, and thereafter until the close of the year he will be Ald. Scarlett.

Mr. Scarlett was out of the city to-day, but it is understood that he will accept. He is a member of the Wortman & Ward Manufacturing Company, and is one of the best-known commercial travelers in this part of Canada. He is a Conservative in politics. He resides at 490 Princess avenue.

Ald. Wyatt, when seen by The Advertiser, stated that he did not care for any publicity about his resignation. He stated that there is no reason for his leaving the council other than that he is going to British Columbia shortly, and does not know whether he will be there two or four months, or more. As he had made up his mind not to run next year, he felt that the present was a favorable time for him to leave the council.

First Time Law Enforced.

The following table shows the number of votes they polled, with Mr. Scarlett standing next for aldermanic honors, should a vacancy occur. This is the first time the new law in this regard has been put into effect in London. For the past couple of weeks the people and elect an alderman to succeed the man who resigned, but when the scheme of general voting was put into force, it was provided that the candidate polling the next highest number of votes to the lowest man of the chosen twelve should be called upon to act as alderman.

Scarlett	2,097
Stuart	2,056
Moorehead	2,025
Hamilton	2,013
Abram	2,014
Rosenberg	1,983
Bernard	1,985
Buchner	1,870
Everett	1,860
Moore	1,209
Thompson	1,176
Brown	794

Some Rumors.

Rumors which are floating around the city hall in connection with Ald. Wyatt's resignation will be sure to make that gentleman very angry. One is that he took flight when he heard that Maurice Baldwin was going to run for alderman against him, and would split the fourth ward vote. For the past couple of weeks the redoubtable Maurice has been telling the people at the city hall that he was going to put "Bill" Wyatt out of business because the alderman had refused to allow Baldwin to have city wagons which to carry out the civic contracts he holds.

Mr. Baldwin also says that he is after the "Connaught man," whoever that may be.

Those who remember when Maurice occupied a seat on the East London council board say that they intend to vote for him if he runs, simply to have a place of amusement on wet nights, as it is said he will provide some great stunts at the council meetings if he is elected.

There is some talk of Ald. Garratt resigning, but his friends claim it is not necessary, as he does not leave London until well on in November. He sails from New York on the Baltic on Nov. 21.

Asked how long he intends to remain away, Ald. Garratt would not say, but it is known he has leased his residence in this city for a year.

Thus, there will be two of the old faces missing when the council of 1907 is called together, to say nothing of what the people may take a notion to do to others of the city daddies.

THE MOROCCAN MUDDLE.

Paris, Oct. 29.—While France and Spain are dispatching warships to Tangier, acting on the theory that they already hold a European mandate to exercise police functions, the fact that the Algerian convention has not yet been ratified is a matter of embarrassment, and the action of the two powers will be confined to holding their ships in readiness to land marines for the protection of foreign subjects.

TWO AGED WOMEN BURN TO DEATH

Mrs. Jane Wilson and Mrs. Mary Curtis Perish in Early-Morning Fire.

Bowmanville, Oct. 29.—The Home for the Aged was burned to the ground here this morning, and two inmates, Mrs. Jane Wilson and Mrs. Mary Curtis, were burned to death. Fire was discovered by Mrs. Johnston, the matron, when her room was filled with smoke about 4 o'clock. She aroused John Griffin, who attempted to arouse the inmates on the second floor. Mrs. Johnston did her best to quench the flames with water from a washing machine, but it was a hopeless fight.

CHORUS GIRL SUICIDES

Reads and Destroys Husband's Love Letters and Swallows Carbolic Acid.

New York, Oct. 29.—In a fit of despondency, with her husband's love letters torn to bits and scattered around her, Hazel Cooper, a chorus girl, drank carbolic acid in her apartments in the Hotel Hamilton in West Forty-fifth street, and died at a hospital early today. The girl is said to have been the wife of Edward Walsh, a jockey. She was about 20 years old. According to her friends the girl had been in a despondent mood for some time and left the hotel only long enough to attend to her duties at the theater. The remainder of the time was spent in her room, reading and re-reading the old letters which she had treasured in her trunk. Last evening she appeared to be particularly unhappy.

A NOTABLE ANNIVERSARY

Rev. Dr. Milligan Celebrates Thirtieth Year of Toronto Pastorate.

Toronto, Oct. 29.—Gratitude for the mercies of the past and confident hope for the future were the dominant notes of the services at St. Andrew's Church, Carlton street, yesterday. The occasion was the celebration of the thirtieth anniversary of the first sermon which the pastor, Rev. Dr. Milligan, preached in the church. At both services the church was crowded, and fitting references were made by the pastor to the occasion. Among the announcements made was the pleasing one that at a social gathering to be held this evening the mortgage upon the church buildings, which has recently been discharged, would be officially handed over to the proper church officer, not to be burned—Dr. Milligan suggested that the men of his church, although some of them might burn other things, were not of the type that burned mortgages—but to be preserved as a souvenir, a remembrance of the early struggles of the church and as an inspiration for the future.

A PAINFUL ACCIDENT

This morning about 10 o'clock Mr. George Fletcher, of Nelson street, met with a very painful accident while at work at the London rolling mills.

Mr. Fletcher was employed at a large machine used for rolling out the iron, when in some way one of the red-hot bars, while passing from the machine, slipped, and struck him across both legs at the knees, lacerating and burning the flesh badly. Dr. W. J. Stevenson was called and had the injured man taken to Victoria Hospital, where his injuries were attended to. Mr. Fletcher's injuries, although painful, are not serious, and he will be about again in a few days.

THE WEATHER

TOMORROW—UNSETTLED.

Toronto, Oct. 29.—5 p.m. The heavy gales which have been blowing in the lake region since yesterday are now subsiding, and the weather in that region is clearing and turning cooler. Local snowfalls have occurred today in the Prairie Provinces, and showers have been general over Eastern Quebec and the Maritime Provinces.

Minimum and maximum temperatures: Dawson, 18—22; Atlin, 26—36; New Westminster, 35—44; Calgary, 30—40; Qu'Appelle, 32—44; Winnipeg, 26—32; Port Arthur, 26—34; Parry Sound, 28—30; Toronto, 36—42; Montreal, 45—56; Quebec, 40—54; Halifax, 44—58.

FORECASTS.

Monday, Oct. 29.—5 a.m. Shifting to eastward.

Tuesday—Stormy; winds and gales from the northward; unsettled, with rain or sleet.

TEMPERATURES.

Stations.	8 a.m.	Min.	Max.	Weather.
Calgary	24	22	26	Clear
Port Arthur	20	18	22	Fair
Clatsop	20	18	22	Cloudy
Parry Sound	20	18	22	Cloudy
Toronto	36	34	38	Cloudy
Ottawa	32	30	34	Cloudy
Montreal	45	43	47	Cloudy
Quebec	40	38	42	Cloudy
Parry Sound	20	18	22	Cloudy

WEATHER NOTES.

Another disturbance is approaching the great lakes from the west, and the outlook is for cold, unsettled conditions. Heavy northwest gales have been general on the great lakes, and high snowfalls have occurred on the higher lands of Ontario.

LOCAL TEMPERATURES.

The highest registration at the London weather bureau on Saturday was 55°; lowest, 44°. Sunday: Highest, 45°; lowest, 34° above.

BIG BLOW ON SATURDAY NIGHT WHICH PLAYED HAVOC IN CITY

Wind and Rain Did Mischief to Phone and Electric Lines— and Also Umbrellas.

Were you out in the big blow Saturday night? If you weren't, you are lucky. Never since the big wind of which the Irish speak was there so much weather flying around loose in this part of Canada.

There appeared to be no order to things at all. If the weather man wasn't on a "bust" he should be able to give some good excuse.

Such a dampness as accompanied the loose weather, too.

The rain fell in various quantities, but great or small every drop appeared to have been shot at the pedestrian with a pea shooter.

Men chased their hats around in pools of slush on the dirty pavements, and the ladies drove their hat pins in further and avoided walking across windy places as much as possible.

Parted Company.

At the corner of Fullarton and Richmond streets a young man was walking along with an umbrella. Just as he stepped onto Fullarton street a gust of wind struck him and got tangled up with his umbrella. The man held on to the umbrella, and the result was he divided the shower stick with his weather adversary. The man held the handle. The weather man took the roof and slats, and in a second landed

them in the yard of St. Paul's Cathedral.

The wind was howling and romping down King street in fiendish glee, and the firemen had just retired for the night, tired after their work at the McClary fire, when a telephone alarm came in. The men tumbled into their clothes and in a few seconds were speeding at a break-neck gallop to the corner of Thames and York streets. They were wet to the skin and covered with mud, and they merely found that the furnace in the York street Mission was sulky and wouldn't deliver the goods—or the smoke.

"I want no fires on a night like this," said the chief. "There's too much wind."

Central Had Its Troubles.

The Bell Telephone Company had its troubles. Call any number you liked, you would find yourself listening to people calling Central, or talking to each other, goodness only knows where. Perhaps you would get the number you were after and perhaps you would not.

Central didn't worry any. "The wires are crossed," the operator would tell you.

Then if you asked any questions she would tell you:

"Well, goodness, it's not me that's crossing the wires. It's the wind."

And then you would think of the "Blue Moon" ditty:

"She didn't know—she didn't care; 'She didn't stamp her feet—or tear her hair."

Certainly not. If any man wanted to (Continued on Page Eight.)

NO CONDUCTORS YET DISCHARGED

Brotherhood Will Demand the Reasons for Dismissal in Each Case.

None of the Grand Trunk conductors running on the lines between Toronto and Detroit have yet received the notice of dismissal which was reported some days ago to be forthcoming for a number of them.

In fact, the conductors and also the railway officials are inclined to believe that reports have been greatly exaggerated. They do not anticipate any wholesale dismissals.

"Should any dismissals whatever be made," said a member of the Brotherhood of Railway Conductors today, "the cases will be brought to the attention of the order, and in every instance the company will be asked for its reasons for discharging the men. If it is alleged that a conductor has been discharged for dishonest practices, then the order will demand that the company bring evidence to prove it, and if this is not done the reinstatement of the man will be demanded. Good and sufficient reasons will have to be shown in every case."

"And should the company decline to give reasons for dismissals and also to produce proof in the event of alleged dishonest practices, what will be the result?" was asked.

"If the matter will be brought to the attention of the grand chief for action."

"Will that mean a strike?"

"It may. The order will certainly see that its members get fair play. It does not believe in shielding wrongdoing, but it will demand justice in every instance."

"What percentage of the conductors belong to the brotherhood?"

"There are few—very few—who are not in the order."

Only Suspended.

The Toronto News says, regarding the reported dismissals of Grand Trunk conductors:

"The names of the dismissed conductors of the Grand Trunk have not as yet been announced. It is, however, practically certain that many of the men have left their former positions in the last couple of days. The order was not given to discharge the men," said one. "It simply said to stop operating their trains. They were laid off, but do not know as yet for how long. It may be that they are not altogether dismissed from the company's service."

No Orders Yet at Toronto.

The Telegram says: Excitement continues among local railway employees over the reported wholesale discharging of conductors on the Grand Trunk Railway. The local situation is unchanged, and the number suspended between Toronto and Montreal remains at two.

Twelve have, however, been "let out" west of Sarnia Tunnel. This information was brought to Toronto by railway men running between Toronto and Sarnia.

Chief Clerk Moore, of Superintendent Brownlee's office, stated again today that so far they had not been advised of any dismissals from the middle division or lines west of Toronto.

Very little credit is given by local railwaymen to the report that 57 conductors have been dismissed. They think the number more like 14.

The members of the Order of Railway Conductors will fight the matter with the company if 57 men have been discharged for the reason that many of them think it is a blow at their brotherhood.

One of the members said: "We do not propose to allow the matter to go by without an investigation, nor do we mean that we should endeavor to shield any wrongdoing."

TWO SHIPS LOST; ANOTHER BURNS

Steamer and Barge Victims of Saturday's Big Gale.

WORST LAKE STORM OF SEASON

Navigation Partially Suspended, as Craft of All Kinds Were Compelled to Run for Shelter.

Detroit, Oct. 29.—Although still raising big seas all over the great lakes, the worst gale of the season practically has blown itself out. The wind, which reached the rate of 60 miles an hour at some points Saturday night, was blowing 60 miles in several places on the lakes yesterday, and great havoc was still being wrought, but the wind was dying out towards night.

So far there has been no report of lives lost. Many vessels all over the lakes had rough times. Many of their decks were blown clear of everything, and they finally went ashore or found shelter in battered condition.

Alpena reports a large flying signal of distress off Thunder Bay Island. So far the life-savers have been unable to reach the helpless boat.

The crew of the schooner Ford River had a trying experience on Lake Michigan. Every stitch of canvas was blown away, and the boat finally was towed into Chicago after 48 hours of buffeting at the mercy of the wind and waves.

The Pathfinder hit an obstruction off White Rock and drifted ashore, its consort Sagamore remaining at anchor. Both crews reached shore in safety.

Nothing has yet been heard of the steamer City of Glasgow, but her owners are sanguine in believing that she put into some islands for shelter. The scow which broke away from the tug Bangs on Lake Erie reached shore with its one human being, George McEvey.

The steamer Lackawanna has been so badly shattered by the storm that her owners will abandon her to the underwriters.

The steamer Maurice B. Grover, which was among the sheltered fleet at Cleveland, caught fire and was destroyed.

A dozen of the largest carriers are behind the Apostle Islands, near Ashland. At Portage, vessels are having dangerous times to get into the canal. All along the east shore of Lake Michigan, navigation is wholly suspended, and no steamers left for Chicago or Milwaukee.

Detroit has the distinction of recording the highest wind velocity shown at any lake port, sixty miles an hour was struggling with fifty-two miles from the northwest, while Cleveland and Buffalo came next with forty-eight miles. The general range was from forty to forty-eight miles an hour.

The forecast was for an extremely bad night on Lake Huron and Lake Erie, with the promise that the storm will have passed by today, leaving brisk northwest winds as a reminder.

Boats were sheltered last night in numerous ports, making a big fleet in the aggregate. Marquette reports that the storm on Lake Superior is the worst of the year.

Port Colborne, Ont., Oct. 28.—One of the severest southwesterly to westerly gales visited this end of Lake Erie last night, accompanied by rain. Considerable damage was done along the lake front. The bathhouse at the Humberton Club resort was carried away, a large ice house on the lake front was completely demolished and strewn along the beach.

Contractor Hogan had one or two scows beached and otherwise suffered by the storm. Several small boats were damaged, buildings reported unroofed and trees blown down.

The steamers Avery, Imperial and Pel-tat left port during the day, and anxiety is felt for their safety, unless they succeed in reaching Long Point for shelter from the gale. The fleet sheltered here includes James Calvin, Calvert, Locke, Skylark, yacht Shark and West Wind. Several boats are windbound in the canal.

Buffalo, Oct. 28.—A fierce wind and rain storm prevailed here last night. The wind reached a velocity of 60 miles an hour, and continued to blow at that rate for several hours.

Six yachts were torn from their moorings at the foot of Porter avenue and cast high upon the beach. The water in the harbor, forced in from the lake by the wind, reached the highest stage in years, being flush with the dock at the foot of Main street.

All regular trips of lake passenger steamers have been canceled for 24 hours.

CAN'T FIND THE BOOTY

No Trace of the Plunder in St. Petersburg's Big Holdup.

St. Petersburg, Oct. 29.—Among the 21 persons arrested yesterday on suspicion of having been concerned in Saturday's robbery, several have been identified as members of the band. No trace has been found of the booty, the exact amount of which was \$188,826, or of the woman who carried the money away. Plans for several similar intended robberies were found in the rooms occupied by one of the persons arrested and several bomb laboratories were discovered. The cashier, his two assistants, and several other customers employes have been arrested on suspicion of having been concerned in the plot.

FARMERS TRY TO BOOST WHEAT

Organization, With Federation of Labor Aiding, Maps Out Campaign.

Chicago, Oct. 27.—Delegates from 500,000 farmers, comprising the membership of the American Society of Equity, reached Chicago today and at once entered into conference with the officials of the Chicago Federation of Labor, preparatory to beginning the most stupendous "bull" campaign ever attempted in American grain.

With "dollar wheat" as the watchword, a corresponding schedule of prices arranged by the convention of the society in St. Louis will be fought for by the farmers of the entire west. The attack will be centered upon the grain handling interests which it is declared force the buying price of farm products to the minimum and then inflate the selling price to the maximum.

As a result of the conference today it is expected a delegate will be sent to the convention of the American Federation of Labor on Nov. 12 to appeal for support for the national body. All other reputable labor organization will also be called upon to assist the farmers.

COOLIE BURIED UNDER HOUSE; LIVES 5 MONTHS WITHOUT FOOD

He Succumbs to Fresh Air Upon Being Rescued—Had Lost All Flesh.

London, Oct. 29.—Mail advices from South Africa tell of a Chinese coolie who had been found alive after being half buried for five months under a house. In all that time he was without food or water. He had not an ounce of flesh on him. His bones were merely covered with skin. The only possible explanation of his being alive after the fast of five months is given by medical experts, who say that the man must have been in a state of coma or trance throughout the period. The story is told in detail by the South

STRONG FORCE CORRALING UTES

U. S. Troops Are Rounding Up Renegade Indians and a Battle May ensue.

Butte, Oct. 29.—A dispatch from the Sheridan, Wyo., says: Soldiers are now approaching the band of renegade Utes from five different points, and it is only a question of time until the redskins are either forced to surrender or are annihilated. The cavalry from Fort Keogh are approaching from the north, two more troops from Fort Meade, from the northwest, two from Fort Robinson, closing in from the southeast, two from the same fort advancing from the south and two companies of infantry from Fort Mackenzie from the west. The Indians are making direct for the Cheyenne agency across the Big Powder river. It is now looks as though the several bodies of military will arrive in the vicinity of Ashland, 60 miles north of here, by tonight at least, in which event a battle will probably be fought in the valley of Tongue River, near that place. Ashland is twelve miles from the border of the Cheyenne reservation.

African News. On April 17 last a Chinese coolie wanted by the police for robbery was missing from the Cason mines, Johannesburg. On Sept. 19 Mr. Anderson, manager of the New Comet mine, heard groans under his house.

He informed the controller of Chinese in the adjoining mine, from which some coolies were missing, and a gang of men took up the veranda boards and also the floor of one of the rooms. This disclosed the groaning Chinaman. He was a veritable skeleton. His eyes were glassy. His clothes had rotted off. He was in such a state that the searching party could hardly go near him. He was just able to utter a few words, explaining who he was and when he crawled under the house. Then he died, the doctors say, from the effects of the fresh air.

The Chinaman weighed 70 pounds. He had crawled through a small hole under the house, and became wedged so that he could not move either way.