

THE GREAT
BAYVIEW
TRAIN
WRECK OF
APRIL 1889

fireman Robert Archibald with baggageman Thomas Peden inside the car. The Express car caught fire, Archibald and Peden died. The fault, Engineer Robinson had seen from at a distance a passenger train, but it was the earlier Hamilton train. The telegraph operator and Conductor Vince should have known but it was a cold windy day and the "to go ahead," cost two lives.

JUNCTION CUT

APRIL 28, 1889

The morning of April 28th, 1889 Passenger Express No. 52 eastbound was driving through rain and wind down the Dundas grade to reach Hamilton for seven o'clock. Express No. 52 east was pulled by engine 758, two baggage cars a smoker, a C> car, a Wabash coach, Pullman car "Eloise", and three Wagner sleeping cars the "Fitchburg, Montpelier, and Messina." In the cab of engine 758 that morning was engineer Joseph Watson and fireman E. Chapman. Nearing the bottom of the grade they hit the curve and running straight at twenty-five miles per hour, they could see the West (Hamilton) Junction switch, it was aligned in the proper manor to allow them to take the west side of the wye into Hamilton. The engine just passed the switch, a bang, a shake, Watson slammed the air-brake then in an instant the engine jumped off the track and did a complete sommersault hitting very hard the base of the watertank inside the wye. The tanks wooden timber foundations shattered on impact. The water tank collapsed, 30,000 gallons of water fell on the engine, the cab with fireman Chapman was swept out and over the high embankment to the bottom of the ravine. Engineer Watson found he had survived too.

The passenger train- the first baggage car was still on the rails and just rolled by, but the second baggage car derailed and slammed into the wrecked locomotive and took fire, the smoker ran into the baggage car and splintered as the Wabash coach telescoped into the smoker. The other cars derailed but were safe. The wretched cars were now a blaze. There were survivors, there were wounded and there were dead and then there were the trapped, trapped as the fire gave the spectre of live cremation. Some water was made available from the pump house at the bottom of the embankment but it was enough.

not

ANOTHER HORROR

Terrible Railway Accident at the Fatal
Junction Cut.

A Catastrophe Equalling All Recent Dis-
asters in the Province.

Twenty People Killed and Over a Dosen
Injured, Some Badly.

Eighteen Unfortunate Imprisoned in the
Wreck and Burned to Death.

Most of the Victims Americans Going to
the Washington Centennial.

The Train Takes Fire and Is Destroyed,
Except Two Sleepers.

The Accident Caused by the Train Jump-
ing the Track at the Curve.

Interviews With the Survivors and
Description of the Wreck.

No Canadians Among the Dead or In-
jured Passengers.

The Injured.

RUDOLPH J. EDENER, of Chicago.
L. S. GURNEY, of New York.
EIGHTEEN PERSONS, whose remains
have not yet been identified.

The Injured.

HAMILTON CLARK, 147 West Ohio
street, Chicago, Ill.—double fracture of the
right leg; head out; bruised on the arms.
Sciatica.

ANTONIO MARTZ (Italian)—cutting the
back of his head. From Wisconsin, on his
way to Italy.

EDWIN CHAPMAN, fireman, of Lon-
don, Ont.—badly scalded on the right hand
and right side of face.

ENOCH KENTON, 30 Main Street, Lane-
don, Ont.—badly scalded on the right hand
in the right forearm and badly bruised.

WILLIAM LIPSEY, 69 North Ban-
ton street, Chicago—sprained ankle.

A. L. DONLEY, 48 West Adams street,
Dawville, Ill.—cut about the head.

J. A. PALMER, Ilios, N.Y.—cut about
the head.

GEORGE WINE, Union Hill, N.J.—
right ear torn off and painful scalp lacerated.

ANDREW J. CARPENTER, Yankton,
Dak.—cut about the head.

S. E. YOUNG, 264 North Avenue,
Chicago—badly bruised.

JOSEPH MORRIS, Clark's Island,
Maine—cut about the head.

J. WELLS, baggeman, Niagara Falls—
shoulder dislocated.

JAMES PECKHAM, brakeman, Ni-
agara Falls—slight injury to his leg.

JOSEPH WATSON, engineer, of Lon-
don—cut, bruised and scalded, not
severely.

The junction cut at the western end of
Hamilton may well be considered
“the dark and bloody ground” of the
Grand Trunk railway system. Ever since
the ill-fated night in 1869 when the ex-
press plunged into the Djiwadi canal, death
seems to stalk around in that vicinity,
and the occurrence of wreck after
wreck, all more or less appalling in re-
spects, have caused superstitious railway
men in recent years to look upon the
locality with dread. Now another has
been added to the ghastly list—this time a
catastrophe of such magnitude and horror
as to rival the original predecessor of this
series of railway catastrophes.

Yesterday morning was dark and cloudy,
and a constant pour of rain flooded the
city. The people were out upon the
streets in any numbers until towards
church time, and then as the groups
gathered at the church doors vague rumors
passed from mouth to mouth of another
wreck at the junction, but as first the
frightful nature of the disaster was not sus-
pected. Only forty days before the city
had been thrilled with the news of an awful

The Accident
The limited express came down the
grade at a high rate of speed, five minutes
late and with slippery rails that made it
difficult to control the momentum of the
heavy load. The train dashed down the
grade, wheeled the cars over in safety,
passed the switch on the embankment, but
its momentum was too great to enable it to
round the second cut. It jumped onto the
water tank at the apex of the Y. The
engine left the rails 155 feet from the tank,
crashed across the intervening space like a
flash and struck the structures with such
force as to move it into places
in an instant and shooting the
fragments far in advance. Heaved into
the collision, the locomotive glanced
off broadside to the track and turned
upside down, while the tender leaped
over it and landed among the debris
on the tank. The leading baggage car
was shot past on the south side and
alighted a wheelbarrow, shattered but in
the entrance of the rock cutting. The next
baggage car mounted a heap of coal on
the tank side just on the verge of the em-
bankment. On reached the amazement was
brought against the upturned engine and
the day coach that followed telescoped into it with hideous results.

The next three cars, cushioning on the
wreck and checked by plowing in the
deep sandy soil, came to a stand, amaz-
ed, while the Elizur and Montpelier
sleepers remained on the track. Of the
bodies that followed no coherent account
can be obtained from the survivors. All
can be learned from the survivors. All
the escaping steam and the blinding
vapors of the wrecks of the
survivors of the injured arose from the
swirling mass of debris. The drivers and
firemen had a miraculous escape. As the
engines turned over the top of the cab was
nearly disengaged from the embankment and
they were spilled out with comparatively
slight harm. They had stuck to their posts.
The accident happened so quickly that
there was time to do anything else. Those
that survived were first secured and carried
out of harm's way, but walls and screens
and the gashes of dying came from the
inner part of the wreck. The drivers and
firemen as no inquiries were made about
surviving relatives.

Eye-Witnesses of the Disaster.
So far as could be found only two persons
witnessed the accident. Little Marie Flory,
the fourteen-year-old daughter of John
Flory, who was standing at the window
of their home across the ravine
when the express came along. “I saw it,” she
says one of the girls, “right in this place
yesterday afternoon. I was in the smoking
car and was preparing to have a sleep when
the car lunged and the passengers were all
thrown forward. There were all
over the floor. Palmer, one of the
injured passengers, went to the hospital
about six o'clock and went to the station,
intending to take the first train for home.
As he was walking along he met a
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ANOTHER HORROR

The Accident
The limited express came down the grade at a high rate of speed, five minutes from the time it started, and with slippery rails that made it difficult to control the momentum of the heavy load.

The train dashed down the grade, wheeled the first curve in safety, passed the switch on the embankment, but, horrified at the frightful sight, those who saw it will never forget the scene as the long line of coffins was borne to the east.

Then the awful, seventeen bodies! Then the awful, seventeen bodies! Then the awful, seventeen bodies!

Boyan, eight, nine, fourteen, Devots to Toronto, and occupied both in the engine. We were up and dressed, in a grade, wheeling the first curve in safety, workers, and men turned away sick and

were picked carefully out and laid within them. One, two, three, four, five, six and seven bodies, and still that frightful heap gave the affair: "We were on our way from the Pullman stopper, about three cars from the engine. We were up and dressed, in a grade, wheeling the first curve in safety, workers, and men turned away sick and

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The Terrible Railway Accident at the Fatal Junction Cut.

A Catastrophe Befalling All Boxcars Passers in the Province.

Twenty People Killed and Over a Dozen Injured, Some Badly.

Eighteen Unfortunate Imprienced in the Week and Burned to Death.

Most of the Victims Americans Going to the Washington Centennial.

The Train Takes Fire and is Destroyed, except Two Sleepers.

We Canadians Among the Dead or Injured Passengers.

Interviews With the Survivors and Description of the Wreck.

The Accident Caused by the Train Jumping the Track at the Curve.

We Canadians Among the Dead or Injured Passengers.

The Driver Killed.

RUDOLPH J. EDERER, of Chicago, L. B. GURNEY, of New York, H. G. MABTZ (Italian)—ent in the back of the road. From Waconian, on his way home to Italy.

EDWIN O'HAPMAN, fireman, of London, Ont.—badly scalded on the right side of his body.

ENOCH KENYON, No. 9 Mining lane, London, England, mining engineer, on his way from San Francisco to London—severed ribs fractured.

O. O. AZBEL, Edwartport, Ind.—out in short time had removed shods & done a dozen times I saw it first and the whole thing was over quickly."

The reporter unearthed a nice lively old man and woman.

The reporter unearthed a nice lively old man and woman.

Hall and Dr. A. H. Dixon, of A. H. Dixon & Son—were together on the unfortunate train. Dick Hall was seen at the Royal Hotel about noon and gave this version of the affair: "We were on our way from Detroit to Toronto, and occupied both in the engine. We were up and dressed, in a grade, wheeling the first curve in safety, workers, and men turned away sick and

around, the running of the train, because I am well acquainted with what section of the country. I don't think it was running more than twenty-five miles an hour. The car I was in was pretty well filled, only two or three people were in the upper berths being women. The first intimation I had that anything was wrong was when I felt a sudden shock. I don't think the passengers from their seats. Then the car began to jump violently, and I concluded that it was off the track. I and some more of the passengers tried to get to the rear platform, but the coach was jumping day after day so that we could not navigate, which was no sears enough to throw the passengers out of the broken car, which seemed to be all jumbled together. The passenger coach ahead of us was off the track. The locomotive was lying on its side, partly covered up by the water tank. Then the train came to a standstill. I went outside and saw the passengers come out of the broken car, because it was standing about thirty feet from the locomotive. It was standing over the locomotive, because it was off the track. I could not hear any order for help. I had no idea that there was another car taken up by the water tank. The tender was thrown across the track. The baggage car must have jumped clear over the locomotive, because it was standing about thirty feet from the tender. I could not hear any order for help. I had no idea that there was another car taken up by the water tank. The men as I could learn the injured passengers were mostly those who were in the smoking car. It was the first coach to catch the fire. There were very few ladies on the train. Captain Hall and Dr. Dixon went to Toronto on the 6:30 train. The former lost all his baggage.

John Harrington, yardman, went out in charge of the auxiliary occurred. He took charge of the bodies and had the car run up to Victoria Avenue near the hospital, where they were loaded on a flatcar and conveyed to the morgue. No effort was made to identify them. Last evening, as there were no persons looking for missing relatives, the jury has seen them to-day a thorough examination will be made to obtain clues as to their identity. All the dead are supposed to have been from different parts of the northwestern states, and it may be some days before their relatives are apprised of their death. Evidently none of the dead had relatives made about the survivors, and no inquiries were made about missing relatives.

Eye-witnesses of the Disaster.

So far it could be found only two persons witnessed the accident. Little Miami Flood, the fourteen year old daughter of the junction, was standing at the window of their house across the ravine when the express came along. "I saw it come out of the curve all right," she said, "but just as it got about half way across the high embankments the engine began to bump up and down and went straight to the back. The roof and planks flew into the air, then I heard an awful noise which seemed to be all piled together. I got to the top of the car and was helped out by Mr. Walker, of Toronto. The car started and then we saw the fire begin to blaze up. The train was running very fast at the time I saw it first and the whole thing was over quickly."

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of discoveries among the ruins was as follows: The extent of the damage revealed the true extent of the disaster. When fuller details were learned it was decided that there was an involuntary feeling of thankfulness that no Hi-mil-tonians nor residents of sister towns or cities were among the dead; but this specially gave rise to profound sorrow and sympathy for those unfortunate strangers who had met with death and mutilation so far from home and friends.

The unfortunate train on this occasion was the through limited express which reaches Hamilton at 6:55 in the morning, having been made up at Windsor at 1:30 o'clock and loaded with passengers from the Ohio and Grand Trunk and Wabash lines. It was unusually heavy and crowded yesterday, for Sunday, most of the passengers being on their way to the Washington centennial in New York. It was made up of a locomotive, two baggage cars, a smoker, two day coaches, Wagner cars and a day coach. Wagner cars ran between Cincinnati, Montpelier and Elsie in that order. One sleeper and a coach were loaded in at Detroit with eighty passengers from the Wabash roads. And the balance were Chicagoans bound for New York. Engineer Edward Joseph Watson and Newman Dismann were on the engine, and Miers, Falls, Dismann, and Neiman.

Condenser room, on the left, as it approached the end of the arch. As it approached the end of the arch, Hamilton saw a woman walking to the heavy load and the slippery bottom of the rail.

Where the accident occurred.

From Osgoode to Dundas there is a very heavy grade, which becomes less steep as the distance of the latter point, but continues to the P.W. Here the road branches to the right and left, going to Hamilton and Toronto, and on through the fork of the streets stands—or stood—a large wooden tank of

The ordinary pattern. Immunity from the ravages of the Y the track emerges from a deep cut and at this same time turns a sharp curve and comes out on a six-foot embankment overlooking an arm of the Dundas marsh. It crosses this embankment, a distance of about 400 feet, and then takes another sharp turn to the right and vanishes into a rock cutting through Burlington Avenue. Another cutting runs off to the southwards. Toronto, and at the angle of the Y between these cuts is a high, rocky point with the wear tank in front of it. In the embankment before mentioned, at about 315 feet west of the tank, is a switch which leads train into either Hamilton yard or to the Toronto branch. Briefly stated there is at this point of the line a grade crossing consisting in a double curve that makes one line turn at right angles,

another man out, and gave him over to another
in an ruined tank and placed him under the
point. He was badly hurt and feebly asked
for water. I asked him if he wanted any
whiskey, and he said yes. Then I ran
back to the car and got my whiskey and
fed him with it. When I went back to my
car I found the people in it and then
was right through the train as far as the
wreck. Getting the people one of their
belts. With this help of some others I
uncoupled the last two cars and shoved
them back. The third Pullman we
could not move because the front

part of this truck was smashed. All the ladies and children were got out of the car. On the leading Palmists and us left the two twisted that had been detached. There have begun rumors that some people were burned in this wreck. That is not so. I carefully inspected the wreck before the fire reached it, and I am certain that there was nobody in it." [Mr. Walker said this at 11 o'clock in the evening.] "The gassy fluorescences made in the afternoon are a sad commentary in his words.]

Edwin Ohsparian, the steward, is among the injured at the hospital. "I don't know," said he, through the bandages enveloped his head. "I don't know what happened to me. I was jumping up and down in the aisle of the ship when the boat struck the bank. We were going at the time, speed no faster than usual. I'm sure. There was a great crash, and the next thing I knew I was lying on the ground. I know no more than you do how I came to escape so well. You see, I have only a badly sealed hand.

and face. It was not time and wagon teams arrived, or I jumped. We had no time.

W. H. Poole, of Niagara Falls, conductor of the train, said: "I took charge of the train at Detroit. We left there about one o'clock in the morning. As near as I can judge there were 115 passengers on board, most of them through passengers. The train consisted of ten cars—two baggage cars, a smoking, three first class coaches and four sleepers. At the time the accident occurred I was in the front part of the sleeping car nearest the engine. The passengers in the car I was in were not seriously injured, but they were badly shaken up. Mr. Poole refused to say anything further about the accident. He was a few minutes away from the scene of the

slightly hurt about the body, but was well enough to go on to the Falls. His overcoat and traps were burned. Thomas Kinley, of London, news agent on the train, limped around the station suffering from a slight injury to his leg. He made the following statement: "I got on board the train at London, and took a sleep until I reached Harrisburg; when I awoke and went to work it was nearing Copetown. I was in the second passenger coach from the smoking car. The first thing I knew the car gave a lurch forward and I was thrown on my back. The top of the coach was on my oil and all was confusion. The passengers in the front were not hurt. After I got out I could hear cries for help, and I went on top of the forward coach and assisted in rescuing several passengers." Mr. Kinley was very modest, but it was learned from another source that he did grand work in getting the imprisoned passengers out of the wreck.

"Alberton," which looked as though they might have belonged to uniforms. This is the fourth wreck that has occurred near this junction within the last five years. Two express trains collided west of the junction in 1904 and two men were killed. In 1905 another collision occurred on the Toronto side of the Y and two tramps passed in their checks. In February, 1906, another collision resulted in the loss of two more lives and a lot of property. Among the railway men present were R. A. prescription blank and a business card.

card of G. B. Smith, of Utica, was found in his pocketbook. The other articles found on the body were a pair of scissars, a straight bladed knife and a pair of kid gloves.

A second body was found lying near the wreath of the sunburst car, a son of feet from the track. There was a large hole in the temple and the hand was cutred. The left leg was fractured in two places. In the pocket was found a number of letters from Brooklyn and New York addressed to L. B. Gurney, at the Seventh Avenue hotel, Pittsburgh, at Cincinnati, St. Louis and Toledo. Several of the letters are very affectionate, etc., etc., are presumably wretched. When he crawled out and found himself uninjured he rolled up his trousers and ran home at the top of his speed, in order to beat the news home. He knew that his mother and sisters expected him.

Young, a young man whose mother had sixteen ~~was~~ on board of the accident and returned. His wife was on the train, new works in the Grand Trunk railway shop in Detroit and was on his way home for a visit. Hugh was buried under a pile of wreaths. When he crawled out and found himself uninjured he rolled up his trousers and ran home at the top of his speed, in order to beat the news home. He knew that his mother and sisters expected him.

The members of the Uncle Tom Cabin company who came up from Toronto at 10:30 Saturday night, were waiting at the station to take the limited express for the 116th Street connection in Bayonne.

or ordinary expectation in hardness, the
Chambers street, New York. Among the remaining
letters was one from the firm, headed
"Dear Barn," which was addressed to
Pitcairn. He had an exursion ticket
purchased at the Palmer house, from
Chicago to New York. There were
a number of orders for cutlery from
Keen Knoe, South Clark street, McNeil,
Campbell & Co., A. Coulter & Co., and
Rosenstock & Co., all of Chicago. These
were written on Island hand, Chicago.
The dead man was about
thirty-five years old. His head probably on his
way back to New York from a western
trip. He was neatly dressed, had a gold
watch and wore a diamond ring on the

Notice.

All parties having claims against or who
are indebted to the estate of the late R.
Banner, are requested to send full particulars
to one of L. G. Morgan, 6 Main Street,
Hamilton.

Medals.

The first evening excursion by the
steamer Modjeska has been arranged for
June 7 by Wentworth council 149, Royal
Empire, not imperial council as has been
erroneously stated in the Evening Times.

I have prepared a place outside doors at
the back of my studio for taking photo-
graphs of machinery, stoves, furniture,
horses, etc., also would take society groups
numbering as high as 200 on receiving
a deposit as high as \$10.00.

W. Paxton, corner of
King and Macaulay streets.

A magnificent stock of seals' silk ties and
scarfs at \$1.00 each. The new Cornhill tie
is splendid range of patterns at Treble's,

corner King and James streets.

Station Agent Armstrong worked like a
Trojan and made arrangements for trans-
porting the passengers. About sixty-five
of those who came off the unlucky train
were sent east on a special which left at
11:30. Conductor Pocle, J. Welsh (baggage-
man), Brakeman Gibbons and Peckham,
Fred Dumas, express messenger, and
News Agent Knopoff went through to
Niagara Falls.

The train from the west dues here at two
o'clock went around from Paris by way of
Oleodonia. Those who were bound for
here were brought from Oleodonia by the
Northern and Northwestern division. The
passengers from here and Toronto, who
were going east, were sent to Niagara Falls

Siemion, which looked as though they might have belonged to uniformed men. This is the fourth wreck that has occurred near the junction out within the great circle since 1877. Two express trains collided west of the junction in 1882 and two men were killed. In 1885 another collision occurred on the Toronto side of the Y and two tramps passed in their wake. In February, 1888, another collision resulted in the loss of two more lives and a loss of property.

on January 1, 1865, a fire destroyed the building at 11 Chambers street, New York. Among the passengers was one from the firm, headed to "Dear Barn," which was addressed to Pittsburgh. He had an excursion ticket purchased at the Palmer house, from Ohio to New York and return. There were a number of orders for outlays from Kane Bros., Bonwit Clark, McNeilie, Campbell & Co., A. Conler & Co., and Rosenstock & Co., all of Chicago. These were written on Leland house, Chicago, note paper. The dead man was about thirty years old. He was probably on his way back to New York from a western trip. He was neatly dressed, had a gold watch and wore a diamond ring on the right hand.

All parties having claims against or who are indebted to the agents of the Bank of Montreal, are requested to send full particulars at once to L. G. Morgan, 6 Main Street East, Hamilton.

The first evening excursion by the steamer Modjeska has been arranged for June 7 by Wentworth council 140, Royal Templars, not Imperial council as has been erroneously stated in the Evening Times.

I have prepared a place outside doors at the back of my studio for taking photographs of machinery, shows, funerals, groups of horses, etc., also would take society groups, etc., as high as 300 on receiving a sum not less than \$25.00.

From the west due here at two o'clock went around from Paris by way of Oaledonia. Those who were bound for hero were brought from Galedonia by the Northern and Northwestern division. The passengers from here and Toronto, who were going west, were sent to Niagara Falls.

A magnificent stock of general silk hats and scarfs at \$10.00 each. The new Cornhill life scarfs at \$15.00 each. The new patterns at "Trebly's" a splendid range of patterns such as "Cornhill King and James streets,

ANOTHER HORROR

The limited express came down the grade at a high rate of speed, five minutes late and with slippery rails that made it difficult to control the momentum of the heavy load. The train dashed down the track and boomed straight ahead into the water tank at the apex of the Y. The engine left the rails 195 feet from the tank, rushed across the intervening space like a flash and struck the structure with such force as to stave it into pieces in an instant and shooting the fragments far in advance. Rubbed smooth by the collision, the locomotive glanced off broadside to the track and turned upside down, while the tender leaped over it and landed among the debris over and landed among the debris. On the tank. The leading baggage car was shot past on the south side and alighted a wheelless, shattered box in the entrance of the rock cutting. The next baggage car mounted a steep of coal on the south side just on the verge of the embankment. On rushed the smoking car and banged against the upturned engine and the day coach that followed telescoped into the rock cutting. Of the sleepers remained on the track. The next three cars, cushioning on the week ahead and checked by plowing in the deep sandy soil, came to a stand, unjured, while the Eloise and Montpelier once became a band of rescuers, and the men worked like tigers to get at the victims in the wreck. Those scattered about were first secured and carried out of harm's way, but walls and screens of the grous of dying came from the inner part of the wreck. The driver and fireman had a miraculous escape. As the engine turned over the top of the cab was

were picked carefully out and laid within them. One, two, three, four, five, six bodies, and still that frightful heap gave up its dead. Hovan, eight, nine, fourteen, fifteen, seventeen bodies! Then the awful nature of the holocaust dawed upon the tenders to leave the train at Hamilton. We got up shortly after the train left Harrington. I noticed the running of the train, because I am well acquainted with that section of the country. I don't think we was running more than twenty-five miles an hour. The car I was in was pretty well filled, only a few of the upper berths being vacant. The first intimation I had that anything was wrong was when I felt a sudden shock, Chicago to find out he had left there, but he did not receive an answer. One of the observed bodies taken from the wreck was that of an athletic looking man, but the face was burnt beyond recognition. If Phillips does not put in an appearance to-day then the suspicion that he has been killed will be confirmed.

The Condition of the Bodies.
It is doubtful if any of the bodies will ever be identified, so badly are they burned. Most of them had their heads and legs burnt off, while others were burnt in halves. On the fragment of a shirt the name "Cornelius" appeared, but from a casual examination such as was possible a relation was unable to discern any other marks that might lead to identifying them. Three of the bodies were those of women. Later on the locomotive was jumped over the locomotive, the baggage car man may have jumped from the train. It was standing about thirty feet from the wreckage. I could not hear any cries for help. I had no idea that there was such a great loss of life. The Pullman I was in took fire shortly after the accident. As far as I could learn the injured passengers were mostly those who were in the amateur. It was the first coach to catch fire. There were very few ladies on the train." Osgood, Hall and Dr. Dixon went to Toronto on the 635 train. The former took the news spread, and on its arrival station the news spread, and on its arrival the platform was crowded with people anxious to make their morbid curiosity by gazing at the pile of confusion. Stateman Armstrong and Chief McKinlay first found. As the car conductor of one of the car bodies was run down to the station on Victoria Avenue, near the hospital, where they were loaded into a dray and conveyed to the mortuary. No effort was made to identify them. Last evening, as there were no persons looking for missing relatives, a portion of the roof of the tank. I understood that Driver Watson was thrown from the engine was lying on the Y. The engine tank was demolished. The men examination will be made to obtain clines water tank was demolished. The men were at work getting out the passengers. I were at work getting out the passengers. I saw a couple of those injured lying on a portion of the roof of the tank. I understood that Driver Watson was thrown from the oak of the locomotive."

The Accident Caused by the Train Jumping the Track at the Curve.
The Train Takes Fire and is Destroyed, except Two Sleepers.
Interview With the Survivors and Jured Passengers.
Description of the Wreck.

Meat of the Violent Americans Going to the Washington Centennial.
The Train Takes Fire and is Destroyed, except Two Sleepers.

The Accident Caused by the Train Jumping the Track at the Curve.
Five Killed.

RUDOLPH J. EDERER, of Chicago.
L. S. GURNEY, of New York.

HIGHTEEN PERSONS, whose remains have not yet been identified.

HAMILTON CLARK, 147 West Ohio Avenue, III.—double fracture of the

THE HAMILTON DAILY SPOTATOR, MONDAY

The Accident

The limited express came down the grade at a high rate of speed, five minutes late and with slippery rails that made it difficult to control the momentum of the heavy load. The train dashed down the track and boomed straight ahead into the water tank at the apex of the Y. The engine left the rails 195 feet from the tank, rushed across the intervening space like a flash and struck the structure with such force as to stave it into pieces in an instant and shooting the fragments far in advance. Rubbed smooth by the collision, the locomotive glanced off broadside to the track and turned upside down, while the tender leaped over it and landed among the debris over and landed among the debris. On the tank. The leading baggage car was shot past on the south side and alighted a wheelless, shattered box in the entrance of the rock cutting. The next baggage car mounted a steep of coal on the south side just on the verge of the embankment. On rushed the smoking car and banged against the upturned engine and the day coach that followed telescoped into the rock cutting. Of the sleepers remained on the track. The next three cars, cushioning on the week ahead and checked by plowing in the deep sandy soil, came to a stand, unjured, while the Eloise and Montpelier

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Phillips does not put in an appearance to-day then the suspicion that he has been killed will be confirmed.

An Inquiry.

Coroner A. Woolverton will hold an inquiry this morning at eleven o'clock at the

Police

At midnight it was reported that the

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Twenty People Killed and Over a Dozen Injured, Some Badly.

A Catastrophe Befalling All Recent Immigrants in the Province.

Junction Cut.

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The Accident

Hall and Dr. A. H. Dixon, of A. H. Dixon & Son—were together on the unfortunate train.

Capt. Hall was seen at the Royal

Hotel and the passengers for Ham-

ilton and Toronto came up on a special

train from the bridge.

"We were on our way from

Detroit to Toronto, and occupied berths in

the Pullman sleeping, about three cars from

the engine. We were up and dressed, in-

tending to leave the train at Hamilton.

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to the accident.

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have not yet been identified.

HAMILTON CLARK, 147 West Ohio

Avenue, III.—double fracture of the

skull, the backbone, and the

spine.

Boys all could be found only two persons

witnessed the accident. Little Marie Flood,

the wife of the driver, and his men were

cleared by the track.

Donald Campbell brought

away a sword bayonet belonging to one of

the Yankee soldiers, which had been through

the

Yankee soldiers, which had been through

the

All communications to be addressed
SPECTATOR PRINTING COMPANY,
Telephone 373. Hamilton.

Daily Spectator

AND TRIBUNE

HAMILTON, MONDAY, APRIL 29.

THE RAILWAY HORROR.

Yesterday's railway accident near this city was one of the most frightful in the annals of railway disasters. The loss of life has frequently been exceeded, but the accessories of horror in the present case are most deplorable. The facts will be elicited in the course of the investigation which will take place, and the cause of the sad event will then no doubt be made clearly apparent. At present the evidence received justifies a belief that the train was coming down a heavy grade and dashing around sharp curves at a dangerous rate of speed. It is but just to say that the testimony on that point is conflicting; and it may be as well to suspend judgment till all the truth is known.

Bad as the disaster is, and terrible as are its details, it appears that only the infinite mercy of an overruling Providence prevented worse results. It is almost a miracle that some of the coaches which remained on the track were not thrown down the embankment. Had that occurred the loss of life would have been much greater than that which is now deplored.

The event enforces several criticisms upon railways and railway management, which previous events have pointed out. The first relates to the question of speed. Railway trains are habitually run at unsafe rates of speed. The public are chiefly to blame for this. High speed is expensive, and the companies would much rather limit their trains to thirty miles an hour than to force them up to forty; but travelers are in such haste that they are not content with reasonable haste and safety. Hence calamities like that now recorded.

Fresh evidence is furnished that it is unwise and unsafe to put light smoking and day coaches between the locomotive and heavy sleeping cars. In case of accident the sleepers crash into the lighter coaches in front and crush them into kindling wood.

The frightful burning of passengers gives fresh evidence of the danger of car stoves. In some parts of the United States these are forbidden by law. We believe it is

blessing. It is taxed that work workingman a sition of machines and drink and a surplus for luxuriously shortened with the aid of dispense with sc it will be better by labor exte limit. The n longer life than (or should have) pay regularly, gets wholesome and should enjo which is given does not. The tables shows life is shorter men. Why? the fact that shortened, they question of the industrial prob regulate then supply and d law which can work should who goes home have strength learn somethin what it is w he will not we life, and he wi the best to which he shou of his activity

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The govern resolution for tario Pacific part of the lin and the munic the rest of largely due from this side Kay have go ing to the mitton's claims a ing them. / active. Mes Sanford were The Hamilton from Senator and from M Wallace and place to say t

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The frightful burning of passengers gives fresh evidence of the danger of car stoves. In some parts of the United States these are forbidden by law. We believe it is true enough that the heating of cars by steam from the locomotive is not wholly satisfactory. It makes those nearest the engine too warm, while those in the rear are not warm enough. At the same time, a little discomfort is better than exposure to such heart-rending burnings as that of yesterday.

Perhaps such incidental calamities will not be stopped until railway carriages are made of iron or some other non-combustible material. Perhaps no means will ever be found to prevent trains from leaving the track, and no watchfulness seems to guard against collisions. If these must occur, surely they may be made less terrible by taking such precautions as will reduce the loss of life to a minimum.

HOUSERS OF LABOR.

Waste, ostentation, bar-

stable Gorrell, of the Grand Trunk rail-way, with trespass. The defendant was away, took and annoyed the men while they were removing the charred bodies of the passengers. He was fined \$4.

DUTCH MONARCH

James Kerr of Perth, made a statement when he was charged at the police court yesterday morning with stealing an overcoat from J. G. Buchanan. He explained that he was in the editorial rooms of the Times. He had been on a spree and fell asleep on the chair. When he got up he felt cold. The overcoat was hanging up in the room, so he put it on. He afterwards pawned the coat for \$7, and got drunk. When he realized what he had done he went to Detective Doyle and told him that he had stolen the coat and pawned it. Kerr is well connected in Toronto. Mr. Buchanan did not press the charge, having recovered his coat, and the magistrate allowed the prisoner to go on deferred sentence.

www.english-test.net

We have the largest and most complete stock of walking canes in the city. You should see the fine ones for 25 cents. Such canes were never offered for the price before. They are worth double the money. See them at Peace's cigar store.

45

have the following goods for spring use
Parasols, prints, dress goods, gloves, seer
suckers, gingham, lace curtains, painted
sauvers, gingham, lace curtains, painted
window shades. If you desire a fine short
window shades. You see our painted
goods from 100.; seer sucker 50.; gingham
gloves from 100.; lace curtains 90c. per pair; li-
cums 80.; lace curtains 90c. per pair; li-
cums 80.; yards of ribbon 80c.
McOoy's, corner of
King and John streets.

卷之二

Readers will remember the auction sale by Thomas Burrows this afternoon at two o'clock at the brick dwelling house, 26 Wellington street south, comprising valuable household furniture, Brussels carpets, &c., &c.

For particulars apply to

Photographs of the railway accidents at W. Farmer's now on view and for sale at the corner of King and Macnab streets. Price 50 cents each.

persons, ^{have}~~have~~ ^{been}~~been ^{now}~~now~~ ⁷
doubt that three of them are the remains
of women, and one is a child of five or six
years, but whether a boy or girl it is im-
possible to say.~~

The Human Condition

The supposed Edger's forte. There is now no doubt of Edger's identity. The initials R. J. E. are on his shirt. A careful examination of his scalp — to which a portion of the skin of the face is attached, reveals that Edger's hair was brown, and that he wore it short and out pompadour; that he had a full beard and moustache, reddish brown, and closely cropped. He was a man of about five feet ten inches in height. The supposed Gurney had no mark on his clothing or anything in his pockets to identify him. A small sum of money — \$8.15 in all — was found in one of his pockets yesterday. There was \$7 in American silver bills and the remainder in Mexican silver coins.

卷之三

A HAMILTON SURVIVOR.
Robert McLean, traveler for Atkinson Bros., was on his way home from London to spend Sunday with his parents. A spectator represented as witness saw him yesterday morning and gothic version of the accident. He said: "He was on his way home from London to spend Sunday with his parents. A spectator represented as witness saw him yesterday morning and gothic

The first intimation I had of the accident was when the train seemed to slacken its speed, and the car lunged forward. The couch jumped the track and went over the bankment. I was thrown forward a couple of seats and got badly shaken up. I crawled along the floor and got out of the car. I saw a woman with a child in her arms at the front end of the couch. I think they were both cremated because I did not see them after that. My arm was slightly hurt and my overcoat was torn. I think I was lucky to escape.

THE MASTERS

Yesterday morning Manager Stewart received a telegram from Bill Phillips stating he had not left Chicago yet, but would go direct to the airport in the afternoon. He will go direct to Syracuse. The reason given was because Phillips did not leave sooner was because he did not want to be late in getting to the letter sent to him.

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in many ways a model young man. His could do would
father, an Englishman, is agent for some which could me
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cutterly firms, and does a very large busi
ness all over the country.

Bam was his only son. Some years ago he joined his father in the business, and such was his tact, energy and ability that he very soon acquired the management of the whole business. He was on one of his regular trips through the west, and stopped over to see me at Buffalo two weeks ago. He said to me then: "On my way home I will stop over at Buffalo and speak to you again." I told him which each would do, and he said that the sought to yield board would be Muir thought it into any sort of constitution in regard to the building. Then he said:

To test your vacuous non-sense,
we will go on together to New York in time
to take in the centennial. Poor fellow!
Mr. Gaston's eyes grew moist and his
voice faltered. In a few moments he
continued: "This will be a frightful
blight on a bright and happy home in
Brooklyn. Mrs. Gurney is a superior
woman—a perfect lady. Miss Gurney,
the only other child, is a lovely and so-
pomplished girl. Sam was idolized by his
mother and sister, and he deserved to be,
for he was a good son and brother—always
kind, cheery and thoughtful." I will leave
here early to-morrow morning. My poor
old friend Fred Gurney will meet me at
Buffalo, and I will go on with him to New
York. I dread the thought of our reception

EXAMINING THE REMAINS.

Yesterday afternoon the burned fragments of the seventeen unfortunate passengers were examined by Drs. Bidder, Mackellar, White, Gaviller and A. W. Merton. After a minute anatomical examination the doctors came to the conclusion that the charred lumps of flesh and bones represent the mortal remains of four women, two children, seven men, and four individuals whose sex it is impossible to ascertain. During the afternoon B. Weller, 264 Parliament street, Toronto, arrived and, on looking over the remains, thought he recognized one of the bodies as that of David Booth, of Toronto, who was expected from Chicago on that train.

No more bodies have been discovered since last report.

Ominable Bainbridge, who has charge of the inquiry, brought in a small bag from

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of money — \$8.15 in all — was found in one
of his pockets yesterday. There was \$7 in
bills and the remainder in American silver,
which was in an envelope bearing the name
and a part of the Leland house, Chicago.
Gurney was a tall man, fully six feet high.

A HAMILTON SURVIVOR.
Robert McCauley, traveler for Atkinson Bros., was in the wreck. He was on his way home from London to spend Sunday with his parents. A spectator represents him as having yesterday morning got his version of the accident. He said: "I

was in the passenger car. The first intimation I had of the accident was when the train seemed to slacken its speed, and the car lunged forward. The coach jumped the track and crawled along the floor and got out of the car. I saw a woman with a child in her arms at the front end of the coach. I think they were both cremated because I did not see them after that. My arm was slightly hurt and my overcoat was torn. I was lucky to escape.

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streets; four-foot walk on the east side of Dundurn street, between Tom and York end of the rail. While the jury was looking over the ruins the wreckers unearthed the front truck of the engine, the axle of which was broken. This was the only axle broken in the wreck, and some of the jurors thought it might have caused the run off, while others considered that the engine latching headlong into the hole between the William streets; asphalt walk on the west side of Maconah street; between King and York streets; asphalt walk on the east side of James street, between Murray and Stnato streets; four foot walk on the north side of Ruera street, between James and Hamilton streets; eight foot asphalt walk on the west side of James street, between Simcoe and Farris streets; four foot walk on the west side of Hingham street, between McAluley and Wood streets; six foot walk on the north side of Grolee street, between James and Hugheon streets; six-foot walk on the east side of James street, north of Quis street; six foot walk on the east side of Bay street, between Pidton and Burling-ton streets; six-foot walk on the north side of Farris street, between Maconah and Bay streets; followed by the smashing of timbers and glass. This car was badly demolished, the floor was taken off; the floor was broken and the right side of the coach was smashed in. The only passenger in the car who was hurt was a man who stood near the end of the coach. His head went through the car door and his dead body was found afterwards.

I suddenly realized, however, that it was caused by the rattling on of the brakes. I think that the shock was followed by the smashing of timbers and glass. This car was badly demolished, the floor was taken off; the floor was broken and the right side of the coach was smashed in. The only passenger in the car who was hurt was a man who stood near the end of the coach. His head went through the car door and his dead body was found afterwards.

I paid particular attention to follow, a baggeman. I think his name was Miller. His shoulder was dislocated in the accident, but he had the other man twist it into place again and worked all through the terrible hours that followed."

Ward 6—Four foot walk on the east side of Mary street, between Hungson and John Ferrie streets. Total cost, \$14.

Ward 7—Four foot walk on the west side of Victoria avenue, between Barton and South streets; four foot walk on the east side of East avenue, between Barton and South streets; four foot walk on the west side of Victoria avenue, between Cannon and North streets; four foot walk on the north side of Pidton street, between Ferguson avenue and Wellington street; four foot walk on the east side of Bieven street, between King and King William streets; four foot walk on the north side of Cannon and Marshall street; four foot walk on the south side of

streets; four foot walk on the west side of Railways street, half a block; macadamizing of Mary street, between Hungson and John Ferrie streets. Total cost, \$14.

Ward 8—Four foot walk on the east side of Victoria avenue, between Barton and South streets; four foot walk on the east side of East avenue, between Barton and South streets; four foot walk on the west side of Victoria avenue, between Cannon and Marshall street; four foot walk on the north side of Pidton street, between Ferguson avenue and Wellington street; four foot walk on the east side of Bieven street, between King and King William streets; four foot walk on the north side of Cannon and Marshall street; four foot walk on the south side of

streets; four foot walk on the east side of Dundurn street, between Tom and York streets; four foot walk on the north side of Peter street, between Locke and Pearl streets; four foot walk on the north side of streets; four foot walk on Queen and Ray street, between Queen and Ray streets. Total cost, \$14.

A WOMAN SURVIVOR.

Mrs. H. Benjamin was at Tuker's hotel last evening and claimed that she was the only lady in her coach that came out alive. She said: "I was sitting on the left hand side of the coach looking out at the beautiful hamlet in a sort of ravine below us. A gentleman had been standing near me talking about the picturesque view, and had started for the smoker. Just as he reached the door there came a terrific crash, a whirl of dust and stars (it seemed to me), and then everything was dark. In the next instant I came to my senses and found that I was lying on my back wedged in so tight that I could not stir. Near me I could hear a man crying! 'My God! My God! get me out of here!' His voice stopped, and some train hands were sent back to examine the rails." The next fast train to pass over this spot was the ill-fated limited express.

The travelers were on their way to the Washington centennial.

Clark is chaplain of the lodge. When W. Nicholson, two of the wounded passengers, were members of Guilding Bear L. O. L. 169, Ohioago. The former is secretary and treasurer of the Lodge.

William Lipsey and Hamilton Clark, of Ohioago, two of the wounded passengers, were members of Guilding Bear L. O. L. 169, Ohioago. The former is secretary and treasurer of the Lodge.

A Hamilton gentleman who doesn't want his name mentioned said to the Staratora last night: "I was a passenger on the St. Louis express on Saturday evening. It is due here at 6:35 p.m. When we reached the exact spot where the disaster occurred yesterday morning there was a sudden jolt

which everybody noticed. The train was stopped, and some train hands were sent back to examine the rails." The next fast train to pass over this spot was the ill-fated limited express.

should the Library Building be shared with other institutions?

A lengthy but uneventful and rather un-

fruitful meeting of the public library board

was held last evening in the usual place,

Judge Muir's chambers. Three applica-

tions for space in the new building were

considered. All three applications were

by letter.

Hamilton art association, the application

coming in the form of a letter from Hon.

J. M. Gibson, president of the association.

Mr. Gibson proposed that the association

be supplied with space on the second floor

of the new building.

The art associa-

tion, he said, would pay \$200 a year

rent, and loan the board \$3,000 for twenty

years, without interest.

Mr. Alexander,

secretary of the Hamilton association, sub-

mited a letter applying for space

in the building.

Mr. Alexander and Mr. Charlton

were present in person to press the

application. They set forth that the Ham-

ilton association is a public institution ex-

isting for the purpose of encouraging

science, art and literature.

He is a Buffalo man.

His mission in

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\$1,600 worth of property, including a

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D JI

FREE LIBRARY MATERIALS.

There arrived in town early evening a handsome old man named E. R. Paxton, a Buffalo man. His mission in science, art and literature, that it owns \$1,600 worth of property, including a

THE NAMELESS DEAD

EFFORTS TO IDENTIFY THE VICTIMS OF THE DISASTER.

Only One of the Wrecked Boats Positively Identified, But the Names of Other Victims Have Been Discovered—More Stories From Survivors of the Wreck.

The work of identifying the seventeen bodies has commenced, and probably in a short time it will be known positively who they are from the wells found among them in the wreck, but with one or two exceptions it is doubtful if any relatives will ever be able to distinguish which of the remains represent their deceased friends. Yesterday Mr. Alexander, of the superintendent's office, and a reporter went carefully through two cigar boxes full of watches and other jewelry taken from the wreck. Many of the watches, like the bodies of their unhappy owners, were burned into an unrecognizable lump; others, again, were simply melted or bent in such a way as to render it very difficult to open the cases; and a few were comparatively preserved. Most of them had to be opened like oysters with a knife. The following were the only definite marks found on them: A silver shield bearing the name R. A. Pitaley, 326 Broadway, New York. A handsome gold watch with the name of Morgan Russell Boullion, Chicago. An A. O. U. W. shield, bearing the inscription James G. Ourick, P.M.W. 2nd Leoti Lodge, No. 43, Evansville, Ind., July 1, 1884.

In addition to these there is a lady's handsome gold watch with the monogram O. L. B. or I. B. G. on the case, a Grand Army locket, a silver watch, No. 39323, a brass Monarch watch, No. 2575, two watches bearing the maker's monogram M. O. M. inside and the words: "Don't open the case unless you are a practical jeweler," two Waterbury watches with no marks, and a large old fashioned brass watch about an inch thick, with three concentric rings with a star in the middle. The remainder of the watches are melted into lumps. —

WE HAVE

IT WAS BEAT!

AN S-I

But the names
Played With
Toledo Beat 't
trot—Roebell
Gloss Ganner.

Gymnasts, April

day's game over
hitting in the s
led off with a
with a two-bagger
this city, thinks that her husband was
killed. He went to London last Wednesday
and three children, 644 south Twelfth
street, Denver; P. M. Lerdobin, 115 Broad-
way, New York; F. A. Bohofield, Ovid,
Mich.; G. W. Swarthout, Irasch, Mich.;
A. C. Hobbins, Lansing, Mich.; Joseph A.
Savage, 123 Wells street, Chicago; Ernest
Simons, 784 Lexington Avenue, New York;
A. N. Sperry, 147 State street, Chicago;
Martin Tomaszewski, 168 Lovejoy street,
Buffalo; J. Whitmore, Boston; L. F.
Weber, Detroit; Light infantry; W. H. Weir,
Rockaway Center, Mich.; Miss M. E.
Wright, 189 Kepp Street, Brooklyn; James
Williams, 238 West Prospect Avenue, Brook-
lyn; A. D. B. Wyke, Chicago; R. Woes-
teroff, Monroe, Nueans; G. Weiler and
wife, Reading, Pa.

MANAKA CLIFFORD'S STORY.

PITTSBURG, Pa., April 30.—The story of the railway wreck near Hamilton, Ont., on Sunday, was related to a reporter this morning by an eye-witness. It details the terrible suffering of the passengers in the extreme. The Gentleman who gave the information—Manager Clifford, of the Uncle Tom's Cabin company, which appears at Harris' theater this week—described and shuddered as he recalled the frightful picture of suffering presented to him yesterday.

Theatrical people, whose homes are practically on the road, are naturally sympathetic and attentive when an accident befalls a fellow-traveler. Yesterday many of the lady members of the Uncle Tom company gave whatever assistance they could to alleviate the sufferings of the poor victims through the terrible ordeal of examining the remains, but failed to discover any trace of her relatives. She will examine the jewelry this morning.

Mr. Tommins, of New York, arrived yesterday morning to see about the remains of his son, who was missing and

now is.

A number of the jurors went out to the wrecks yesterday afternoon and made some further examinations.

Mrs. Grummert was about forty years of age and was on her way to visit friends in New York. The watch found on her belongs to her cousin, Miss O. I. Shipp. She leaves no children.

Mrs. George Sanders, 72 Market street, Mrs. McDonald, 195 Erie street, Chicago; C. N. Northrup and wife, LaGrange, Ill.; J. O'Baughnessy, Minneapolis; D. Mion; F. Phannel, Brighton; D. W. Plum and wife, Clarkson, Mich.; F. M. Phelps; Mrs. T. H. Paradise and three children, 644 south Twelfth

street, Denver; P. M. Lerdobin, 115 Broad-
way, New York; F. A. Bohofield, Ovid,
Mich.; G. W. Swarthout, Irasch, Mich.;
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A man named Doherty, formerly travel-
ler for J. M. Williams & Co., is thought
to have been on the train. His wife, who lives
on Wellington street north, expected him
home from Petrolia, on Sunday morning,
and has not heard from him since. She is
in a terrible state of suspense.

Dr. Rodgers, chief medical adviser;
Herbert Wallace, chief mechanical super-
intendent; John Bell, Q.O., solicitor; and
John A. H. Smith, assistant mechanical super-
intendent, inspected the wreck yesterday
morning. Mr. Smith has been very atten-
tive, visiting the scene of the accident a
couple of times a day.

Mr. Hall was a retired dry goods
merchant of Kankakee, Ill., aged seventy
years. He was in former years a great
sporting man and owned a number of race
horses. He was going on a visit to Albany,
where he proposed to spend the summer.
He leaves a son and a daughter.

His son-in-law did not know that he had taken the
Grand Trunk route and only realized that
he must be in the wreck after failing to get
an answer by telegraph from his destina-
tion.

Last evening a Mrs. McLeod, of Toronto,

arrived in search of her brother-in-law, H.

H. Stone, and his wife. They left the

Griswold house, Detroit, on Saturday to

visit the New York centennial celebration.

They belong to Marquette, Mich., but have

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Mr. "A. J. Russell" Buttan, Chicago,
of Morgan Russell, shield, bearing the
initials A. O. U. W., shield, bearing the
initials James O. Ournick, P. M. W.
and Leoti Lodge, No. 43, Evansville, Ind.,
July 1, 1888.

In addition to these there is a lady's
handsome gold watch with the monogram
O. I. B. or I. B. G. on the case, a Grand
Army pocket, a silver wash, No. 2932,
a brass Monarch watch, No. 2575, two
watches bearing the maker's name of the
H. O. M. inside and the words: "Don't
open the case unless you are a practical
jeweler," two Waterbury watches with no
marks, and a large old fashioned brass
watch about an inch thick, with three con-
centric rings with a star in the
middle. The remainder of the watches
are melted into lumps. No inquiry
as to the coach which was crushed and
burned eighteen persons lost their lives,"

said Mr. Olifford. "None were killed outright, but there were others so injured as
to suffer untold agonies and died a horrible
death. One poor man was caught in the
car in such a manner that he could not be
rescued. The fire was seeping upon him.
His feet and legs, partly crushed, were
burning. He called to Mr. Marks, one of
the members of my company, to end his
sufferings.

OURNICK'S FAMILY.

Others ordered for help and kept on pleading

"...Oh, my God," said he, "please help me,
please kill me; I can't stand this suffering;
I can only live a few moments at best—kill
me, kill me."

"As the last words left the mouth of the
poor man the fire had accomplished what
he wished the victim to do. He
threw his head back quickly and his plead-
ing stopped. He was dead. This was
only one of the soul-stothing incidents.

Others ordered for help and kept on pleading
until their voices were stilled by the
flames.

A reporter for the Inter Ocean called at

the house of Rudolph J. Ederer, one of the
Ohio victims, but Mrs. Ederer, who is

in a very delicate condition, was too ill to
be seen. At the house of William Zech,

a brother-in-law of the late Mr. Ederer, sa-

id, "I am sorry to say that Rentelman had
already received the news of the accident
in a telegram from the railway officials.
The parents of Mr. Ederer occupy the
ground floor apartment as the above num-
ber, and Mr. Zech and family those above.
When the news arrived both families had
retired. The former are well advanced in
age and rather feeble, and Mr. Zech had
not communicated to them the sad intelli-
gence of their son's death, but allowed them
to sleep in ignorance of the awful accident.
Mr. Ederer leaves a family, consisting
of a wife and a two-year-old child,
father and mother, five brothers,
all younger than himself, excepting
one, and two sisters. He was the
favorite with the entire family, and his
death, on that account, is especially sad.
Mr. Ederer was engaged in the manufac-

ture of leather goods—Manager
Clifford, of the Uncle Tom's Cabin com-
pany, which appears in "Harry's" theater
this week—trembled and shuddered as he
recalled the frightful picture of suffering

and death presented to him yesterday.
Theatrical people, whose homes are practi-
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and attentive when an accident befalls
a fellow traveler. Yesterday many of the
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H. Stone, and his wife. They left the
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who was killed. He did not know that
Mr. Baston had made arrangements to
have the body shipped to New York. Mr.
Tommim told a reporter how Mr. Gurney
heard about his son's death. The young
man was expected home Sunday night and
the gas in the hall was left burning.
When the old gentleman got up the follow-
ing morning he discovered that his son had
not arrived as expected. In going down
town on the elevated railway he purchased
a paper and was shocked to hear that he
had been killed. The deceased was
engaged to be married to the young lady
who signed her letters "Joe."

OTTAWA, April 30.—Joseph Hickson,
general manager of the Grand Trunk rail-
way, leaves here this afternoon for the
scenes of the railway horror near Hamil-
ton. Mr. Hickson will conduct a rigid in-
vestigation. He suspects that the accident
may have been caused by a broken axle.

WINDSOR, April 30.—The Windsor letter
baggs are said to have been burned in the
railway accidents at Hamilton.

SPRING ASSIZES.

TUESDAY, April 30.

Dufton v. Pratt and Mercer—Mercer
took a contract to build ten houses on
Emerald street. Dufton had the sub-
contract for brickwork at \$2,406.

He had been paid \$12,210, leaving \$170 on his con-
tract, and extras brought the amount
claimed by him up to \$1480. Dufton filed
suit against the proprietor of the
mechanic's hen against Pratt,
and brought action against Pratt,
the owner, to enforce his lien, and
had paid for the amount claimed.

Mercer claimed to have been improperly con-
tracted to have been paid \$68.68 for a
brick arch, and \$18 for city water that he
had laid beside his house.

The judge struck out the
action against Mercer for the amount claimed.

Campbell, McGloin, Shaefer,
Virtue, Rook, Higgins, and Arden
Wheelie, and others, claimed to have been improp-
erly contracted to have been paid \$68.68 for a
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McOann, Salom, and Swartwout
did not know that he had taken the
law suit. They left the wreath to his
brother-in-law, H. H. Stone, and his wife.
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vestigation. He suspects that the accident
may have been caused by a broken axle.

WINDSOR, April 30.—The Windsor letter
baggs are said to have been burned in the
railway accidents at Hamilton.

The following is a list of the two
men who signed their letters "Joe."

Run Ri-

Chase, L. C.

Childs, M.

Swartwout

Harms, ...

Runs ...

hence hit

base hit

Harms, M.

Childs, M.

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Runs ...

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sue over. —
Wives of their son's death, but allowed them to sleep in ignorance of the awful accident. Mr. Edeler leaves a family, consisting of a wife and a two year old child, father and mother, two brothers, all younger than himself, excepting one, and two sisters. He was the favorite with the entire family, and his death, on that account, is especially sad. Mr. Edeler was engaged in the manufacture of hats in partnership with his sister, Harriet, at No. 109 Wabash avenue, the firm name being R. J. Edeler & Co. He was a native of Chicago, and before going into business for himself was employed until the age of twenty five with various ship chandlers. Four years ago he married the present Mrs. Edeler, and a year later engaged in business for himself. He was industrious and economical, and had built up a business which was yielding a handsome competency, which he had recently built for himself a comfortable house on Wrightwood avenue, Lake View.

"This will kill his wife," said Mr. Zouch to the reporter last night. "She has been in very delicate health for several weeks past, and I doubt if her system can stand the shock which will occur when she learns the news communicated to her. He did not want to leave his wife just at this time, but had business in New York and Boston that demanded his attention and he took advantage of the low election rates prevailing at present on account of the various centennial celebrations and left here Saturday afternoon by the Grand Trunk. I visited Mrs. Edeler to-day and the conversation naturally turned on her husband's absence. Her little girl, only two years old, who adored her father, was very much exercised about her father did not come back and cried for him, repeatedly asking us, "When will papa come back?"

"I must tell them to-morrow that he has gone forever," and the trembling voice of the strong man broke into a sob.

"I will kill his wife. She is not strong at best, and just now she is usually weak and ill, and I fear that she will join her husband when she learns the awful news."

HOW MANY VICTIMS ARE THERE?

One strange thing about the recluses is that there are about twenty watched among them. The watches of Edeler and Gurney were found on the bodies, so it looks now as if the loss of life was greater than at

the body of a nobly dressed man was carried into the station. His head had been cut off as clean as though he had been guillotined. His head was laid beside his body. Others had their heads crushed in a mass, while others had their legs cut off and arms mangled. In fact, the victims were cut up in almost every conceivable manner, and mingled with the dead lay the dying and badly injured whom the doctors were trying to save. A number of the injured were sent direct to the Buffalo hospital.

"The officers of the railway company did not have anything to say concerning the cause of the wreck. They gave their entire attention to the care of the injured. There were a number of stories about when we left as to the cause of the accident. The most plausible one seems to be that the [Manager Oliford was met for the reporter who interviewed him; but it needless to say that he was drawing on his imagination for his facts. If he had told only the truth his story would have been tragic enough. Manager Clifford's company was not at the week at all.]

Mr. CRUM, of Alvinion, Ont., tells the following graphic story: "I knew when I awoke to consciousness that the train had been wrecked, and I saw that I was pinned to the ground with portions of the wrecked car, while my left foot was firmly wedged in the engine. One of the two baggage cars had been thrown ahead of the working headlong towards where I lay impaled and unable to stir. Two gentlemen passengers, more fortunate than myself, succeeded in removing the timbers left of it, was in splinters and on fire beside the disabled engine, as were also portions of the smoker in which I had been riding. The flames were fast and surely

engulfing the heat, which was terrible, each took me by an arm and as the same time, how I shall never know, so twisted my foot that I forced it from the engine wheel and my hand, which you see was bandaged, was cut upon the shattered knell bone of, I think, the unfortunate gentleman with whom I had been smoking and chatting but a few minutes before. In seeking to twist myself from the situation my head came in contact with the head of his poor victim, which the lurid flames of

Anderson v. Mercer for the amount claimed. Anderson claimed to deduct \$68 68 for a drain alleged to have been improperly constructed, and \$18 for oily water that he had paid for. The Judge struck out the Shibeck, Donovar, Knight, D'Arcar, Larocque, Prince, Feltie, Murray, Cain, p. 1.

Cook v. Williams was an action brought by Wm. Cook against H. R. and J. M. Williams to dissolve the partnership of J. M. Williams & Co. and have a settlement of the accounts of the business, and a payment to the plaintiff of his share of the profits, if any. The judgment was that the partnership be dissolved and that the plaintiff be indemnified against the debts of the firm. Garretson & Cahill for plaintiff; Parkes & Mac-Adams for defendant.

Nex v. Beddoe—An action concerning an agreement for the purchase of property. Toronto for the plaintiff for \$1,627 referred to the master, Malone for plaintiff. Judgment for the plaintiff for \$1,627 and costs. Blaunton & O'Hear for defendant.

Molagan v. Long—Writ remanded and parties allowed to plead de novo. Staunton & Toetzel for defendant.

Oster v. Klevell—Action to recover possession of a piece of land on the Governor's road, near Dundas. The defendant made an agreement to buy the land in 1883. He took possession of the land and gave a mortgage to the Ontario loan company, from which he purchased the land. The company transferred the mortgage to the Landed banking and loan company in 1885, and the latter company transferred it to and she latter company transferred it to the plaintiff, B. B. Oster, Q. C. The defendant

claims that the Ontario loan company agreed that the deed from it to him of the land, and gave a run. The mortgage given by him should be inoperative until the company made the title good; he also claims that the title is defective, and asks that the agreement be literally carried out. In 1885, after the Landed banking and loan company came into possession, the defendant surrendered his possession of the property and became tenant of that company. At the trial the plaintiff abandoned his claim on the mortgage and demanded by setting up that he was the assignee of the rights of the landed banking company. —

men crossing, while the noise made plainly indicated a driving pace at which the train was going, and to this high speed he attributed the jumping of the engine which caused a accident.

B. as that of his wife.

run survivors.

The following is thought to be a complete list of the survivors of the wreck, who proceeded eastward on their journey immediately after the accident. The names were obtained on the train by Ernest Alexander of the superintendent's office, who went down to the falls for that purpose:

H. G. Allen, publisher, 739 Broadway, New York; O. and E. B. Burwell, 165 Fifth Avenue, Chicago; O. H. N. Briesel, Room 811, Opera house, Cleveland; E. H. Burger, Duluth, Minn.; O. V. Becker, San Francisco, Cal.; J. O. Bird, banker, Clarkston, Mich.; John Bird, J. P. Clarkason, Mich.; C. M. Barnes and W. R. Barnes, 3617 Prairie avenue, Chicago; H. A. Baker, druggist, Rockland, Mass.; O. N. Howe, 263 Quesnel street, New York; G. B. Blakeslee, 5558 Prairie avenue, Oswego; Elmer Bennett, engraver, Grand Rapids; Thomas R. Creed, 412 Broadway, New York; Mrs. R. Cleveland, 221 east Twelfth street, New York; T. D. Carroll, contractor, St. Catharines; M. Orum, stock buyer, Albion, O.; R. O. Cox, barrister, St. Catharines; H. N. Quillyard, hotel keeper, Dunith; F. H. Cullinan, 108 Franklin street, New York; W. N. Dennis, attorney, Ovid, Mich.; J. Eddy, Jr., salesman, 165 Fifth avenue, Chicago; D. Ferguson, 11 Church street, New York; D. Farber, engraver, Grand Rapids, Mich.; A. O. Gerhardt, Brooklyn, N. Y.; Arthur Garrison, Vernon, Mich.; F. S. Gurber, O.E., Allentown, Pa.; W. H. Holmes, Aurora, Ill.; Miss M. Hamilton, 309 west Fourteenth street, New York; T. Haney, Detroit light infantry; A. E. Hammond, Montecello, O.; Frank Hicks, druggist, London, Eng.; Hiram M. High, attorney, Ovid, Mich.; T. W. Holme, Commercial express line, Buffalo; W. H. Harris, Harris iron works, Buffalo; F. W. Jefferson, 808 Monroe street, Brooklyn; Patrick Kenny, 83 north Market street; H. N. Keyes, banker, Ovid, Mich.; W. Lange, San Francisco, Cal.; J. A. Letts and wife, 837 Seventh street, Lincoln, Neb.; L. Limes, Burlington, Ill.; Miss A. E. Lowry, 160 Kepp street, Brooklyn; S. P. B. Morse, 865 Broadway, New York; J. G. Mitchell, 303 Third avenue, New York; J. Mather, Santa Rosa, California; T. W. Monroe and A. R. Munro, 11 Ohren street, New York; X. H. Martindale, San Fran-

ce, crossing, while the noise made plainly indicated a driving pace at which the train was going, and to this high speed he attributed the jumping of the engine which caused a accident.

arrived in the morning.

The afternoon train from the west brought, in addition to Mr. Curnick, of Geo. Grummets and George McKenzie, Indians street, Chicago, and L. H. Hall, of Kankakee, Ill. The party went at once to Superintendent Staff's office to look over his boxes of jewelry. Mr. Grummets easily recognized his wife's watch and sold breast pin, and there was a sorrowful scene turned over the strangers relics of missing jewelry.

Mr. Hanna polished up a lump of lead gold and identified it as a \$300 stop watch carried by his father-in-law, J. S. Halford, Kankakee, and Mr. Curnick took possession of his father's watch guard. But the quiet time of all was when the gentleman who conducted the house and barn of one person and passing by Mr. Wallace and Mr. Blackett, into the channel house on Charles street, where the remains of the cremated violinists were found on the lids of half a dozen coffin shells. In the presence of a few sympathetic spectators the hurried task of examining the charred bodies was commenced and continued for over two hours with only partial success. Every vestige of clothing was closely examined with microscopes for marks that might lead to identification, and the results were carefully considered. It was noticed that nearly every one of the bodies had the legs broken at the offcut, apparently having been caught in a sitting posture, while others had just risen as if to rush out and were caught sideways. Several of the bodies are bent upwards in the attitude of writhing to free themselves.

The searchers soon picked out three bodies which they considered likely to be the ones they were looking for and examined them minutely. The body of Mr. Hall, of Kankakee, was the only one positively identified. Mr. Hanna discovered the remains of a neck band with a double button hole, and remembered that a short time ago he had advised that expedient to his father-in-law whom he complained of his collar being too wide. He took off his own coat and showed Mr. Blackford a similar arrangement on the shirt band he was wearing. Mr. Curnick and Mr. Grummets were unable to decide whether the other two bodies were those of their relatives or not. Mr. Hanna took Mr. Hall's body home last evening.

A. R. Wardell and Geo. A. Cranston are Smith, p. .

ARMED, SUPERPOSED MUNDIERS.
Yesterday morning Chief McKinnon received a telegram from Oswego, N.Y., to arrest Michael Donovan and Wm. Patnam alias Michael Donovan and Wm. Patnam alias Billy Britt, who are wanted on a charge of murder. The men were supposed to have left Oswego on Aug. Williamson a schooner left Oswego, which carries coal from that point. On receipt of the telegram Detention Officer, McKinnon and Reid went to the beach and arrived there shortly after the schooner had entered the pier. The detectives searched the vessel and were convinced by Capt. Roardon that the men were not nor had they been on the schooner.

TAPLEYTOWN.

The railroad surveyors passed through our little town on Friday last, quite an excitement attending them. The railway, though of unobtained benefits (if it goes through) is going to cut things up rather badly around here, intervening between the house and barn of one person and passing directly by the front doors of several others.

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take to express any opinions while the matter is in the hands of the coroner. I would be glad to afford the *Spectator* any information, but it would not be right for me to express an opinion until the jury has given its verdict. I may say that when the inquest is over a rigid investigation will be made independent of that by me in the interests of the company."

"I understand you are also going out to St. George this afternoon," said the reporter. "Will the investigation which you propose to make cover both disasters?"

"I think I will go out to St. George before I return, but that has already been investigated."

"As a result of this disaster at the cut will any change be made in the road at that point with a view to taking off part of that sharp curve at the foot of the grade?"

"No, I don't see that there is any necessity for it. The fact that there was an accident there does not prove that the spot is dangerous. The track has been the same there ever since it was built, and no accident ever happened at that particular spot before."

"It has generally been considered dangerous, though. I understand Senator Sanford wrote to you some years ago pointing out the fact, and suggesting it be altered to lessen the curve?"

Mr. Hickson smiled: "You know how that sort of thing is. If you were to see the number of letters I get in a year offering gratuitous advice you would appreciate the fact that running a railroad is something like running a newspaper."

"It is said, Mr. Hickson, that the locomotives used on the Grand Trunk fast trains are not of a sufficiently good class for the purpose, and that to this fact the recent accidents are attributable?"

"All nonsense. The engines we use on our fast trains are as good as any on the continent. In fact they are the best that can be got. The engine on the limited express was built in Kingston on the best model, and had only been in use six years."

SOME MORE PROBABLE VICTIMS.

The railroad authorities have been having the contents of the unclaimed baggage saved from the wreck investigated, with a view to ascertaining who the dead folk are: This morning they obtained the following list: H. Levy, Chicago; Mrs. Smith (no address); Capt. Butler, Cook county insane asylum, near Chicago; F. Randall Orr, Omaha, Neb. Also another piece of baggage belonging to a lady, in which the owner's name does not appear.

ANOTHER BODY IDENTIFIED.

A. Colvin, 550 Warren avenue, Chicago, arrived here this morning in search of the body of Morgan R. Scullin, of 781 West Lake street, Chicago. Mr. Colvin examined the burnt remains and identified a body as that of Mr. Scullin by a fragment

at London, was sworn: Have been in that position at London one month, and before that was at Palmerston. Am responsible for seeing that any necessary repairs are made and that all engines go out in good order. Was not present when the engine of the limited express went out, but saw the engine the day before. It came in two days before. Two drivers and two engines run this train, and during the two days one of the drivers was laid off and the other did double service. Did not examine engine 738 personally. It is one of the largest and strongest engines on the road and is comparatively new, having been overhauled recently. New wheels were put under the engine truck on March 6, 1889. The express engines are given special care and examined by the driver every time he comes in from a trip. When the driver finds that repairs are necessary it is witness' duty to see that they are carried out. The car examiners test the engine wheels as well as the cars. So far as reports showed engine 738 was in perfect running order. A train of ten cars should take two men not less than five minutes to tap the wheels. It could not be done in a proper manner in three minutes, he thought.

Capt. Wm. Hall, Toronto, sworn, said: Was a passenger on the train from Detroit, and occupied a berth in the sleeper until the train reached Harrisburg, when he was aroused by the tapping of the car wheels by the examiners. Got up then, and the berth was shut up and he took his seat. The speed from Dundas down was about twenty-five miles an hour. Was in the fifth car from the engine, and thought the car was well filled. First indication of anything being wrong was a kind of "shock concussion," as if the train had struck something. Then the car went ahead. There was no noise of breaking glass or timber, and the engine did not whistle. Then the car jumped the track, bumped about and stopped. From the time of the concussion the car ran two or three car lengths. Got off on the north side of the track, east of the switch, and observed the passengers coming out of the car ahead, which had its end knocked in. Saw the ladies stepping out over the broken timbers as cool and unconcerned as possible. Heard no noise or screaming anywhere. Looked for the enginemen, and could not find the engine for a while, as it was buried under timbers. Met the fireman walking past the engine, and some one said to look out, as the boiler might explode. Witness suggested that some one should go back and flag any oncoming train. Thought no one was specially hurt. Then started with Mr. Dixon to telegraph to Hamilton, but the conductor went instead. About that moment the flames, which he hadn't noticed before, broke through the roof of a car that had been telescoped. The flame was fully ten feet

victims.

UNLUCKY LIQUOR DEALERS.

The Nineteen Who Did Not Get Licenses for the Present Year.

The license commissioners have completed their labors. They granted ninety-one saloon and tavern licenses and struck off nineteen of those who had licenses last year, giving them three months to dispose of their stock. The following dealers were struck off: T. J. Sullivan, 228 James street north; Harry Bawden, corner Peter and Locke streets; Mrs. Harvey, 300 James street north; James M. Dillon, 262 Macnab north; William Dillon, 209 Bay north; Andrew Lay, 21 James north; Smith & Findlay, 58 James north; George M. Goering, 17 John south; Arthur Hill, 942 John north; Archie McDonald, John south; W. Y. Allison, corner Bay and Stuart; Mrs. Henry Bauer, 14 Main east; D. H. Long, 12 John south; Chas. Egner, 92½ James north; Samuel Taylor, corner Macnab and Stuart; B. M. Whitehead, 211 James north; A. Bard, 274 James north; Mrs. Walker, 112 York street. The list is the same as the one published in the *Spectator* last week, with the exception that the Arcade saloon and Samuel Easter have received licenses.

THE RAILWAY HORROR.

This week's *Weekly Spectator*, published this morning, contains a graphic description of the terrible railroad accident at the junction cut, list of the killed and injured, identification of the bodies, inquest to date, etc. May be had at *Spectator* counting room, in wrappers ready for mailing, 4 cents per copy. Also for sale at the bookstores.

POLICE COURT.

WEDNESDAY, May 1.—John Neelon, drunk, was fined \$2 or ten days.

William Johnston was arrested for being drunk and using insulting language to Isaac Morris. The latter did not appear to prosecute and Johnston was discharged.

John Mulholland, who gave the name of Thomas Wilson, was charged with assaulting Charles Drue. The defendant was a guest at Harrin' lodging house, and struck Drue on the eye. Mulholland said Drue "put up his dukes and wanted to spar, so I let go and hit him on the eye." He was fined \$6 or thirty days.

John McMurray, hackman, was fined \$2 for neglecting to have a good light in the lamp of his cab.

Michael Donovan, charged with a like offense, was fined \$2.

Matthew Shea, a tall and tough-looking young man with bright red hair, was charged by Chief McKinnon with vagrancy. Shees comes from Toronto and has been in Hamilton for several weeks. On March

arrived here this morning in search of the body of Morgan R. Scullin, of 781 West Lake street, Chicago. Mr. Colvin examined the burnt remains and identified a body as that of Mr. Scullin by a fragment of the coat and waistcoat. The body was the one thought to be that of Mr. Curnick yesterday. Mr. Colvin left for Chicago with the remains this afternoon.

A BROKEN WHEEL.

Mr. Hall, locomotive superintendent, has discovered that in addition to one axle of the engine truck being broken, the outside, or north wheel in front had five pieces broken off it, and the fragments were found and brought in from the wreck this afternoon. The pilot of the engine was buried seven feet down in the sand. It is now thought that the accident was caused by the front outside wheel breaking and taking the guide rail instead of the proper one.

TWO TORONTO MEN AMONG THE VICTIMS.

Toronto Globe.

Charles Fraser, who was mentioned in yesterday's *Globe* as a probable victim of the awful accident of Sunday morning at the Y, is well known in this city, having been a resident here for some years. That he is among the killed is now certain, his brother Andrew having yesterday identified a watch chain found in the debris as that of his brother, and, still further, Mr. Stiff, G. T. R. superintendent, telegraphed last evening that the pass on which Fraser traveled was checked at Windsor on the ill-fated train. There are circumstances attending the death of poor Charles Fraser of a most melancholy character, plunging, as it does, a wife and living relatives in unutterable grief. Six months ago he left the city for Omaha, leaving his wife in Toronto until such time as he was in a position to send for her. He succeeded in getting a good position in the Union express company, of his adopted city, and three weeks ago, in great hopes of a prosperous future, took steps to remove his family there. His furniture was shipped ten days ago, and his wife meanwhile remained with friends until her husband should arrive for her. He wrote Mrs. Fraser that he would be in Toronto at latest on Sunday or Monday, but the stated time came to find him amongst the twenty so frightfully and tragically killed. The poor young widow is left with two children, and her grief at the loss of a husband, whose life was devoted to her interests, may well be imagined. The deceased was a brother of Mrs. Ramsay, of Grange avenue, who is now in Omaha, where she went two weeks ago. He was a prominent member of the Gaelic society, always taking a keen interest in everything pertaining to the maintenance of Scottish sentiment, and his death, of which there is no doubt, will be lamented by a large circle of friends.

Another Toronto man was also a victim

to Hamilton, but the conductor went instead. About that moment the flames, which he hadn't noticed before, broke through the roof of a car that had been telescoped. The flame was fully ten feet wide when it shot up into his view. It originated in the mass of wood next the engine, but did not catch from the engine. The fire got a draft from somewhere and spread very rapidly. Witness ran down to the telegraph office and saw a train coming up on the Toronto track. Went on from there to Hamilton thinking no one was hurt, and that the accident was not serious. The track, he said, was moved laterally two or three inches in a southerly direction. It was two or three minutes from the time of the accident that the conductor reached the telegraph office. Could not see the smoker after the accident. Three cars were jumbled up together, and the fire originated in the heap. Heard no one say that there was anyone under the wreck. Did not see any appliances there to put out the fire, and did not notice any efforts made to put it out. The fire was too large to be put out by the ordinary appliances. On cross-examination witness said he was formerly bridge inspector on the Grand Trunk, but now owns vessels on the upper lakes.

David Walker, of the Walker house, Toronto, said he was on his way home from Chicago, and was riding on the last car on the train, the sleeper Montpelier. The car was very full with people going to the Washington centennial. Went to sleep before the Detroit river was reached and awoke at Paris. On coming near the scene of the accident was standing at the door of the car talking with the brakeman, and on looking at his watch saw it was 6:50. Immediately afterwards felt a concussion, and was thrown against the door, and was then thrown backwards. Felt as though the car was off the track and then the train stopped suddenly. When he got off he saw the engine lying on the north side of the track and the water rushing down the embankment from the broken tank. Helped to carry out three wounded who were underneath the smoking car. Looked underneath the car again and didn't see anyone, but another man was looking in from the other side and neither could see anything. Looked under another car with cane chairs, but could see no one else. Subsequently met the engineers and the baggageman, and the latter told him that several persons from the smoker had been dumped into the baggage car. Saw the flames commence to shoot up a short time afterwards and went through the cars waking up the people. The flames spread very rapidly and as soon as they reached a car would rush through it like a funnel. Uncoupled the two last cars and with the help of several men ran them back. Then

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point strongly to that conclusion. George Duthie left this city some twenty years ago for Kansas City, where he has continuously remained ever since. Last week he wrote to his parents, who live at 263 Adelaide street west, that he would leave Kansas with his wife on Friday for Toronto to pay them a short visit. He did leave as stated, but up to a late hour last night he had not arrived. His brother went over to Hamilton yesterday to try and find some trace of the missing ones among the ruins. He found two ticket stubs bearing the Kansas station stamp, the numbers being forty and forty-one, thus leaving no doubt, when the other circumstances are taken into consideration, that the unfortunate couple perished with the others. This is another touching incident of the deplorable accident. The unfortunate man did not see his aged father and mother for twenty years, and no doubt the son was as rejoiced at the prospect of meeting them as they were to again see a son from whom they had been so long separated. He was a man of about forty years of age, of medium height and dark complexion.

THE INQUEST.

The adjourned inquest into the cause of the recent railway disaster at the junction cut was resumed last evening at No. 8 police station, before Dr. A. Woolverton. There was a large attendance of auditors. Joseph Hickson, general manager of the Grand Trunk railway, was present, accompanied by John Bell, Q.C., solicitor for the road; Samuel Barker, superintendent of the Northern and Northwestern division; Jos. Hobson, chief engineer; James McLerie, freight agent; John Proctor, director; C. K. Domville, locomotive superintendent; Joseph Wallace, chief clerk, and Mr. Larmour. A shorthand writer was present on behalf of the Grand Trunk to report the evidence taken by the coroner.

On opening the inquest the coroner said that Mr. Hickson would like to address a few remarks to the jury.

Mr. Hickson came forward and said: I only desire to express the regret of the directors and the sorrow of myself and the other officials of the Grand Trunk at the sad calamity that happened near your city on Sunday morning. It is a matter of deep sorrow to myself and the officers of the railway, and I desire to say that any

few minutes an engine arrived from Hamilton and the men called on the passengers that could come on board. Witness asked if they had brought out any doctors and they said no, being Sunday morning they could not get an answer to their telephone messages. There was a heap of debris over the locomotive, which he thought was the remains of the tank. Did not hear any screams or groans under the wreck. The cars were on fire when the first auxiliary came up, but the cars had not all caught fire when the second auxiliary came, about eight o'clock. Thought the train was not running more than twenty-five miles an hour for some time before the accident.

James Dargie, the man who tried the wheels at Harrisburg, said it was his duty to examine the wheels and brakes of all trains that came in there. The wheel-tappers begin at the rear of the train and tap every wheel except the drivers, one man going on each side of the train. Remember tapping the wheels of the limited express on Sunday morning. It is timed to arrive there at 6:23. Examined all the wheels on the south side of the train, including the front wheels of the engine. Thought it took him five or six minutes to do it. Found no defect in any of the wheels. Occasionally do find defects, and always take the car off and replace it. The train stops there on purpose to be examined.

Alexander Dargie, brother of the latter witness, said he tapped the other side of the train and found it all right.

Alexander Douglas, London, said he was a gardeman there and made up all trains. Made up the limited express with ten cars.

The inquest then adjourned until Friday evening at 7:30. The jury will go out to have another look at the locality this afternoon.

NOTES.

Mrs. McLeod, of Toronto, looked over the watches in the superintendent's office, but found none she could identify.

Mr. Doherty, the traveler for J. M. Williams & Co., has been heard from. His wife received a telegram from Wiarton saying he is all right.

Yesterday Chief McKinnon received a letter from William Long, of New York, inquiring about Henry Pringle, a young man from Chicago, who is supposed to

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THE GREAT DISASTER.

Continuation of the Inquest—The Testimony of Eye-Witnesses.

The adjourned inquest on the victims killed in the junction cut accident was continued last evening in No. 3 police station before Dr. A. Woolverton.

The coroner said that he had communicated with Hon. J. M. Gibson to see if the attorney general would defray the cost of employing experts in connection with the inquest. He had received a telegram from Hon. Mr. Gibson stating that experts might be employed at the expense of the provincial government, but the expense must not exceed \$200. He had also spoken to Mr. Crerar, crown-attorney, about being present, but that gentleman stated that he had a previous engagement.

The witnesses, who were employees of the railway company, were excluded from the room.

Valentine Flood, switchman at the junction cut during the past six and a half years, swore that he had five switches to attend to in the vicinity of the cut. Was nearly always able to attend to the switches himself, but when trains follow closely the operator assists him. He alternates every other week on day and night duty, and was on night duty at the time of the accident. Thought four trains went through that night, but sometimes the number is as high as twelve. A freight went through about 6:32 on the morning of the accident. He let her in on the switch, and closed and locked the switch after her. The freight changed vans there and went on, and he returned to the operator's office. The first he knew of the accident was the appearance of the conductor, running down the track. Ran out to meet him and asked what was the matter. He said: "I don't know. I think we struck something at the junction cut," or words to that effect. Witness went up towards the wreck and met the fireman, who did not reply to his inquiries, merely shaking his head. Then he met the driver, Watson, and asked him what was the cause of the accident. He first said, "A broken rail," and then said he didn't know. He returned to the wreck with witness and showed him a hole where he and his mate got out. Said he didn't know whether anyone was killed or not, but asked witness to put up the semaphore to protect the rear of the train, and he did it. Looked along the rails to see where

shoved back, and fancied that the rails were spread at the switch, and the end of the rail was flattened. Might be mistaken about it, but certainly saw the rails separated on the north side of the track.

The witness was shown a map, and continuing to assert his belief that the switch rails were apart; but he was equally positive that the switch disc was parallel to the main line, indicating that the switch was closed. The switch is a new fashioned spring switch, different from the ordinary kind. His attention was directed to the switch by another passenger, who said: "There is the cause of the trouble." The speed had been slackened considerably before the accident occurred.

Robert McCanley, traveler for Atkinson Bros., city, was a passenger on the train from London. Thought there was no slackening of speed before the accident, and the train was running very fast. When the crash took place he heard the cries of men and women and the air seemed to be filled with dust. Got out and ran forward and on meeting the fireman asked him if it was an open switch caused the accident. He said "No; the switch is all safe and locked. Go and see for yourself." Saw three men climbing from under the wreck, and assisted one who was badly injured. Then came back and asked if there were any more in the wreck, and was told there were no more. The smoker seemed to be on top of the engine, and the next car jammed into it. Did not think the fireman had had time to go back to the switch before he spoke to him. Understood that the fireman had seen the switch as he passed over it on the engines.

J. R. Britton, conductor, swore that he was in charge of the St. Louis express on Saturday night before the accident, about 6:55. The express stopped near the scene of the accident by the bursting of a pipe which let on the air brakes. The stoppage was accidental, and occurred just after the express passed the switch. From Hamilton to the Falls the express was handled with hand-brakes that night.

The inquest was then adjourned until Thursday night, May 11, at eight o'clock.

HOSPITAL AFFAIRS.

More Physicians To Be Appointed to Attend Outside Patients.

The hospital committee held a special meeting last evening and received a depu-

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The coroner—Be careful in your statements. Don't try to prove too much.

Witness (continuing)—Only took Crane to examine the switch and not the rails. Also took Mr. Nelson to see the switch. Subsequently he assisted in shoving back two of the cars. The third sleeper had its west truck on the track over the switch, but the east truck was off the track. Of the west truck the two east wheels had passed the points of the switch, but the four west wheels of the west truck were on the main line. Did not think twenty men could move the switch with the car on it. When witness reached the wreck in the first place the debris over the engine was in flames, shooting up pretty high. He had not the slightest idea how long it took the flames to spread from the engine to the last sleeper burned. He refused to say whether it was ten minutes or an hour. Was not very long, because he got around pretty lively when examining the track and switch. Saw only two dead men at that time.

Q.—When you got there were there any other persons at the wreck besides the passengers who got off the train?

A.—I did not see any. The fire was about half way through the second car from the end when the auxiliary arrived with Mr. Nelson and the men. Never saw an accident at that switch before or on

but he was always there when a train was to go over it off the Y switch. A gang of section men were working around the switch on the previous Thursday.

Mary Flood, daughter of the previous witness, is the little girl who saw the accident occur. She said she saw the train coming out of the curve before the accident. It was going at the speed trains usually do. First noticed the engine plowing along as if off the track. It was then a little east of the first telegraph pole past the switch. It jumped and struck the tank and then disappeared. She thought it had gone down the hill on the north side. The next car, instead of following the engine, went right along the track. Then a lot of cars were jumbled together, and the fire burned up awful quick—in about a minute. She ran to the section foreman's house and told him there was a smash-up at the tank. Then went over to the fence, on the hill above the scene of the accident, and saw her father come around the end of the train some time after. Did not hear any people screaming or groaning, but her father showed her a dead man. There were a lot of smashed cars burning then, and the fire had started on one of the cars off the track.

Daniel Young was another witness of the accident. He lives across the road from Flood's house. Was on his way to the stable to mil. when he saw the train coming along at about twenty-five or thirty miles an hour. Saw her strike the water tank.

Q.—What did you notice after that?

A.—I didn't take notice after that; I went in to milk my cows. (Laughter.) Didn't feel very well, and didn't want to go up and get wet. When he came out he saw the cars on fire. Went into the house and put on his overcoat and went up to it, and asked if anyone was hurt. They said no one was hurt, and he came back after staying about ten minutes. Got breakfast and then went up again. Asked Mr. Crane if anyone was hurt, and he said there were two men under the fire. Saw Dr. Philip attending to some wounded. Then went back and went to bed. Denied that he was tired out after his humane efforts. Was not sicker before he milked the cow than after. Was more interested in the cow than the tank.

A juror (sarcastically)—He had no more use for the tank. The water was all out of it. (Laughter.)

George A. Black, a commercial traveler, was a passenger on the train. Before reaching Dundas was running at a very high rate of speed, but slowed up at Dundas. After passing that station thought the speed was considerably increased. Was sitting on the south side of the fifth car from the engine, but changed over to the north just before the accident. Felt the speed decrease and a jolting as if the brakes were applied. Later on, when the accident occurred, he thought the

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