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TEN PAGES—MONDAY MORNING JULY 2 1906—TEN PAGES

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TWENTY-SE

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ONE CENT

Three Toronto Men Killed In Railroad Wreck at Salisbury, England Fast Steamship Express Leaves Track---23 Out of 43 Meet Death

ENGINE JUMPS TRACK WHILE TAKING CURVE

Crashes Into Freight Train and Turns Turtle at Entrance to Bridge Over River Avon—Three Passenger Coaches Broken Into Splinters and Sleeping Travelers Horribly Mangled.

KILLED LEAVE SHIP AT PLYMOUTH RUSH TO LONDON AT FATAL SPEED

(Canadian Associated Press.)
 London, July 1.—As far as can be learned tonight three Canadians were among the victims of the terrible railway disaster at Salisbury, England, which occurred Sunday night. They are:
 Walter Barwick, K.C.,
 Rev. E. L. King.
 All were of Toronto.
 It is believed other Canadians were on the steamer New York. Some passengers came ashore at Plymouth, and most of them took the ill-fated train.
 Few remained at Plymouth over night, and others went on to Southampton or Cherbourg.
OTHER CANADIANS SAFE.
 All the passengers are not yet located, but it is believed the other Canadians are safe.
 None of the dead have yet been brought to London. Col. Atkinson, brother-in-law of Mr. Barwick, and his wife, went to Salisbury on a special train chartered by the American Lino express, leaving Waterloo Station at 3.15 this afternoon. The sisters of Mr. Pilon, wearing mourning for their father, recently deceased, went by the same train.
 Mr. Pilon's mission to England was to assist his sisters in regard to matters affecting their father's estate. It is believed Mr. Barwick and Mr. Pilon were travelling together.
BURIED UNDER WRECKAGE.
 No definite details of their death are obtainable. Death, however, must have been instantaneous, as they were buried beneath the wreckage. The bodies were frightfully cut up.
 Last night Mr. King wired from Plymouth to his brother Francis here that he would breakfast with him at nine this morning. Relatives believe that a friend was traveling with him, but they don't know his name or address.
 In deciding to come to Plymouth rather than arrive a few hours later at Southampton it is understood Mr. King was influenced by a desire to hear noted London preachers. His bicycle went on to Southampton and arrived safely at Waterloo Station.



Map Showing the Location of Salisbury, Where Sunday's Terrible Catastrophe Occurred.

WHERE WRECK OCCURRED
 BUSY RAILWAY JUNCTION
 WITH SHARP CURVES

Fast Express, at 60 Miles an Hour,
 Due to Speed Thru Without
 a Stop—An Accident
 Long Expected.

Salisbury Station on the London and Southwestern Railway is one of the principal junctions on the main line between Plymouth and the metropolis, and is a very busy place at all times. The Great Western Railway have also a branch terminus here. Here it is that the lines branch off to Portsmouth, Brighton and all the principal towns in the southeast of England, and it is at a point about half a mile from the main platform on the up side that this terrible disaster occurred. Here the River Avon flows beneath the railway and is crossed by an iron bridge of two spans about one hundred yards long and thirty feet in height, bounded by a semi-circular parapet.
 Many houses are in close proximity to this bridge, mostly working class dwellings, those on the left side of the line coming to within 20 feet. Immediately outside the station the train crosses an iron bridge over Chertown street, which is one of the main thoroughfares of the city, and about 400 yards further on the track makes a sharp curve to the left, which would bring the train right on to the bridge where the accident occurred.
 On each side of the line an embankment slopes down to a footpath by the river, and it is apparently on the bank nearest Salisbury Station that the engine turned over and sprang down with the carriages behind forming a pile of wreckage enclosing the dead and wounded in a common prison.
 The special boat express would run thru Salisbury without stopping. The distance between Plymouth and Salisbury is 24 1/2 miles, and the train is scheduled to make the trip in a little less than 5 hours. There are only three stops. The average speed would be 60 miles an hour.
 Salisbury is 84 miles from London. There has never been an accident at this particular place before, but it is known as one of the sharpest curves in the country, and surprise has been expressed at its unusual size. The disaster, as there are always more or less freight trains shunting in the vicinity, and the expresses invariably rush thru at top speed.
 The hospital, too, is within easy distance of the scene.
 Salisbury has a population of about 20,000 and is the capital of the County of Wilt. The city, which is 21 miles west of Winchester, is well known to the tourist of the cathedral there being a source of attraction. The edifice, whose erection was begun in 1120, and which was completed in 1180, is admittedly the most beautiful church structure in England. The most striking exterior feature is the superb central tower and spire, 400 feet in height. Canadians who have visited Salisbury were especially struck by the beauty of the unusually large 13th century cloister. The whole edifice is in the form of a double cross.
 Salisbury has seen a passing from the days when it was noted for cutlery and woolen manufactures. It is now almost purely an agricultural city, its situation in the midst of a fertile plain naturally lending itself to the trade in produce.

MAD PACE.

(By Associated Press.)
 Salisbury, Eng., July 1.—Driving at a mad pace over the London Southwestern Railway the American Lino 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 1.57 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.
THE DEAD:
 Following is the list of first-class cabin passengers dead:
 Walter Barwick of Toronto, Ont.
 C. A. Pilon, Toronto, Ont.
 Rev. E. L. King, Toronto, Ont.
 Louis Cassler of Trumbull, Conn.
 Frederick Henry Coster of New York.
 Mrs. C. W. Elphicks, Chicago, Ills.
 Dudley P. Harding, 316 West 95th-street, New York.
 Mrs. L. N. Hitchcock, 261 Central Park, West, New York.
 Miss Mary F. Howleson, 31 West 31st-street, New York.
 Frank W. Koch, Allentown, Pa.
 John E. McDonald, New York.
 Miss C. F. Meekin, New York.
 Mrs. E. W. Sentell, New York.
 Miss Blanche M. Sentell, New York.
 Miss Gertrude Sentell, New York.
 Charles E. Sentell, New York.
 Mrs. Walter W. Smith, Dayton, O.
 Miss Eleanor Smith, Dayton, O.
 Gerard Smith, Dayton, O.
 Mrs. Lillias Hurd Waite, 424 Fifth-avenue, New York.
 The following second cabin passengers dead:
 Louis Compaignon, address unobtainable.
 Jules Keeler, address unobtainable.
 W. M. Thompson, address unobtainable.
INJURED:
 The following are the first cabin passengers injured:
 G. H. V. Allan, New York; Robert S. Critchell, Chicago, Ills.; Miss I. S. Griswold, address unobtainable; Miss M. Hitchcock, New York; Mrs. Koch, Allentown, Pa.; Miss Anna Koch, Allentown, Pa.
 The following second cabin passenger was injured:
 Miss M. Rank, address unobtainable.
LATE ARRIVAL SAVES MANY.
 The late hour of the New York's arrival at Plymouth saved many lives. She carried more than 60 travelers for London, but many of them elected to travel on comfortably to Southampton in preference to the late landing at Plymouth and the long night ride across the country. If the New York had made a faster passage the scumbre roster of the dead and injured would have been longer.
 The big American liner reached Plymouth at 9.35 o'clock Saturday night, and half an hour later there was a tender alongside to receive passengers for England. Several who had planned to debark and packed their baggage decided at the last moment to remain aboard.
FATEFUL DECISION.
 It was a fateful decision, the not dictated by any fear. The run across the Atlantic had been pleasant. There were cheery partings when the passengers for London transferred to the waiting tender, which steamed for the Devonport landing, where the express was being made up. The train consisted of a powerful express engine, three first-class corridor coaches and one combination guard's van and buffet. The passengers were soon entrained, and at 11.30 the express pulled out.
 It was given a clear track right of way on the run of 230 miles to London, on which the express generally maintains an average speed of a mile a minute. Driver Robins quickly gave the engine her head, and the special was speeding swiftly thru the night. It ran on safely and without incident until it entered the long railway yard at Salisbury, when the passengers noticed that the coaches began swaying from side to side.
GIANT ENGINE LEAPS TRACK.
 Suddenly at the end of the long platform, when the track begins to curve towards the bridge spanning Fisherton-street, the main avenue of the city, the giant engine leaped from the track to the destruction of itself, its trailing coaches and many of their occupants.
 The engine leaped across the adjoining track, striking with terrific force and destroying the guard's van of a milk train that was slowly steaming in the opposite direction, killing a guard occupying the van.
 Lurching forward the locomotive plunged against the standards and the engine rebounding, crashed into another engine standing on a parallel track, overturned and stopped, the wreckage of the two engines interlocked in a great mass of broken or twisted steel and iron. Thruout the wild plunging of the engine, Driver Robins remained in his cab. Hours afterward his charred body was found grilled over the firebox.
FIRST COACH SMASHED.
 The first coach shot over the engine, the first shock having wrecked

PARISH IS GREATLY SHOCKED RECTOR OF ST THOMAS' HIGHLY THOUGHT OF

Came From West and Was Lecturer at College Prior to Pupils' Appointment—On Visit to Relatives.

The text of the cable message conveying the shocking intelligence of the death of Rev. E. L. King, by railroad accident in England, was conveyed to the family and friends about 2.30 Sunday afternoon. Quickly the news spread thruout the parastate and city. Profound grief was felt everywhere, and the deepest sympathy expressed for the family, there being four small children.
 For a time Mrs. King could not bring herself to a belief in the despatch, but as the fuller effect of its meaning was realized she became prostrated. For a time friends could not console her, but when the little children, unable to understand their mother's grief, broke into anxious tears it proved the balm for a breaking heart and the widowed mother showed a mother's fortitude in an hour of sorrow. Late last night friends of the family said Mrs. King was bearing up bravely.
 "Just to think," said a member of St. Thomas' Church, "we were all so glad

Walter Barwick's Death Grieves Legal Profession

Well-Known Counsellor Was in England on Brief Vacation—Brother-in-Law Cables Sad Intelligence—Tributes From Fellow Members of the Bar.

Walter Barwick, K.C., was a son of the late Hugh Crawford Barwick of St. Catharines, Ont., but was born at Woodstock, Ont. He was educated at Hellmuth College, under Bishop Sweatman, and proceeded to Toronto University and received his degree of B.A. in 1873, and M.A. in 1874. He was called to the bar three years later and was articled to the late James Bethune, Q.C., in 1875.
 His splendid legal acumen was directed mostly in an advisory capacity to various corporations and large business concerns, including the Ontario Bank. Of late, the interests of the radial railways engaged most of his attention.
 For some years he was in partnership with Hon. Chief Justice Moss and Judge Falconbridge, and for some years had been head of the firm of Barwick, Aylesworth & Moss.
 His high standing was recognized in 1891, when he was elected a bencher of the Law Society. Later his name appeared among the list of Q.C.'s appointed by the Upper administration.
 He won particular distinction in his conduct of the charges in connection with the Bale des Chaleurs Railway investigation before a committee of the senate in 1891. He was a member of St. James' Cathedral congregation, and at one time was a church warden. At his demise he was on the advisory committee on finance in connection with the church.
 Politically, he was a Liberal, but never sought distinction.
 In 1890 Mr. Barwick was elected a senator of Toronto University, and was

MR. PILON HAD PREMONITION HIS VISIT TO ENGLAND WAS PARTLY BUSINESS

Well-Known Steamship Agent and Ex-Banker Had Expressed Feeling of Vague Fear Before Going Away.

C. A. Pilon, who was about fifty-two years of age, had been for twenty-five years or more a prominent figure in the business life of Toronto, and was generally popular, his sterling qualities of hand and heart readily winning for him esteem and liking.
 It may truly be said that he was one of the best known of the city's business men, there being few in Toronto's commercial community who had not, at one time or another, been brought into contact with him. Mr. Pilon always gave the impression of being genial and whole-souled.
 His acquaintances were without number.
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We Are a Great People.
 On this, our National Holiday, we give full and free swing to the enjoyment of our liberties.
 We lay ourselves out to have a good time, and we have it. It's a day that's ours, and we'll enjoy it. The bosses are bossed by the people. The landlord, for instance, locks up the bank and he won't let the poor old president in to count all his money. We're closed all day.
 It's too bad if you didn't get a Dineen's hat when you might have, because the corner Yonge and Temperance is closed to-day. Please wait till to-morrow.
WOODMEN'S EXCURSION TO PETERBORO AND BOBEYGEON ON SATURDAY, JULY 14.
 Fare \$1.50 and \$1.25. Good for 3 days.
MOSTLY FAIR.
Probabilities.
 Lower lakes and Georgian Bay—Moderate variable winds, mostly fair, but a few scattered showers; not much change in temperature.
STEAMSHIP ARRIVALS.

July 1	At	From
La Savoie	New York
Princess	Cherbourg
Carrie	Liverpool
Georgie	Liverpool
Margall	Montreal
Patricia	Boston
Potsdam	Boston
Princess Irene	New York
Carrie	Plymouth
Arable	Boston
Canablan	Liverpool
Manitou	London
Corvina	Patrol Point
Lake Erie	Patrol Point
Hulmaria	New York
Oceanic	Plymouth
Laurentian	Montreal
Campania	Liverpool
Emp. Britan.	Liverpool
Canada	Liverpool
Canadian	Liverpool
Boston	Boston