TWENTY-SEVEN DIE IN WRECK NEAR LONDON

WRECK OCCURS AT BIG CURVE

By Associated Press.

SALISBURY, Eng., July 1.—A short distance out of Salisbury begins a remarkable curve, which sometimes has been described as the most dangerous in the world and which certainly possesses elements of danger.

Not only does the line enter and leave the station on a curve, but where it crosses Fisherton street, the line takes a slight rise.

It was practically at this point that the engine jumped the rails and brought about a disaster, which, as regards the percentage of lives lost and the extent of the damage to rolling stock, is almost without precedent in the annals of British railroad accidents, especially of boat expresses.

The wreck was horribly complete. Carriage was piled upon carriage, the stationary engine tilted toward the concrete platform with the wreckage of one carriage on its top, and the engine and tender of the express almost locked into the stationary engine, everything being smashed and splintered with the exception of the guards' van of the express.

The directions to the engine drivers over this portion of the line is not to exceed a speed of thirty miles an hour, but it is alleged that calculations based on the times at which different signal boxes were passed showed that this speed was exceeded.

Both the engineer and the stoker are dead and therefore it may be difficult to obtain reliable evidence as to the speed at which the train was running when the accident occurred.

for London, but many of them elected to travel on comfortably t 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 somber roster of the dead and injured would have been larger.

The big American line steamer reached Plymouth at 9:45 Saturday night and half an hour later there was a tender alongside to receive passengers for England.

Several who had planned to debark and had packed their baggage decided at the last moment to remain aboard.

It was a fateful decision though 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 Davenport landing, where the express was lying made up.

Makes Sixty Miles an Hour

The train consisted of a powerful express engine, three first class corridor carriages, and one common guard's van and buffet. The passengers were soon entrained, and at 11:30 the express pulled out. It was given a clear track 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 soon speeding swifty through the night.

It ran on safely and without incident until it entered the long railway yard at Salisbury, when the passengers noted that the coaches began swaying from side to side.

Suddenly at the end of the long platform, where the track begins to curve toward the bridge spanning Fisherton street, the main avenue of the city, the engine seemed fairly to leap from the track. It swung across the adjoining track with terrific force and destroyed the guard's van of a milk train that was slowly steaming in the opposite direction, killing a guard.

Lurching forward, the locomotive plunged against the standards and the girders of the bridge.

Engines Crash Together

The bridge withstood the impact, and, rebounding, the engine crashed into another engine which was standing on a siding and overturned. The wreckage of the two engines interlocked into a broken mass of twisted steel and iron. Throughout the wild plunging of the engine Driver Robins, whether alive or dead, remained in his cab.

Hours afterward his charred body was found, covered over by the fire box.

The first coach shot over the engine and careened onward until it was hurled against the parapet of the bridge and smashed into fragments, killing or maiming almost every occupant. One man was shot through the window, cleared the parapet and fell to his death to the street below.

The second coach lurched forward and rolled toward a stationary train, and practically destroyed itself before its wild flight was ended.

The third coach dashed forward with the rest, left the rails and encountering some obstruction overturned and collapsed.

Guard Saves One Car

The guard's van and buffet, the rearmost car of the train, was saved by the courage and quickness of Guard Richardson.

With the first shock Richardson jumped forward and set the brakes and saved himself and his comrades. The van plowed forward, injuring some of its occupants, but practically maintained its equilibrium.

The surviving passengers and trainmen describe the sound of the wreck as like the discharge of a series of heavy guns of varied caliber, and when the crashing of the wreck was past there came calls of the injured, some shrieking with pain and fear and others moaning as if bewildered by the shock.

Relief Comes Quickly

Relief came quickly, although it was an hour before the last body was dragged from the wreck. The police, attracted by the noise, called ambulances and surgeons and warned the hospitals to prepare to receive the injured. The railway yard quickly filled with police, doctors, nurses, trainmen and volunteers.

The darkness and incredible destruction made the work of rescue exceedingly difficult. Lamps and torches brought to light the desolate scene.

The station was converted into a surgery and the platform was made a mortuary. Several of the dead and injured were imprisoned in compartments,, and it was necessary to saw away the partitions to effect their release. Others were caught under heavy wreckage.

Several bodies were badily mangled, and one woman was decapitated.

The first bodies recovered and identified include those of John E. McDonald, New York; W. H. Thompson, address unknown; C. F. McMeekin, New York; Frank W. Koch, Allentown, Pa.; Jules Keeler, address unknown; Charles E. Sentell, New York; Rev. E. L. King, Toronto; Miss Mary F. Howieson, New York; Mrs. C. A. Elphicke, Chicago, and Mrs. Lilian Hurd Waite of New York.

Dudley P. Harrin of New York, Louis Cassier of Trumbull, Conn., and F. H. Cossitt of New York were alive when they were removed from the wreck, but died at the infirmary soon after their admittance.

RESCUERS SEE TERRIBLE SIGHT

Two Coaches Practically Filled With Dead and Dying

By Associated Press.

SALISBURY, July 1.—The few officials at the station were soon reinforced by willing helpers from the nearby towns and with the aid of lamps began the work of rescue. The spectacle that met their gaze was heartrending. Instead of the shrieks that might have been expected ominous silence added to the horrors of the scene.

In the carriages huddled in wreckage almost under the wheels of the upturned engine death had been busiest. Here nine men and five women were taken out dead soon after the accident. The driver and firemen were dead in their cab.

These were all taken to the waiting room and several of the injured were given first aid and dispatched to the infirmary which fortunately was not far distant. When an opening was made into the second carriage a terrible sight was revealed. At one end of a compartment several bodies were jammed together in an almost unrecognizable mass.

It was six or eight hours before it was found possible to remove them.

Only One Escapes

In one part of the coach the Sentell family from New York were traveling together, of whom only Edward W. Sentell was found alive three hours after the accident.

Some water has handed to him through a hole in the wreckage and he was soon removed to the infirmary, bleeding from a scalp wound and with his left leg badly fractured.

An immense gang of men with powerful equipment worked all day long clearing away the debris, and about 3 o'clock this afternoon a train got through.

The mayor of Salisbury telegraphed to American Ambassador Whitelaw Reid at London heartfelt sympathy on behalf of the citizens of the town to the whole American nation. Similar expressions of sympathy were voiced in the sermons in all the Salisbury churches.

Chicago Man Will Die

Inquiry at the infirmary late tonight elicited the fact that R. S. Critcnell of Chicago was unconscious from a fracture at the base of the skull and that both of his legs were fractured. He is not expected to recover. Miss M. A. Hitchcock of New York is progressing favorably. Miss I. S. Griswold has undergone an operation. Miss Margaret Rask is very ill. E. W. Sentell is doing nicely.

The cause of the accident is still in doubt. It has been suggested that the wheels of the engine failed to take the switch or that a wheel or axle broke. It is expected that the inquest will be opened tomorrow and a board of trade inquiry later will fully investigate.

The train was regarded as having been light for high speed, but it is notorious that trains always sway and shake going at high speed over this curve. Much criticism is likely to be evoked by the fact that lately there has been sharp competition between the London & Southwestern and Great Western railroads, which are rivals for the traffic between London and Plymouth.

NEWS CASTS GLOOM OVER SHIP

Woman Passenger Becomes Hysterical on Receiving Telegram

By Associated Press.

SOUTHAMPTON, July 1.—On the arrival here of the steamer New York with her remaining passengers on deck leaning over the rail and chatting gaily, looking for friends ashore to meet them, the company's officials stepped aboard with letters and telegrams.

Suddenly a woman passenger on the promenade deck was seen to fall with hysterical sobs, holding a telegram in her hands. Instantly her fellow passengers flocked around to offer sympathy in a supposed personal bereavement and learned with horror-blanched faces the terrible fate that had overtaken their companions on the voyage from New York and whom they expected to meet in London.

News Casts Gloom

The news soon spread over the whole ship and cast a gloom on the landing and entraining for London of the passengers, though the officials were only able to supply the barest outlines of the disaster.

American Consul Swalin, addressing the passengers, said:

"You had no opportunity of going to church this morning but you can thank God you are aboard."

Thomas Lipton, who left his yacht Erin at Southampton to visit Salisbury, sends the following telegram to the Associated Press:

"I am sure it would interest Americans to know the splendid care that is being taken of the injured at the Salisbury hospital. I am at the hospital today with the mayor of Salisbury, have seen the doctor and can assure that everything humanely possible is being done to alleviate the suffering.

"It is providential that such first class medical attendance could be had near the scene of the accident.

"After seeing the wreck and the result of the accident it seems to me that it was a miracle that anyone escaped alive.

"The mayor of Salisbury is giving his personal attention to every detail in connection with the sufferers."

McCLELLAN CHANGES HIS MIND

About to Leave Steamer, Friend Urges Him to Remain

By Associated Press.

LONDON, July 1.—By the merest chance Mayor George B. McClellan of New York was not on the wrecked American line special train. He had an appointment to keep in London today, and although the steamer was late arriving at Plymouth he decided to come direct to London instead of going to Cherbourg with Mrs. McClellan, who was booked through to Paris.

His hand bag had been transferred to the tender to land at Plymouth, and he was going on board the tender when an officer of the steamer whom Mrs. McClellan had been asking to urge her husband to accompany her to Cherbourg told the mayor he could still reach London in time to keep his appointment if he went to Cherbourg and thence to Southampton.

Just before the tender left the ship's side Mayor McClellan changed his mind and the ship's steward threw his baggage back on board the New York as the tender was casting off her lines.

Mayor McClellan was greatly shocked on learning at Southampton of the wreck of the train.

"Jack" McDonald Killed

John E. McDonald, the New York horseman, best known as "Jack" McDonald, who was among the dead, was given the compartment on the special train which had been reserved for Mayor McClellan and so the mayor's escape was indeed narrow.

Mr. McClellan will remain in London a week and will then join his family in Paris.

Relatives of Walter Barwick, who went to Salisbury this morning, on learning of the accident and who returned to London tonight, says the scene at Salisbury upon their arrival there was one of indescribable confusion.

Their greatest difficulty was in identifying the dead, as the bodies had been frightfully mangled. Mr. Barwick's body was barely recognizable, being covered with wounds.

"I have been accustomed," said George A. Strachan of Boston, who was with his aunt, Mrs. J. H. Whiton, and who was on the wrecked special, "on the broad gauge railway lines in America to speedy traveling and what is good speed, but it seems that as we sped along last night the old country could go us one better after all.

"I cannot remember of having been carried along at such a rate before. I remarked that it must be good rolling stock and a first rate permanent way that could stand the strain. Just then the smash came.

Carriage Goes Over

"Mrs. Whiton and I were jolted into a corner of the carriage and then the car went over and we were penned in quite a long time. Through the window, which was above us, we saw the reflection of the flames and feared the carriage was afire and that we were cornered, but as we waited relief came."

Walter Gerson was the sole survivor of a party of five occupants of one compartment. He attributed his safety to the fact that after returning from dinner he placed his arm in a swinging rest and when the accident occurred and the carriage was overturned he was left suspended by the arm in the rest while his less fortunate fellow travelers were mangled in the ruins at his feet.

Many Badly Injured

Only a few of the passengers on board the wrecked train came to London, most of those who escaped being too badly injured to be moved or having relatives or friends among the injured who required their assistance.

Among those who came up to London was H. S. Brooks, who escaped with slight injuries to his mouth and tongue. He is suffering from the shock and is unable to give a connected account of the disaster.

ILLINOIS MAN HAS CLOSE CALL

W. Bellati Escapes From Car Broken Into Kindling Wood

By Associated Press.

LONDON, July 1.—W. Bellati of Jacksonville, Ill., is another passenger who came to London. Beyond the shock he is uninjured. Mr. Bellati said he was in the forward carriage, having in common with other passengers just finished a late supper.

He heard a loud crash and the next moment found himself sprawling on the ground. The front part of the car was completely smashed and the coach fell over on its side. The part in which he was sitting ran along the rails past the engine which had been stopped by colliding with another engine on a sidetrack and then turned over on its side.

Mr. Bellati immediately started to assist the other passengers and remained at the scene until morning, but was unable to do much for those who had been buried under the wreckage until railway hands arrived, when the injured were quickly relieved.

Mr. Bellati's escape was indeed fortunate as the part of the car in which he was riding broke into kindling.

One Pathetic Feature

The death of Frederick H. Cossitt of New York was perhaps the most pathetic feature of the disaster. He and his bride, who is the daughter of former Judge Dugro of New York, were on their wedding tour, and after visiting the principal points of interest in Europe expected to return to New York in October.

They traveled in company with friends who on the arrival of the New York at Plymouth did their best to persuade the young couple not to leave the ship at such a late hour but to proceed to Southampton.

Mr. Cossitt, however, insisted on landing. Mrs. Cossitt arrived in London tonight and is staying with friends in Park Lane.

GROOM AMONG THOSE KILLED

New York Man Dies in Wreck, While on His Honeymoon

By Associated Press.

NEW YORK, July 1.—Frederick Henry Cossitt, who was killed in the wreck of the American line express at Salisbury, England, today, was a nephew of Mrs. George Eggleston Dodge and of Mrs. L. D. Juillard of this city.

He married Miss Antonia Dugro, daughter of Judge and Mrs. P. Henry Dugro of New York, on June 28, and the young couple were on their wedding trip.

They had planned to spend the entire summer in travel in Europe and Judge and Mrs. Dugro were to sail for Europe next Tuesday to join them.

The wedding of Mr. Cossitt and Miss Dugro was a social event of prominence and was made unique by college songs sung by friends of the bridegroom, who was graduated from Princeton university only a week before the marriage.

The death of Mr. Cossitt had a peculiar significance in that he was the second person present at his wedding to lose his life in the two sensational tragedies of the past week.

Stanford White, who was shot to death by Harry K. Thaw on the roof of the Madison Square Garden theater last Monday night, was one of the guests at the wedding.

WEALTHY EASTERNER A VICTIM

Frank W. Koch of Allentown Among Those Killed in Wreck

By Associated Press.

ALLENTOWN, Pa., July 1.—Frank W. Koch was one of Allentown's wealthiest and most prominent citizens.

He was owner of the Hotel Allen building, one of the largest structures of the city, trustee of Muhlenberg college and Allentown hospital and a director of the Allentown National bank, and was interested in a number of other business enterprises.

He was married twenty years ago and he and Mrs. Koch were repeating their wedding trip to Europe when the accident occurred.

Mr. Koch was 54 years of age.

MANY PROMINENT MEN KILLED

List Includes Several New York and Pennsylvania Citizens

Among the prominent Americans killed were the following:

WALTER BARWICK, Toronto, Canada.

Mr. Barwick was one of the leaders of the Toronto bar and won particular distinction in the Baie des Challeurs case before a committee of the Canadian senate in 1891. He was a Liberal and a prominent member of the Church of England. He was called to the bar in 1877. He was a partner of Postmaster General Aylesworth under the firm name of Barwick, Aylesworth, Moss & Wright. He was a king's counsellor. His wife is the daughter of the late Isaac Atkinson of Chicago.

LOUIS CASSIER of Trumbull, Conn., near Bridgeport.

Mr. Cassier was the editor of two magazines, the Electrical Review and of the Engineer. He was 45 years old and leaves a widow. He had gone abroad to attend to some matters of business and expected to be away but a comparatively short time. He was well known in New York trade circles.

FREDERICK HENRY COSSITT of New York.

Mr. Cossitt was only 21 years old and was married June 18 in New York city to Miss Antonia Dugro, daughter of Judge and Mrs. P. Henry Dugro. The young couple were on their wedding tour. Mr. Cossitt graduated from Princeton university just a few days prior to his marriage. He was a nephew of Mrs. George E. Dodge and Mrs. A. D. Juillard of New York.

MRS. C. W. ELPHICKE of Chicago.

Mrs. Elphicke was the wife of Charles W. Elphicke of C. W. Elphicke & Company, vessel and insurance agents, Chicago. The Elphicke home is at Evanston, a suburb of Chicago. Mrs. Elphicke was 62 years old.

DUDLEY P. HARDING of New York.

Mr. Harding was a traveling salesman, and spent but a portion of his time in New York, making his home there at 316 West Ninety-fifth street, in apartments.

MRS. L. N. HITCHCOCK of New York.

Mrs. Hitchcock lived in New York at 216 Central Park, West, where she had apartments with her daughter, Miss May Hitchcock. Mrs. Hitchcock was the widow of L. N. Hitchcock, who was a cousin of Secretary Hitchcock of the interior department at Washington.

MRS. MARY F. HOWIESON of New York.

Mrs. Howieson was a milliner whose place of business was at 31 West Thirty-first street, New York. Miss Howieson was 45 years old. She leaves in New York a sister, Mrs. James C. Crane.

REV. E. L. KING of Toronto, Ont.

Rev. King was pastor of the Davenport Road Anglican church, Toronto, and until recently was a professor in Trinity college. He was a native of England and had been in Canada about eight years.

FRANK W. KOCH of Allentown, Pa.

Mr. Koch was one of Allentown's wealthiest and most prominent citizens. He was the senior member of the clothing firm of Koch Brothers & Towner. Mr. Koch was 54 years of age. With his wife he had planned to repeat a European wedding trip taken twenty years ago.

JOHN E. McDONALD, New York.

"Jack" McDonald had been well known on the American and European turf for a number of years, having owned stables of race horses both here and abroad. Earlier in life Mr. McDonald was a bookmaker. He spent much of his time in England and was often seen in company with Richard Croker and others of the American colony sojourning abroad. Mr. McDonald was president and director of the Boston & New York Telephone and Telegraph company, president of the Knickerbocker Telephone and Telegraph company, president of the Massachusetts Telephone and Telegraph company, and treasurer and director of the Telephone, Telegraph and Cable company of America. His residence was at 216 West Seventy-second street. His wife and daughter accompanied him abroad.

CHARLES F. McMEEKIN, Lexington, Ky.

Mr. McMeekin was a prominent breeder of thoroughbred horses in the famous blue grass region of Kentucky. He was a member of the firm of Applegate & McMeekin, owners of the Oakwood stud, Lexington. The most famous recent product of this stud is the horse Go-Between, who on June 21 won the rich Suburban handicap at the Sheepshead Bay track of the Coney Island Jockey club. Mr. McMeekin was president of the Native Breeders' Protective association and director of the Kentucky Trotting Horse Breeders' association.

C. A. PIPON of Toronto, Ontario.

Mr. Pipon was the agent of the American line at Toronto. He was 63 years old and leaves a widow and child.

CHARLES E. SENTELL.
MISS BLANCHE M. SENTELL.
MISS GERTRUDE M. SENTELL.
MRS. E. W. SENTELL, all of New York city.

Charles E. Sentell was a lawyer with offices in the financial district of New York and residence at 271 Decatur street, Brooklyn. With his two daughters, E. W. Sentell, his son, and the latter's wife he had gone abroad to spend the summer. The only survivor of the family party of five is young E. W. Sentell, whose wife was killed. Mr. Sentell had attained prominence in his profession.

MRS. WALTER W. SMITH.
ELEANOR SMITH.

GERALD SMITH, all of Dayton, O.

Mrs. W. W. Smith, who with her daughter Eleanor, aged 25, and son Gerald, aged 21, were killed in the wreck, was the widow of the former senior partner in the Turbine Water Wheel Manufacturing firm of Smith & Vaile, which some years ago was incorporated as the Stillwell-Bierce & Smith-Vaile company. The son Gerald would have graduated at Yale next year.

MRS. LILLIAN HURD WAITE of New York.

Mrs. Waite was a fashinable milliner with a shop at 424 Fifth avenue. With her husband, former Alderman Charles B. Waite, she lived at the Hotel Touraine in East Thirty-ninth street. Mrs. Waite was 55 years of age and a native of Springfield, Ill.

LOUIS GOEPPINGER; address unobtainable.

JULES KEELER; address unknown.

W. H. THOMPSON; address unobtainable.

All three of the above passengers, whose addresses were not obtainable tonight, had made the trip in the second cabin. Jules Keeler is supposed to have been a well known acrobat, whose stage name, however, could not be learned.

G. V. ALLEN, Fairhaven, Vt.

ROBERT S. CRITCHELL, Chicago.

Mr. Critchell was about 53 year of age and for many years had been a conspicuous figure in Chicago. He was a member of the firm of Critchell, Miller, Whitney & Barbour, insurance agents, an officer in the Union League club and took an active part in all public affairs.

Injured:

E. N. Sentell, New York city.

Mr. Sentell, who was injured, is the only surviving member of the family party of five which went aboard on the New York. He is the husband of Mrs. E. W. Sentell, who was killed, together with his father and two sisters.

DEATHS OF THE DAY

Sir Wildrid Lawson

By Associated Press.

LONDON, July 1.—Sir Wildrid Lawson, liberal member of parliament for the Cambourne division of Cornwall, died in London today, aged 77 years. He had been ill for some time.

STANDARD PIANOS

At greatly reduced prices, even though used, are cheaper in the end than new cheap instruments, whose cases are the only attractive features. Don't spend your money on a cheap piano, the economy comes in by putting just a few dollars more into your purchase. Every piano we sell, new or used, is guaranteed in writing, and our terms are so liberal that every home, even the most humble, may have music.

Time Is Up

Almost, and if you would secure for your home one of the lovely pianos we are offering you must act quickly or the opportunity will have gone by. MUSIC in the home is necessary, it has a refining influence that nothing else can give. The greatest musicians of the world are those who needed, and happily were given, a piano to practice upon when it seemed almost folly to do so, and because of the opportunity given them made of themselves great men. It may be that your son or daughter has in them the talent that, encouraged, would make them known the world over. WILL YOU GIVE THEM THE MEANS to bring out what talent they may have? YOUR HOME WILL BE THE HAPPIER for having a piano in it, it will be more attractive for friends, and it will prove a delightful companion for your wife and children.

The Obligation Is All Ours

We want you to feel that in asking time payments you are not asking a favor; we are anxious to extend time to any responsible person who will favor us with his patronage.

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And other pianos are here offered. We expect you to come and see them, hear them, ask questions about them, and if you are ready to purchase you will see the value of buying at this time and place.

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The new Zon-O-Phone is undoubtedly the clearest, purest toned of all these popular instruments, absolutely devoid of that "scratchy" sound which others seem to have and which is so objectionable, it is a great favorite with the public. We are jobbers for the Zon-O-Phone and invite inspection and comparison of prices and quality.

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The Big Burbank Theater Stock Company, the strongest dramatic Organization west of New York city, in William Haworth's patriotic American play—

The Ensign

See your favorite players in a favorite part.

HERE IS A PRODUCTION THAT SETS THE BLOOD OF EVERY TRUE AMERICAN TINGLING. IF YOU WISH TO ENJOY THE BEST FOURTH OF JULY OFFERING IN LOS ANGELES THIS WEEK, SEE "THE ENSIGN" AS PRESENTED BY THE BIG BURBANK COMPANY.

Matinees every Sunday and Saturday, 10c and 25c. Evenings, 10c, 25c, 35c, 50c. Next week—"THE LADY FROM LARAMIE," with the dainty doll comedienne Jessie Mae Hall as the lady. Seats selling. Every favorite in cast.

SPECIAL ANNOUNCEMENT

THURSDAY AFTERNOON, JULY 5, CONSTANCE CRAWLEY and HARRY MESTAYER, supported by a select company of players picked from the regular Burbank organization will present Henrik Ibsen's most intensely interesting drama—

HEDDA GABLER

SEATS FOR THIS SPECIAL MATINEE ARE NOW ON SALE AT REGULAR EVENING PRICES, 10c, 25c, 35c, 50c.

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Modern Vaudeville

Commencing Tonight

Kaufmann Troupe, and Greatest Trick Cyclists; **Irving Jones**, Premier Colored Comedian; **Gartelle Bros.**, Skatorial Rollerism; **Willy Zimmerman**, Life Portraits of Composers; **Ziska & King**, Comedy Magicians; **Probst**, Whistler and Imitator; **Orpheum Motion Pictures; Nora Bayes**, Inimitable Singing Comedienne.

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SPECIAL MATINEE WEDNESDAY, THE FOURTH.

Matinees Sunday, Tuesday, Wednesday, Saturday, 10c and 25c. Evenings, 10c, 25c, 50c. Next Week—"AT THE WORLD'S MERCY."

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The greatest success ever known in the history of Los Angeles theatricals is the Belasco Theater Stock Company's performance of David Belasco's famous play

The Heart of Maryland

With Amelia Gardner, Will R. Walling, Howard Scott, Richard Vivian, William Bernard, Marie Howe, Harry West, Robert L. Dempster, William Yerance, Adele Farrington and eighty other players in the cast.

EXTRA FOURTH OF JULY MATINEE

Prices for this marvelously great performance not advanced, notwithstanding the enormous cost of the production and the immense demand for seats. Every night, 25c to 75c; matinees Wednesday (July 4th), Thursday and Saturday, 25c to 50c.

NEXT WEEK—THE FAMOUS BROADHURST FARCE, "WHAT HAPPENED TO JONES." Seats on sale.

MASON OPERA HOUSE H. C. Wyatt, Lessee and Manager.

Tonight RICE and CADY, ROSEMARY GLOSZ, BOBBY NORTH, ED GALLAGHER, in Twirly-Whirly

A new show, with James T. Kelley, George Best and 50 others. Popular prices. A good reserved seat for 25c.

THE CHUTES Admission 10c

Concerts by Chutes Military Band. Free theater performance, free vaudeville performances, chutes free, miniature railway free, merry-go-round free.

July 4th—Grand Free Fireworks Display

Including grand illumination of Chutes lake, with aquatic lanterns. Announcement! July 3d encampment of Roosevelt Camp No. 9, Veterans of the Spanish-American war. Special patriotic exercises.

MORLEY'S GRAND AVE. RINK For Nice People

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PROF. FRANKS and BABY LILLIAN

THE WONDER SKATERS.

Daily change of program. Popular prices. Closed Sundays. Three daily sessions—10 a. m., 2 p. m., 7:30 p. m.

ROLLER SKATING AT DREAMLAND TWELFTH AND MAIN STREETS.

Cool—No Dust—Perfect Ventilation

Dreamland Concert Band Afternoon and Evening. A place for Ladies and Gentlemen.

Longest and Largest Straightaway Floor in the City. No tipping permitted. Gentlemanly Instructors. Morning admission Free; Afternoon 15c, Evening admission 25c. Closed Sunday. Thursday Evng. Society Night, admission 50c.

CHAUTAUQUA

At Long Beach July 9 to 21, 1906

A program of excellent talent. Prof. Charles Foster Kent of Yale; Hon. Herbert S. Hadley, attorney general of Missouri; Prof. Fred Mansen of Smithsonian; together with concerts, lectures and a full course of study work. For particulars and program address REV. CHESTER P. DORLAND, Pres., Long Beach, Cal.

FISCHER'S THEATER 1ST ST. BET. SPRING AND MAIN.

Week of July 2, Fischer's Musical Comedy Co., starting tonight, presents Another Big Winner—"OUR BEAUTY DOCTOR" New vaudeville features, new motion pictures, all the favorites. Ladies' Souvenir Matinee Thursday. Matinees every day but Monday. Prices, 10c to 25c.

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NEW COMBINE MAY ASK FOR $100,000,000

American Farm Products Company Interests New York Capitalists to Remarkable Degree—Work Proceeds Quietly

Special to The Herald.

NEW YORK, July 1.—Much interest is being manifested all over the country in the American Farm Products company, a trust that is being organized to control the country's supply of butter, milk, eggs and chickens.

So quietly has the work of preliminary organization progressed in the last six months that only those directly interested in the negotiations have known what was going on, but that the company's plans contemplate the most gigantic monopoly ever established in this country there is no doubt among those familiar with the scope of the thing and the amount of capital behind it.

The statement was made yesterday that if necessary for the company to raise $100,000,000 for some speedy development of the enterprise it would have no difficulty in getting that amount into its treasury within thirty days.

New York city will be the financial headquarters of the trust. Such men as Thomas F. Ryan, Levi P. Morton, Harry Payne Whitney and Anthony Brady are heavy stockholders in the company.