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CARTER & CO., LTD.

THE TERRIBLE RAILROAD WRECK

Further Details of the Terrible Accident Which Resulted In The Loss of Many Lives—Stories of Eye Witnesses on The Scene.

ATLANTIC CITY, Oct. 28.—By the wrecking of the three-coach electric train on the West Jersey and Seashore railroad, this afternoon, at least fifty passengers perished and the list may reach a total of 75.

While crossing a draw bridge spanning the waterway known as "the thoroughfare," which separates Atlantic City from the mainland, the train left the track and plunged into the water.

Details as to just how the terrible accident occurred are vague. A complete circumstantial story cannot be obtained from any one of the passengers as yet. Two causes have been assigned for the derailment of the train. 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 which had just

passed through. The man who may be able to tell what caused the accident is Daniel B. Stewart, the bridge tender, whose work it is to look after the drawbridge. Stewart however, is in no condition to talk tonight. The horror of the accident has so upset him that he is temporarily bereft of his reason.

Stewart is sixty-five years old. He was 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 and when he was found hours afterwards he could not tell a rational story.

From the officials of the railroad company only a meagre and disconnected story of the occurrence can be had. The train, which was made up of three heavy vestibule coaches of the newest type, all electrically equipped, left Camden at one o'clock this afternoon.

On leaving Westville the third electric car was applied to the train, and from there on bowled along at its customary speed. Not the slightest incident occurred to cause the motorman to slow down. When the drawbridge which crosses the stream popularly known as "the thoroughfare" was approached, the motorman saw a clear track before him. There was nothing to warn him of danger, and the train bounded along over the bridge with never a hint to the unsuspecting passengers that death would come to so many of them.

As soon as the first coach was precipitated into the water there were hideous screams of men, women and children. Caught in the closed cars with little chance of escape, they were thrown in heaps, and what little opportunity they might have had to get out, was cut off by the wild scramble which ensued. The two cars which were hurled from the bridge sank quickly in twenty feet of water, and late tonight were completely hidden from view.

It is doubtful if more than half a dozen persons succeeded in getting out of these two coaches.

Perched on the roof of the last car the rescuers found Conductor Curtis, almost crazed with terror 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 of what occurred. When asked about the number of passengers he replied that he had counted 110, then he said 100, and finally that he had not exactly known how many. Eighty-eight full-fare tickets were found, however, and from this fact it is taken that the total number of passengers corresponded with the number of tickets.

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 to say of her 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 gurgled into the windows, and doorways. Fortunately, I am a good swimmer. The Lord only knows how I broke my way through a window, but I did it. As I rose to the surface I thought of my husband and dove down with a faint hope that I could reach him. I went down and down and finally grabbed hold of a body. I came up with it, but discovered some other and he got safely ashore. I dove twice 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."

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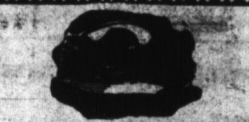
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