

TWENTY-EIGHTH YEAR

SALT LAKE CITY, SUNDAY, JUNE 27, 1897.

NUMBER 214

ENTIRE TRAIN GOES THROUGH A TRESTLE

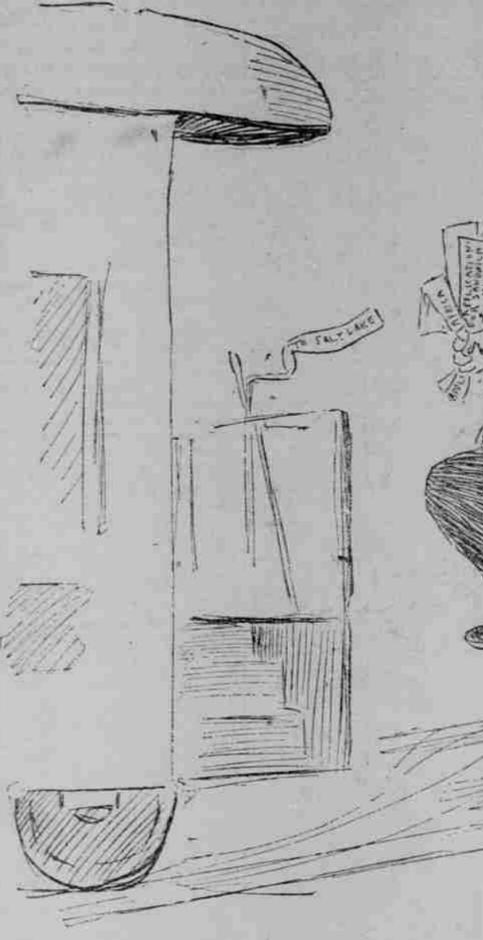
Sickening Railway Accident at Missouri City, Missouri.

ARE AT LEAST NINE VICTIMS

FURTHER DEVELOPMENTS MAY INCREASE THAT NUMBER.

Twenty-five People in the Smoker at the Time the Crash Came, Only Eight of Whom Can Be Accounted For—Trestle Was Over What is Usually a Dry Gorge, Which Had Been Lately Weakened By a Torrent of Water—Dead and Injured.

Kansas City, June 26.—The St. Louis express on the Wabash road, which left here at 6:20 this evening, plunged through a trestle at Missouri City, Mo., at 7:05 o'clock, carrying down the entire train with the exception of the rear car. The gorge, which a few hours previously was practically empty, had become a raging torrent by a tremendous downpour of rain, and the structure weakened. There were 25 passengers in the chair car, and only a few of these are accounted for.



The number of dead is estimated at from nine to 25. The known dead number nine. Their names are: Charles C. Copeland, of St. Louis, conductor of the train; Edward Grinstead, of St. Louis, express and baggage man; O. M. Smith, of St. Louis, postal clerk; Frank W. Brink, of St. Louis, postal clerk; Samuel Winters, of St. Louis, postal clerk; W. S. Mills, of St. Louis, postal clerk; Gus Smith, of St. Louis, postal clerk; C. P. Greasley, of St. Louis, brakeman.

Train box, name unknown. Following are complete list of the injured as can be obtained: Mrs. S. S. Prather, Columbia, Mo., head, shoulders and neck very badly injured.

Artella Prather, Columbia, Mo., 2 years old, head and face cut. W. R. Wilkinson, Kansas City, shoulders injured and head and face covered with cuts.

Mrs. W. H. Wilkinson, Kansas City, left arm broken, head and face cut. Miss Alice Dancy, Kansas City, head badly cut, both arms sprained, side injured.

Miss Nellie Merrick of Carrollton, back badly hurt. Mrs. Sallie Matthews, Kansas City, side hurt.

Edward W. Dillon, Holiday, Kan., head bruised and cut, knee sprained. Dr. Sal Gray, Prairie, Mo., right knee and back injured.

J. V. Huff, Mexico, Mo., both legs badly bruised. The bodies of the dead which have been recovered from the wreck at Missouri City. Those who were very badly injured were left at Missouri City in charge of surgeons from Missouri. Those who were less injured were taken to Moberly. Others of the injured and those who escaped were returned to Kansas City in a special train sent down from Randolph, and which arrived here at 11 o'clock.

There were 25 people in the smoker at the time the crash came. Only eight could be accounted for after the wreck. It is believed that all others were crushed or drowned. Only the top of the smoker is above water. The chair car was crowded. Several who were occupants of this car have been recovered.

The accident happened during one of the heaviest rainstorms ever seen in this country. It was accompanied by a tremendous lightning storm, the most vivid lightning. The elements and the hostile nature of the accident combined to make it one of the most terrifying sights imaginable. Before any one could realize what had happened, the crisis of the injured filled the air. Shouts and shouts for help came from all sides. Some one shouted the creek was on fire and another shouted that a freight train was following.

One of the young men in the rear coach sprang off and ran. He flagged a freight train that was close in the rear, and the crew of that train hurried down to render what aid was possible.

As soon as Engineer Billy Carlisle realized what had happened he hurried to Missouri City and reported the wreck. A wreck crew left Moberly shortly after. Twenty minutes after the wreck was reported a special train carrying the officials and a score of doctors left Moberly and made one of the quickest trips ever made over the line to the scene of the wreck.

The work of rescuing the passengers who were injured began with great promptness. Some one shouted with the greatest difficulty. Not a man was to be found. The crew were all in the wreck and only the conductor of the freight train and his porter were there to help the passengers. They took charge and rendered valuable assistance. The occupants of the smoker who were in the rear and managed to scramble out of the car and escaped, although it is pretty certain a number were unable to get out.

The worst damage was done in the chair car. Conductor Copeland and just entered the front door of that coach when it went down. The lot of the sleeper behind and under it sent the occupants of the car down at the front. Chairs went tumbling down along with people, and beneath the mass. Conductor Copeland met his death. A heavy chair struck him and crushed his head, while a score of other people were piled above him. The brakeman and news agent were in the smoker and went down with it.

"It was the most awful sight I ever saw," said J. J. Kelley, of Kelley Brothers' Co. operating company, of Kansas City. "I was in the front car going to

EXCESSIVE SPRINGS. We were directly behind the sleeper and we stopped with a suddenness that bumped us about a bit. We heard cries and shouts and hurried out into the rain to see what had happened.

In the flash of the lightning we could see the wreck piled up in the most awful shape, while the raging waters went foaming and tearing over and through the cars. I never saw a more frightful picture. Cries came from all parts of the wreck and people were climbing and hurrying out of it. Men with blood streaming all over their faces came struggling out, and women with clothing disheveled and covered with blood pitiously appealed for help. Everybody helped as soon as we could see what could be done, but it was something awful. Men were pinned down beneath great masses of wreckage, limbs were broken and it was agony unparelleled to get them out; but those who could render assistance did all that was possible. There is no doubt that the lives of many were saved in that water. It was from six to ten feet deep and the current was very swift.

It transpires that a farmer living near Missouri City, perceiving that the flood was weakening the bridge, waited for several hours in the rain to fix the train, but when the critical moment came he signalled in vain for the engine to stop. This was probably due to the terrific downpour of rain at the time, the storm being all but blind.

PRINCE A HARD WORKER. NOTHING WAS DONE WITHOUT WALES' SANCTION.

He Was the Leading Spirit—English Greatly Pleased Over the Participation of the Americans.

London, June 26.—The Britons' colossal pageant, one of the greatest the world has ever seen, has been completed without a hitch. It was marvellous. This has been an anxious week for those in authority, but the whole scheme for the celebration of the queen's jubilee was largely planned, carefully carried out, and has been a triumph for the management and an object lesson in unity for the hosts of guests. It is an open secret that the Prince of Wales was among the hardest workers. Not a single step of importance was taken without his approval, and much of the praiseworthy activity directed to his initiative. A notable exception to this state of affairs was the religious service outside St. Paul's cathedral, which was the queen's idea. When it was suggested it filled the officials with dismay and disaster was feared as a result of the rush of eight-hundred thousands of pilgrims to the cathedral, but the Prince's wishes, and the tact and managing of the hosts, numbering a couple of million, were given the precedence. The Prince's tact and his excellent limited space and sound scenes of extraordinary excitement, was carried out in a marvelous manner. Unparalleled and generous approval of the festivities has been bestowed by the press and people of all nations and communities. The evident disposition of the whole world to share in the jubilee and extend it has caused the liveliest satisfaction and added to the general rejoicing. The naval review was a fitting termination of the week's coronation.

A pleasant feature of the week was the Americans' complete success. The United States special embassy was warmly honored throughout the celebration by all. It is almost needless to add that Colonel John Hay, the United States ambassador, is equally gratified.

GOV. THOMAS CONCLUDES TO LEAVE WASHINGTON.

Both he and the rest of the regular embassy have done all in their power to insure Mr. Reid's success.

The feeling of the press is indicated by an editorial in the Standard of Friday, which said: "It would be a most ungracious omission to forget to offer sincere thanks to all foreign countries that have participated in the jubilee. They have added materially to the pleasure of the queen and her people by their never-to-be-forgotten kindness. So far as the Americans are concerned, we believe that they are almost as pleased and proud as though the jubilee were their own."

"In short, nothing is too good for Americans in London today. The British are thoroughly pleased with the way the Americans opened their houses to jubilee day. Their designs on the residence of Mr. Whitelaw Reid, Colonel John Hay, Mr. Henry White, secretary of the United States embassy, and J. M. Carter, were identical, being the familiar 'V.' surmounted by a crown and the dates '1837-1897.' On either side of the central figure of the design was a large American flag, surmounted by the eagle and 13 stars in the field. The illuminations were paid for by the United States government."

At the state banquet on Monday at Buckingham palace, Mr. Whitelaw Reid and Mrs. Reid were guests. On Tuesday Mr. Reid lunched at Buckingham palace, sitting between Prince Christian of Schleswig-Holstein and the Duke of Cambridge.

On Wednesday both Mr. Reid and Colonel Hay had boxes at the opera, but Mr. Reid himself was a guest in the royal box. When Mrs. Reid arrived at the opera she was escorted by a royal eunuch to her box. General Nelson A. Miles, U. S. A., and Mrs. Ogden Miles, accompanied her.

Mr. and Mrs. Reid on Thursday gave a luncheon to Lady Lytton and Lady Emily Lytton. The former is the widow of Mr. Reid's British colleague at Paris, and is now lady in waiting to the queen. The same evening Mr. Reid dined with the Prince of Wales at Marlborough House, and went later to the state party at Buckingham palace, where he was joined by Mrs. Reid, who was escorted by a military eunuch and Rear Admiral J. N. Miller, U. S. A., General Nelson A. Miles, U. S. A., Mrs. Miles and Mrs. Reid, who were escorted by a military eunuch.

On Friday, besides attending the lord mayor's luncheon to the royal prince and others at the Mansion House, Mr. Reid attended a large ball given in the grand ball room of the Marlborough House, at which the Prince and Princess of Wales, Colonel Hay and Mrs. Hay, almost all the special envoys and foreign princes now in London, the Duke and Duchess of Devonshire, the Duke and Duchess of Marlborough, the Marquis and Marchioness of Londonderry, the Marquis and Marchioness of Salisbury, Earl Rosebery and Lord and Lady Walsley and other persons of high rank were present.

Later in the evening the guests, including the Prince and Princess of Wales, attended a grand ball given in an immense marquee by the Duke of Westminster. Mr. Reid today was present at the naval review on board the vessel assigned to the use of the diplomatic corps, and Mr. Reid's chief guests were the guests of Rear-Admiral Miller on board the United States cruiser Brooklyn.

Colonel John Hay gives a grand dinner on Tuesday next in honor of Mr. Reid, General Miles and Admiral Miller, at which the guests will include the Marquis of Salisbury, the Marquis and Marchioness of Salisbury, the Marquis and Marchioness of Battenberg and the Duchess of Albany is a long chain of diamond links, also jubilee inscribed.

The Circular sent an address in an ivory and gold case with 88 gems, and all the chiefs of India are sending presents.

Figel to Be Arrested. San Francisco, June 26.—As the result of a conference held today between the attorneys for Mrs. Isaac Hoffman it is stated that Theodore Figel, the sporting bookkeeper, is to be arrested

SPECULATORS DISAPPOINTED

Caterers in London Find Themselves Behind.

THE HIGH PRICES WERE RESENTED

PEOPLE WOULDN'T EVEN GET HUNGRY.

An Undertaker Got Ready a Thousand Coffins, and He Has Every One of Them on Hand—Temperance People Howl Because Beer Was Given to the Outcast Poor—Complaints by the Thousand.

London, June 26.—After the jubilee festivities there has been a deluge of grumbles, begun by the speculators who, almost without exception, have lost money owing to their foolishness in demanding fortunes for their seats. Then, the caterers did not find the crowd as hungry and thirsty as they considered the people ought to have been; the tradesmen found that the jubilee visitors could not buy to any great extent, as it took most all their savings to see the show, and there has been considerable grumbling on the subject of jubilee honors. The men whose names have been left out of the list are notably liberal politicians and former ministers, who declare that the honors were given on the strictest party lines. With the exception of Sir William Vernon Harcourt, no former Liberal minister was invited to be present at the ceremonies to be before. The rectors of St. Paul's cathedral and the members of the house of commons, who arrived too late at Buckingham palace to be in the audience, declare the queen should have waited for them. The charitable societies women think that the Princess of Wales' dinner to the poor was a kindly thought, but they claim it was a mistaken idea and that the money had better be given to the societies dealing habitually with this work.

An undertaker got ready 1,000 coffins and no one needed them. The temperance people are wildly raving at beer being given to the outcast poor, and there are thousands of complaints, based upon jealousy, that everybody could not get a front seat at a favored place and at every end.

The queen has already received a small museum of costly presents, and many more are on their way to her majesty. Whatever form they take, most of these gifts are studded with gems. The present of the Prince and Princess of Wales and their children is a large diamond brooch with a jubilee inscription, and that of the Duke and Duchess of Saxe-Coburg and the Duke and Duchess of Connaught, Prince and Princess Christian of Schleswig-Holstein, the Marquis and Marchioness of Lorraine, Princess Henry of Battenberg and the Duchess of Albany is a long chain of diamond links, also jubilee inscribed.

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THE HERALD BULLETIN

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News From Towns Nearby. Nine Thousand Christian Endeavorers.

Editorial. The Griffin Divorce Case. Another Herman's Story. Music and Drama.

Red Wreck at Millersburg. General Otis at Fort Douglas. The Fort Bridger Robbery. Affairs of the City. Cited For Contempt. Cemetery of the Future.

Wall Street Turns to the Bull Side. On Gelconda Mountain. With His Heroic Blood. In the Social Realm. Chicago's Month of Suicides.

Western News and Progress. Church Directory. For and About Women. Gen. Philip Schuyler's Wife.

Unconquerable Greeks. Strangest Man in New York. Exploration, Science and Industry. Youth's Department. Search For Buccaneer Treasure. A Harvard Savage.

Washington, June 26.—The Republican tariff managers are very hopeful of being able to complete the consideration of the tariff bill in the senate by next Wednesday night, a result which would bring the end in the senate within the present month. They are led to this conclusion because the Republicans have adjusted most of the differences, and see their way clear to the settlement of others. The Democratic leaders do not concede the possibility of so early a conclusion. They generally place it a week further, as or about the 10th or 15th of July, but admit that the end may come by Saturday of next week.

Of the problems still unsolved by the Republicans' lead, one, wool, iron ore, gypsum, talrow and a few chemicals are giving the most trouble, but there is no doubt of an adjustment on all of these which will hold the full party vote. The disposition is to hold to the rates at present fixed on lead and iron ore with the intention of making a reciprocity amendment. The rate on Canadian coal will probably be advanced to 6 cents per ton.

The advocates of a high rate on lead ore, apparently are prepared to meet their opponents half way in conference and accept a rate of 1 1/2 cents. The finance committee has practically decided to abandon the proposed tax on bank checks which at one time was so favorably considered and also the increase of 4 cents a barrel in the beer tax and the change in the tobacco tax.

There is some difficulty in the judiciary committee in agreeing upon the form of an anti-trust amendment, but all the probabilities point to the incorporation of the Petrus proposition directed specifically at the Sugar Trust and of very little more. It is expected that the reciprocity amendment will be all ready for presentation by next Tuesday. The present indications are that it will make provision for negotiating a reciprocity treaty, but that there will be a requirement that they shall be submitted to the senate. The necessity for subsidizing the revenues will be under it impossible that provision should be made for the free admission of dutiable articles under reciprocal agreements but that a maximum per centage for remission will be specified. The rate of remission most favorably considered now is 20 per cent.

There will probably be objection to the retention of the house provisions for the remission of the Hawaiian reciprocity agreement on sugar, but the finance committee will favor such an arrangement and the probabilities are that the Republicans will support it solidly pending action upon the annexation treaty.

The action of the committee in withdrawing its amendments to the sugar schedule probably would have the effect of leaving the provisions in force without further effort to that end, but there is no probability that some one

BOX-CAR THIEF IS CAPTURED

An Organized Gang Will Probably Be Broken Up.

THE GOODS WERE BILLED TO OGDEN

VALUED AT ABOUT TWO HUNDRED DOLLARS.

Never Reached Farther West Than Cheyenne, However, Where They Were Being Sold on the Street—Systematic Plundering of Union Pacific Trains Has Been Going on For Years Past.

(Special to The Herald.) Cheyenne, Wyo., June 26.—Sheriff Shaver of this county made an important capture of a box car thief today, and it is believed he has broken up an organized band that has been operating here for many months.

Florio Rollman pilfered a box car in the Union Pacific yards on Thursday night of a box of merchandise, valued at \$200, billed to Ogden from Montgomery Ward.

Rollman was detected selling the goods, and his house was searched, under which an important and valuable cache was found. For some time merchandise has been pilfered between here and Salt Lake, but until now the officers were unable to detect the thieves.

BROWN ONCE MORE. Even Dictates the Personnel of the Pension Board of Examiners.

(Special to The Herald.) Washington, June 26.—The following board of examiners of applicants for pensions have been appointed at Salt Lake City: S. C. Ewing, A. J. McLean, Dr. Penrose, at Ogden; A. S. Condon, R. S. Joyce, G. A. Dickson. These appointments were made upon the recommendation of ex-Senator Brown.

L. R. Rogers returned last evening from New York.

RACES AT ANACONDA. Season Promises to be a Very Interesting One.

(Special to The Herald.) Anaconda, Mont., June 26.—There was a great crowd at the first day's racing here, fully 7,000 people being present. A great feature of the day was the three horse running race at a mile between "Older Joe," Imp Butte and Imp Paladin. It was almost an even thing in the betting between Marcus Daly's Imp Butte and Older Joe, while Imp Paladin was not thought much of. Thoroughbred dollars were wagered on the result of the race, Older Joe was piloted by H. Brown, a colored boy of fair ability, while Imp Butte had the crack jockey Lantry on his back. The black horse, Older Joe, came under the wire an easy winner, three lengths to the good, Imp Butte second, about the same distance ahead of Imp Paladin. The time 1:30 was very good considering the condition of the track, which, at its best, is two seconds slow to the mile.

The fifth race, a six furlong, selling event, created quite a sensation, the largest field starting that Montana ever beheld. It was an ordinary selling event, but the excitement was keen, and even money against the field. The Vallejo man, must have gathered in a few shekels, as he backed the winner, Howard, who sold, coupled with Montaldeo, against the field of 12.

The Oregon stakes, 2:35 class, brought out a large field. Searchlight was the favorite in the over-night betting and at the track before the first heat. He sold even money. Searchlight took the third, fourth and fifth heats and ran in a very impressive manner.

California is well represented in Montana with some of the best harness and long talks. It is predicted, and it looks that way, that this will be the best meeting ever held in the north-west. The purses are large and the class of animals high. Searchlight took a 2:12 class, trotting, three in five—Stam R., Monterey, Londina Wilkes, three time—2:14.

2:35 class, racing, the Oregon stakes, three in five—Searchlight, Louise M., Jib. Best time—2:17.

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Even Clark Has Got The Fever. Washington, June 26.—Senator Clark of Wyoming is arranging a senate-house baseball contest, to be played when the tariff bill is in conference. The proceeds to be given to the charitable institutions of Washington.

Pulitzer Again in Control. St. Louis, June 26.—The Pulitzer Publishing company today resumed the management of the St. Louis Dispatch. Colonel Charles H. Jones having resigned as editor and manager and severed all connection with the paper. Colonel Norris of the New York World, becomes general manager.

An Illinois Attorney Kills Himself. Ottawa, Ill., June 26.—George D. Ladd, attorney, one of the most prominent and wealthy business men of Peru, committed suicide today by shooting. He was one of the promoters of the Illinois Valley & Northern railway. The village of Ladd, Bureau county, is named after him. Ill-health was the cause.

Rice Mills Destroyed. New Orleans, June 26.—Fire totally destroyed the Ernest rice-mills at Julia and Magazine streets. Loss, \$150,000.