

# Three Coaches Left at the Drawbridge and With Imprisoned Passengers Were Submerged in Eighteen Feet of Mud and Water—Struggling Men, Women and Children Were Drowned Like Rats

ONE of the most terrible disasters that have occurred in this section of the country in recent years resulted in the loss of probably 70 lives yesterday afternoon at Atlantic City, where three cars on the new electric line left the tracks at a point where a rail was twisted and plunged off the drawbridge in the deep water of the Thoroughfare below. The cars, or two of them, were completely submerged and there was no escape for the passengers who were drowned. The work of bringing out the dead is now being vigorously pushed. The total number will not be known probably until the submerged cars are brought to the surface. A number of persons were injured. Nearly all were removed to the Atlantic City Hospital.

From a Staff Correspondent. ATLANTIC CITY, N. J., Oct. 28.—Veered suddenly from its course, in all probability by an imperfectly locked drawbridge rail, an entire train on the West Jersey and Seashore Electric Road plunged from the Thoroughfare bridge into the waters below at 2.30 o'clock this afternoon. Three carloads of passengers who had left Camden at 1 o'clock were carried down without an instant's warning. Between fifty and seventy are dead, and the bodies in the sealed cars lie at the bottom of the Thoroughfare.

Exact figures are impossible. Each car holds fifty-eight persons, but Conductor James Curtis, who escaped alive, says he only collected eighty-six through tickets and ten locals. Less than thirty persons escaped alive, most of them from the rear car. Twelve of these are seriously injured. All of the saved come from the rear car. Those who were in the other two never had a chance to escape, and most of their bodies are still piled in the sealed cars under the waters.

### DIVERS AT WORK

Divers have gone down and peered through the sealed windows to come up again horrified at the picture. Women, babies, richly dressed, poorly clad, young and old, are piled in the tangled embrace of death. To most of those who took the dip it must have been the agony of slow torturing end. The electric trains are not only vestibuled, but sealed by doors at each end. The windows are thick, immovable glass. The cars are simply so many pens from which there was no hope of escape. Those who were conscious after the first shock must have remained alive while the waters rushed in and blotted out hope. Wrecking crews are working valiantly. Great derricks are being swung from the bridge. Divers are going down and coming up. A small army is working amid the swinging lanterns and dotted lights on the bridge. It will be morning and perhaps even later before the whole sum of the tragedy is computed.

### GOING FORTY-FIVE MILES AN HOUR

The electric cars run in trains of three, starting hourly from Camden over the new line of the Pennsylvania Railroad. They cross the meadows over a new bridge to the south of the older bridges. Like all the trestles that span the Thoroughfare, it is equipped with a drawbridge. The train was due to cross the bridge about 2.30 o'clock. Just half an hour before that time a yacht had passed down, and the bridge tender had swung open the draw. This man insists that after the draw was closed he is positive that the tracks met properly. This is a point on which the inquiry may hinge later, for if the bridge was carelessly closed and the rails did not meet it may tell plainly the story of who was to blame. Walter Scott, of Camden, a veteran of the Pennsylvania service, was the motorman. James Curtis, of Camden, the conductor, and S. Rollin Wood, of Camden, brakeman, were in the rear car. To this they owe their lives. The train was going a speed of forty-five miles an hour, when at about the drawbridge there was a wrenching sound, and the wheels jumped the tracks.

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## CONDUCTOR TELLS OF FATAL PLUNGE

### Says There Were Seventy-seven Passengers on Board, According to His Count of Tickets. Cigar Saved One Man's Life

Frantic women, striving to learn if their husbands or children were among the drowned; grief-stricken survivors so overcome by the horrors they had passed through that they could scarcely speak; crippled victims of the disaster being helped into cabs, all served to make the Camden station of the West Jersey and Seashore Railroad a most exciting spot for hours yesterday after the report of the Atlantic City electric express reached the city. There was the big two hundred and fifty-pound conductor of the now wave-washed train who had escaped by squeezing through a car window, smashed by a frantic negro, and swimming upward through fourteen feet of water, which covered the three wrecked cars. There was H. E. Wood, of Germantown, rejoicing that he was alive, because just a moment before the train leaped from the drawbridge he had gone to the rear platform to have a moment's smoke, in violation of the company rules. Trainmen, gatemen, porters and railroad officials all vied with one another to make the survivors comfortable or to quiet the frenzy of the anxious inquirers. But they had small comfort to give. Every official report confirmed the early rumors that fully sixty persons had been caught in the new steel cars and drowned like rats in a trap in fourteen feet of water as the electric train rolled over the south side of an improperly closed drawbridge just outside Atlantic City.

While some of the survivors were being hurried to hospitals and others were telling their thrilling stories of the wreck to scores of listeners, the railroad officials were sending two special trains with diving crews to fish up from the death-trap cars the bodies of the passengers who at 1 o'clock yesterday afternoon had left the city for a day's outing at the seashore. Conductor Tells of Fatal Trip One of the most thrilling stories of the wreck was told by Conductor James L. Curtis, of 516 Stevens street, Camden, who was in charge of the train. Curtis at first was unwilling to make any statement, but upon being asked for his story by officials of the company, said: "Our train was the Atlantic City ex-

press, scheduled to leave Camden at 1 o'clock in the afternoon and reach Tennessee avenue at 2.30 P. M. We were a little late in starting, and Scott, the motorman, kept hitting it up a little to catch up. The trip had been uneventful to the time we jumped the bridge. "There were seventy-seven passengers, according to my count of the tickets, in the first two coaches. I should say the passengers were about equally divided between men and women. In the last coach there were some women, but in the extreme rear were a lot of musicians, members of a band who were going to play a Sunday afternoon concert at one of the piers. "What caused the accident I only know from hearsay. It all came so quickly that no explanation was possible. I was in the forward part of the middle coach of the train when I heard a crashing noise in front, and realized the train had jumped the track. Before I could realize it fully, however, the second car toppled, and the next instant our car splashed into the water. "It would be impossible for me to tell what happened then. There were screams and curses from all parts of the car. The water did not seem to be coming in very fast, and had it not been for the intense darkness I might have thought that the car was fully half out of water. The shock of the fall was not great, but most of the passengers had, I suppose, been looking out of the window, and they all knew the awful danger.

Escaped Through Window "Almost before I could think what to do a big negro who had been in the car dashed himself against a window, smashing it open and letting in a torrent of water. I could not see what was going on in other parts of the car, but believe that others were attacking the windows, so I rushed at the window through which the negro had gone and fought my way through the torrent. "I am a pretty big man, and it was hard getting through the window. My breath was most gone, but once through I gave one spring and swam with all my might, reaching the surface quickly. I should say the cars lay in about fourteen feet of water. The first two cars of the train had disappeared beneath the water, while a small portion of the rear of the third car showed above water. "I will not talk any more about the accident. It is too dreadful. Just say that I smashed my way through a win-

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## KNOX'S SPEECH MESSAGE FROM THE PRESIDENT

### Ringling Call to Republicans to Stand by Stuart Made at Pittsburg

Senator Knox's ringing call to Republicans to stand by Stuart and the entire Republican ticket from top to bottom is taken as a direct message from the White House.

Senator Knox delivered his speech on Saturday night to the largest mass meeting ever held in Pittsburg.

Tonight the Senator will preside at the great Republican rally at the Academy of Music in this city. Roosevelt's right arm in the prosecution of the illegal trusts, Attorney General Moody, will be the chief speaker of the evening. Senator Knox's remarks here will be on the same lines as his Pittsburg address, but not of such length.

Knox's speech is undoubtedly the greatest address that has been made in the present campaign on either side. With logic that is unanswerable he shows

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## For the Unemployed

### AMONG THE WANT ADS On Pages 12 and 13 of Today's Inquirer there are

- Bakers ..... 14
- Barbers ..... 18
- Blacksmiths ..... 1
- Bookkeepers ..... 2
- Bootblacks ..... 1
- Boys ..... 103
- Bushmen ..... 10
- Cabinet Makers ..... 6
- Canvasers ..... 10
- Carpenters ..... 51
- Cashiers ..... 9
- Chambermaids ..... 14
- Cigar Makers ..... 24
- Coat Makers ..... 0
- Compositors ..... 2
- Cooks ..... 10
- Drivers ..... 9
- Drugs ..... 5
- Dishwashers ..... 22
- Dressmakers ..... 22
- Engineers ..... 2
- Finishers ..... 0
- Girls ..... 80
- Grocery Clerks ..... 33
- Hosiery ..... 20
- Housekeepers ..... 4
- And about 275 other occupations.

## STUART HOME AND IS HAPPY OVER OUTLOOK

### Republican Nominee Will Speak at the Academy of Music Meeting Tonight

Edwin S. Stuart, Republican nominee for Governor, rested at home yesterday. After most strenuous campaigning he returned to the city early yesterday morning and went directly to his house on South Broad street. Buoyed up by the enthusiasm with which he and his colleagues have been receiving, elated over the large meetings that have been held in their honor, inspired with confidence in the reports that have come to him from every quarter of assured victory for the entire Republican ticket in the State canvass, Mr. Stuart was in happy spirits. He preferred not to add to his previous general predictions of a splendid Republican victory on November 6, but chatted freely about the many pleasant incidents of his tour in the State, of the popular ovations given the campaigning party, and of the enthusiastic interest that is being displayed in the Republican cause by citizens in every county in the Commonwealth.

Mr. Stuart is due to arrive at Doylestown, Bucks county, at 10.01 this morning, and will be met at the depot by a Reception Committee, composed of leading citizens of the town, and escorted by the Doylestown Band, he will be driven to the Fountain House, where a reception will take place. After dinner there will be a meeting in Lenape Hall, and at 3.30 in the afternoon Mr. Stuart and his associates will go to Bristol by special trolleys, and en route half-hour receptions will be held at Newtown and Langhorne.

### Special Train From Bristol

Mr. Stuart will be among the first speakers at a meeting in Bristol tonight and will then board a special train for Frankford Junction, where he is due to arrive at 9.05. He will be taken from there by automobile to the Empire Theatre, Frankford, after which he will board the special, which is due to arrive at Broad Street Station before 10 o'clock. He will then be taken to the meeting in the Academy of Music. A large attendance is expected tonight at the meeting in the Academy of Music, at which Senator Knox is to preside and

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## P. R. R. ISSUES LIST OF DEAD AND INJURED

Following is the list of dead, missing and injured, as issued by the Pennsylvania Railroad:

- Dead**
- DANNIBOLD, VINCENT, 723 South Eighth street, Philadelphia; died in hospital.
- DEMPSEY, JAMES, fireman car inspector, Camden.
- SCOTT, WALTER C., motorman; went down with his car; body not yet recovered.
- WOMAN, partially gray hair, three rings, one ring with initials "E. E. S." gray cloth suit, watch with no initials, handkerchiefs with "E. E. S." on one and "E" on another.
- MAN, about 5 feet 10 inches, 180 pounds, smooth face, sandy hair, cards bearing name of "E. E. S." phone 0288 in left pocket, some package tickets in his pocket reading "Tulpe-locked."
- At Crewler's Undertaking Estab-lishment
- ONE ITALIAN, member of band, 5 feet 8 inches, 180 pounds, black hair, black mustache.
- YOUNG WOMAN, black hair, about 20 years of age, 110 pounds, light waist and black skirt, one gold watch, wedding ring with initials "E. E. S." to I. M. G., 12-21-04. She died in hospital.
- WOMAN, 60 years of age, gray hair, 120 pounds, green waist, black skirt, black shoes, white gloves.

### At Jellies & Kates', Atlantic Avenue, Between Illinois and Indiana Avenues

- MAN, black hat, red mustache, white sweater, black short coat, about 40 years, 5 feet 10 inches.
- MAN, about 60 years, 5 feet 7 inches, black coat and trousers, black hat, and mustache, bill tucked in shirt, in account with Sherman, 225 and 330 South street, Philadelphia (small) open face watch, large ear, in left arm.
- YOUNG WOMAN, about 22 years, brown hair, 110 pounds, black silk skirt, white waist, Eton coat, supposed to have been Mrs. Bradish (identified by Mrs. Korman, of Young's Hotel).
- Missing
- ENDICOTT, A. B., and wife, Camden.
- BIRCH, H. W.
- WALSH, J. W.
- STEWART, MRS. W. H. AND SON, South Merion avenue, Wrenonah, N. J.
- Saved
- DOUGHERTY, JOHN, 2230 Brandywine avenue, shock, went home.
- DUDELL, IDA, Florence, N. J., shock, in hospital.
- TANCA, E., leader of band, badly cut, when home.
- KELLEY, JOHN E., Chester, Pa., bruise

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## THE WEATHER

Forecast from Washington: Eastern Pennsylvania, New Jersey and Delaware—Fair and continued cold Monday and Tuesday; fresh west to northwest winds. Maryland and District of Columbia—Fair Monday and Tuesday; warmer Tuesday; fresh westerly winds. Western Pennsylvania—Partly cloudy Monday and Tuesday; warmer Tuesday; fresh westerly winds.

New York Herald Forecast.—In the Middle States and New England today fair and colder weather will prevail, with fresh westerly to northwesterly winds and frosts in the interior districts. On Tuesday fair weather will prevail, with fresh and light westerly winds and nearly stationary followed by slowly rising temperature and on Wednesday partly overcast and slowly rising temperature, probably followed by rain in the northern districts. European steamers now sailing will have mostly moderate weather and fresh westerly breezes to the banks.

For Detailed Weather Report See Second Page—Eighth Column

## "JACK ROSE" Rye in Half-Pint Sealed Packages AT ALL SALOONS, 25c

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