

THE 1889
BAYVIEW
JUNCTION
TRAIN WRECK.
THE TORONTO
GLOBE.

Die Bohne

Die

1000

4/29/1889

MANGLED AND BURNED.

Twenty Persons Killed and Twelve Others Injured.

AN AWFUL RAILWAY ACCIDENT.

A Grand Trunk Engine Jumps the Track Near Hamilton--
The Cars Take Fire---Eighteen Charred Bodies Taken from
the Ruin---Burned Absolutely Beyond Recognition---A
Sickening Sight---No Means of Identification Except
Watch Keys, Pocket Knives and Other Trinkets---Full
Details of the Awful Event.

THE FIRST DESPATCH.

HAMILTON, April 28.—Another terrible railway accident occurred on the Grand Trunk this morning, just west of the junction cut on the main line, about two miles west of Hamilton. The train was the fast express, No. 52, eastward bound, due in Hamilton at 7 a.m., and was made up of ten coaches, as follows:—Engine No. 756, in charge of Engineer J. Watson and Fireman E. Chapman, both of London; two baggage cars, a smoker, a Chicago & Grand Trunk through car, Wabash first-class coach, Grand Trunk first-class, and one Pullman and three Wagner palace cars, the

heartredden nature, which occurred on the G.T.R. Western Division yesterday morning at the T cut about two miles northwest of this city, and the terrible import of the word brought to town was not known for hours.

The Dreadful Truth that twenty human lives had been yielded in a moment of time was not known here until the afternoon.

The train which met such a terrible fate was the Limited Express from Chicago, No. 52, due in Hamilton at 7 o'clock, and was unusually heavy, a large number of the passengers being on their way to the Cen-

THE FIRST DESPATCH.

HAMILTON, April 23.—Another terrible railway accident occurred on the Grand Trunk this morning, just west of the junction cut on the main line, about two miles west of Hamilton. The train was the fast express, No. 52, eastward bound, due in Hamilton at 7 a.m., and was made up of ten coaches, as follows:—Engine No. 756, in charge of Engineer J. Watson and Fireman E. Chapman, both of London; two baggage cars, a smoker, a Chicago & Grand Trunk through car, Wabash first-class coach, Grand Trunk first-class, and one Pullman and three Wagner palace cars, the train being in charge of Conductor W. Poole. The train was travelling at regular speed and passed the switch at the west end of the junction or Y cut safely, but immediately on striking the curve a few feet east of the switch

The Engine Jumped the Track and kept on the grade to the left of the main line, dashing into the monster water tank that stands between the two lines and levelling it to the ground as though it were nothing but a card house. The roof of the tank was pitched fully seventy-five feet away and the heavy timbers scattered in all directions. The engine turned a complete somersault in the air and lies upside down on the base where the tank had stood, crosswise between the two lines of railway. The tender jumped the engine, the trucks being left behind, and landed in the sand and debris. The two baggage cars had apparently kept closer to the main line, the first of which ran past the engine and tender, and, except being badly smashed, stands nearly upon the main line. The other baggage car, which was principally filled with travellers' sample cases, was ground into small pieces,

Immediately Caught Fire and was burned to ashes, nothing being saved from it. The smoker piled in upon the smashed baggage car, and catching fire, was burned also. The coaches that followed were more or less damaged by the shock and suffered the same fate from the overturning of the stoves, except the two rear

heartreaching nature, which occurred on the G.T.R. Western Division yesterday morning at the T cut about two miles northwest of this city, and the terrible import of the word brought to town was not known for hours.

The Dreadful Truth that twenty human lives had been yielded up in a moment of time was not known here until the afternoon.

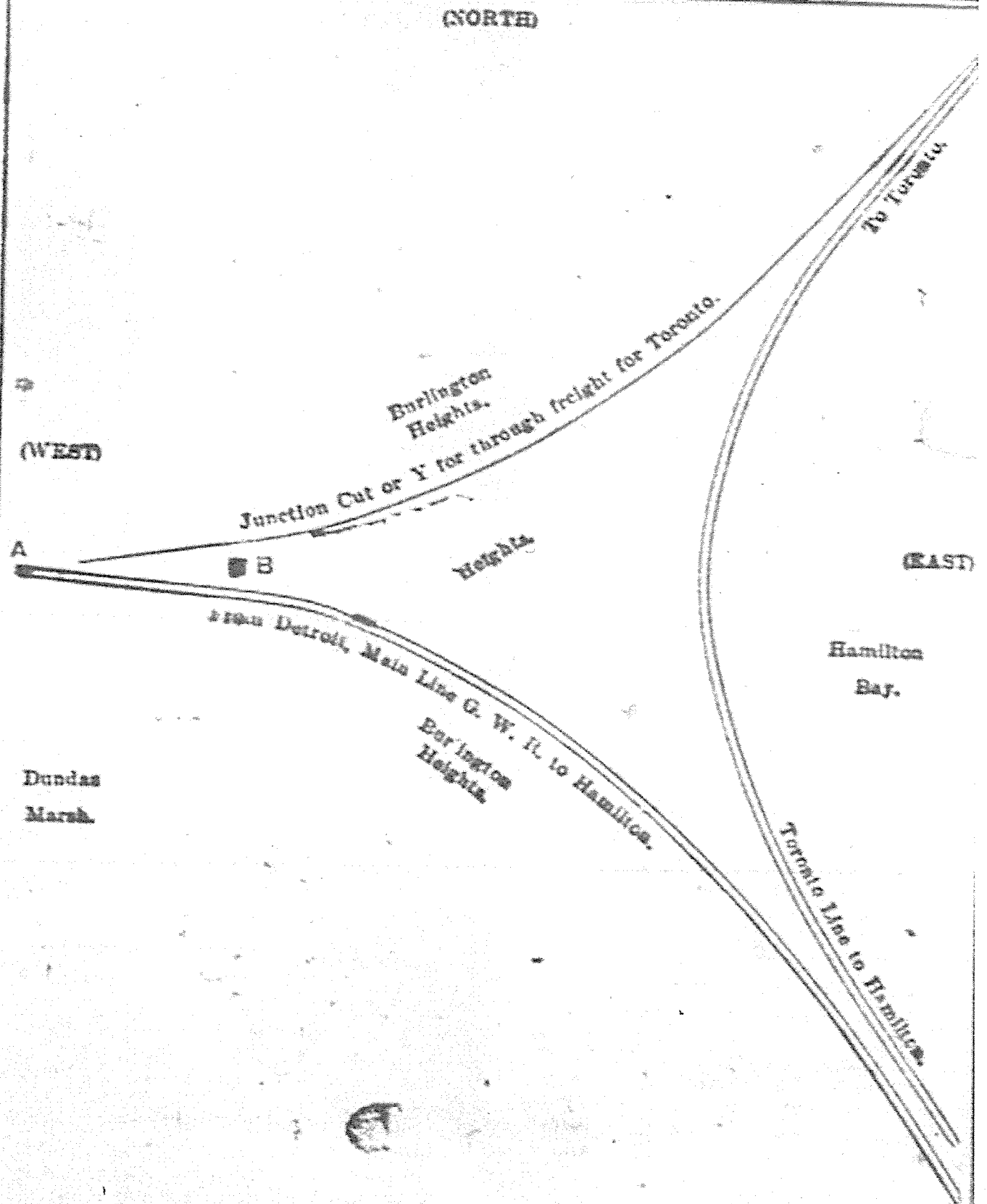
The train which met such a terrible fate was the Limited Express from Chicago, No. 52, due in Hamilton at 7 o'clock, and was unusually heavy, a large number of the passengers being on their way to the Centennial celebration at New York.

The train left Detroit about midnight on Saturday and consisted of an engine, two baggage cars, one smoking car, one Wabash passenger coach, one Chicago & G. T. R. passenger coach, the Wagner sleeping car Fitchburg, one first-class G. T. R. car, the Pullman car "Eloise," Wagner car "Montpelier," and Wagner car "Messina" in the order named. All went well until 6.55, and the passengers in the sleepers were getting up and dressing expecting to reach Hamilton in a few minutes. The passengers in the ordinary coaches were looking out into the early Sunday morning, when without a moment's warning

The Crash Came.]

As nearly as can be gathered the train had reached the point marked "A" on the cut where the branch which leads to the Toronto and Hamilton line breaks off. The engine passed safely over the switch, when Joseph Watson, the engineer, felt something give way. His hand was on the brake, ready to slow for the down grade which would take the train on to Hamilton. With a mighty pull he turned on the air brakes at full pressure and jumped for his life. The speed, about 25 miles an hour, was instantly checked, but without avail, for the engine, dashing forward, ran full tilt at the huge water tank, standing in the triangle at the point "B," and smashed it to matchwood. The 30,000 gallons of water rushed down the bank northward to the

...right, and as the little covered from the amazeant caused b



A—High grade of over 75 feet.

B—The water tank.

Between A and B where the accident took place.

many were with travellers' sample cases, was ground into small pieces.

Immediately Caught Fire
and was burned to ashes, nothing being saved from it. The smoker piled in upon the smashed baggage car, and catching fire, was burned also. The coaches that followed were more or less damaged by the shock and suffered the same fate from the overturning of the stove, except the two rear Wagner sleepers, which were afterwards detached and run to one of the stations westward. As soon as help arrived the work of rescuing the unfortunate passengers began. The train was a heavy one and had on board a large number of visitors to the Centennial celebration at New York. Fortunately the cars stood right side up on the track and this made the work of rescuing much easier. As soon as

The Terrible News

reached the city a GLOBE reporter hastened to the scene of the accident and beheld a strange sight. From the tops of the bluffs between the deep cuttings the spectator looked down upon the wreck of what had been but a few hours before a fast-speeding train, carrying its living freight to their various destinations, and saw nothing but a confused mass of burning coaches, an helpless, overturned engine and tender and the ruins of the great water tank. The accident occurred in a similar location to that which took place in February last year, except that, instead of a high bank on one side, the scene of today's accident is an embankment with sloping banks fully 75 feet steep, with deep water at the foot. A pumping house to supply the great tank with water is situated at the bottom of the embankment on the west side, but although there was an abundance of water on both sides steam was not up in the engine-room and it was therefore useless.

A Walk Around the Wreck
showed little but the iron remnants of the cars, twisted and red hot, and the trucks, the all-devouring element having made away with all that was inflammable. There was no sight of dead, dying or injured. Although rain fell heavily, it did not damp the ardor of the citizens, who, young and old, wended their way through the mud by thousands to the spot. A great many of the fittings of the sleepers were saved, and

to Hamilton. With a mighty pull he turned on the air brakes at full pressure and jumped for his life. The speed, about 25 miles an hour, was instantly checked, but without avail, for the engine, dashing forward, ran full tilt at the huge water tank, standing in the triangle at the point "B," and smashed it to matchwood. The 30,000 gallons of water rushed down the bank northward to the marsh underneath, and the cab of the engine was carried with it.

The first baggage car, a bonded through car, although it, like the engine, left the rails, instead of piling on top of the engine, which lay with wheels upturned in the air, shot past it, keeping in the line of the rails, and, with the exception of a piece torn out of the side, landed in safety about 100 feet on the line ahead.

The second baggage car followed the line of the engine and piled on top of it. The smoker, the next car in the train, was

Smashed to Fragments
against the enormous mass of broken machinery already blocking the road, and following on it came the Wabash passenger coach, which was telescoped into the ruins of the smoking car. The cars in the rear, except the last two, which remained on the track, left the rails, but did not suffer further damage from the collision.

But now as the engineer, who had jumped for his life, came up the bank, bruised and bleeding, he saw with horror that the cars had caught fire, and, before the passengers from the rear could reach the scene,

A Great Blaze Shot Up
to the sky and the roar of the flames for ever silenced the screams of the victims. The passengers in the rear cars ran forward and succeeded in rescuing from the debris those wounded who were still within reach, but the flames had now shot along the line of the cars and the efforts of the passengers were expended in removing the two last coaches, which were still on the track, from the vicinity of the blaze. They were uncoupled and rolled back. The engineer, fireman and conductor gave the alarm and soon from Hamilton the fire brigade was at hand. With a supply of water from the pumping engine which was attached to the tank and which, from its position at the foot of the embankment, escaped uninjured, the hose were soon playing upon the wreck and

A—High
B—The
Between

But
were laid
the clamm
The keys
and other
cation were
constable,
or seven
it was im
belonged
From the
GLOBE rep
may be a
one lay the
The first
and on the
8,365, Cur
The sec
was issued
Pacific R
Detroit to
No. 163.

The third
which look
were under
envelope w
ton's Side

That was
and in hal
boxes were

In one of
which no c

Nothing
were left, v
and the res

The men
seventeen h
the rear th

Before th
than which
seen on a
lured by th
crept in a
search arou
With Hou
the half-m
brute away
down.

Shortly a
had been a
like all the

Although rain fell heavily, it did not damp the ardor of the citizens, who, young and old, wended their way through the mud by thousands to the spot. A great many of the fittings of the sleepers were saved, and in the baggage-room of the Stuart Street Station could be seen spring mattresses, wraps, lamps, racks, and other odds and ends that go to make up the comforts of a sleeping-car. A good many of the visitors to the New York Centennial who were on the train will carry with them

Terrible Reminders

of the accident, in the form of cut faces, black eyes and sprained limbs. Twenty or thirty who suffered in this way left for Buffalo on the special train that was made up at the Hamilton Station. By the strangest good fortune neither the engineer or fireman were much injured. Both of them stuck to the engine until it struck the water-tank, when the fireman was thrown out of the cab. Engineer Watson went down with his engine, but crawled out of the wreck almost unscathed. The top of the engine's cab is lying at the foot of the Burlington Heights and junction of the high grade.

FULLER DETAILS.

HAMILTON, April 23. — "The St. Louis express coming east from Detroit left the track two miles from here this morning, and the cars, telescoping into each other, caught fire and were burned."

These were the first words that told the world of a railway horror of the most

Hamilton the fire brigade was at hand. With a supply of water from the pumping engine which was attached to the tank and which, from its position at the foot of the embankment, escaped uninjured, the hose were soon playing upon the wreck and the passengers began to think the worst was over, for from the debris only two bodies were recovered and many thought these were all. But underneath the roaring mountain of flame the officials and firemen knew there were

Charred and Unrecognisable Bodies.

the bodies of the men who occupied the smoking car, and of the others in the passenger coach. For four hours the firemen were engaged extinguishing the flames, for the iron work was well nigh at white heat.

In the meantime the two bodies recovered were removed to the morgue at Hamilton. The wounded were tenderly cared for, and also removed to Hamilton. The passengers injured went on. The two rear cars, which had been saved from the flames, were sent back to Paris, and around on the Heights

Stood Thousands of People

from Hamilton watching the firemen as they toiled in and out among the debris. Two wrecking trains from Hamilton were in waiting, ready, the moment the red-hot iron was cooled sufficiently, to pull the hideous mass of ruin apart and see what further horror would be revealed, for as yet they could not reach the spot where the smoking-car had been before the fire.

At 2 o'clock the heat was less intense and

hours.

The Dreadful Truth

that twenty human lives had been yielded in a moment of time was not known here until the afternoon.

The train which met such a terrible fate was the Limited Express from Chicago, No. 52, due in Hamilton at 7 o'clock, and was unusually heavy, a large number of the passengers being on their way to the Centennial celebration at New York.

The train left Detroit about midnight of Saturday and consisted of an engine, two baggage cars, one smoking car, one Wabash passenger coach, one Chicago & G. T. R. passenger coach, the Wagner sleeping car Fitchburg, one first-class G. T. R. car the Pullman car "Eloise," Wagner car "Montpelier," and Wagner car "Messina" in the order named. All went well until 6.55, and the passengers in the sleepers were getting up and dressing expecting to reach Hamilton in a few minutes. The passengers in the ordinary coaches were looking out into the early Sunday morning when without a moment's warning

The Crash Came.]

As nearly as can be gathered the train

THE FIRST DESPATCH.

HAMILTON, April 28.—Another terrible railway accident occurred on the Grand Trunk this morning, just west of the junction cut on the main line, about two miles west of Hamilton. The train was the fast express, No. 52, eastward bound, due in Hamilton at 7 a.m., and was made up of ten coaches, as follows:—Engine No. 758, in charge of Engineer J. Watson and Fireman E. Chapman, both of London; two baggage cars, a smoker, a Chicago & Grand Trunk through car, Wabash first-class coach, Grand Trunk first-class, and one Pullman and three Wagner palace cars, the train being in charge of Conductor W. Poole. The train was travelling at regular speed and passed the switch at the west end of the junction or Y cut safely, but immediately on striking the curve a few feet east of the switch

The Engine Jumped the Track and kept on the grade to the left of the main line, dashing into the monster water tank that stands between the two lines and levelling it to the ground as though it were nothing but a card house. The roof of the tank was pitched fully seventy-five feet away and, the heavy timbers scattered in all directions. The engine turned a complete somersault in the air and

THE FIRST DESPATCH.

HAMILTON, April 28.—Another terrible railway accident occurred on the Grand Trunk this morning, just west of the junction cut on the main line, about two miles west of Hamilton. The train was the fast express, No. 52, eastward bound, due in Hamilton at 7 a.m., and was made up of ten coaches, as follows:—Engine No. 758, in charge of Engineer J. Watson and Fireman E. Chapman, both of London; two baggage cars, a smoker, a Chicago & Grand Trunk through car, Wabash first-class coach, Grand Trunk first-class, and one Pullman and three Wagner palace cars, the train being in charge of Conductor W. Poole. The train was travelling at regular speed and passed the switch at the west end of the junction or 'Y' cut safely, but immediately on striking the curve a few feet east of the switch

The Engine Jumped the Track and kept on the grade to the left of

TORONTO, MONDAY, APRIL 29, 1889.

the wreckers began their work. Nothing was done with the engine. It was allowed to lie sunk in the hollow between the spot where the line divided and where the tank stood. The energies of all were bent to the clearing up of the ruins, from which the

Horrible Stench of Burning Flesh still came on the breeze. The workers removing the wheels and piles of iron ceased sometimes and a sickly tinge passed over their faces, but it was gone in an instant and to work they set.

No tongue may tell the horror of it, as the men revealed first one corpse and then another and another. In one small space about fifteen feet by four, from amid the charred ruins of the cars, were taken the puny-looking, shrunken, blackened cinders that had been men and women in the morning.

Fourteen men and three women, with no trace of face or figure to be seen, the limbs gone on this, the head burned completely off on that. Not one with a semblance of humanity left. Except here and there a battered knife or key, a watch, a pair of suspenders, the sleeve of a coat, the top band of a pair of trousers, the remnant of a white shirt that had been torn from the body of its owner in his agony as the flames reached him.

It was an awful sight, and as the little

HAMILTON CLARK, 147 West Ohio street, Chicago, broken leg and other injuries.

ANTHONY MASS, an Italian on his way to Italy, head badly cut.

EDWIN CHAPMAN, fireman, scalded badly on head and arms; doing well.

ENOCK KENYON, London, Eng., broken ribs; doing well.

C. C. AYDELL, Edwinsport, Ind., cut and bruised, slightly injured.

WM. LIPSEY, Chicago, Ill., ankle crushed.

A. L. DOWNEY, 43 West Adam street, Danville, Ill., slightly injured in the back.

GEORGE WHITE, Union Hill, N. J., head severely cut.

ANDREW CARPENTER, Yankton, Dakota, head badly cut.

S. E. YOUNG, 294 North avenue, Chicago, head cut.

JOSEPH MORRIS, Clark's Island, Maine, injured in the head.

JAMES A. PALMER, Ilion, N. Y., bruised about the head.

Dr. Beemer was asked about the injured late in the afternoon and expects them all to recover. As to the others,

Those Awful Bodies

taken from the burning ruins, nothing is now known of some of them, nothing perhaps ever will be known except that they were on board the train.

The assistance rendered by all present was most heroic, and they did all in their power to help the injured.

The people of this city have not yet recovered from the amazement caused by

four
smol
Ti
the
and
plied
Th
hand
seng
As
pass
Two
being
way
other
The
taken
two
laxa
supp
Noue
the n
don,
burne
fifteen
after
doubt
as the
nitios
ribity
were
teen
end o
HA
Poole

Between A and B where the accident took place.

Bundles of Charred Flesh

were laid out, the men wiped their brows of the clammy sweat and went again to work. The keys in the clothing, the trinkets, and other indestructible means of identification were placed in a pail guarded by a constable, all together, for there were six or seven corpses so heaped together that it was impossible to find out which they belonged to.

From the mass of burned fragments THE GLOBE reporter discovered three things that may be a means of identifying whose loved one lay there.

The first was the front of a white shirt, and on the band was the mark, 16 x 34, 8,365, Curnick.

The second was a first-class ticket, which was issued by the Wabash, St. Louis & Pacific Railroad, Form D. x 325, Detroit to New York, first-class, return, No. 163.

The third was a letter, the contents of which looked like an insurance policy, but were undecipherable. The address on the envelope was Harry Evarts, Kohl & Middleton's Side Museum, Chicago, Ill.

That was all; the cinders were laid aside, and in half an hour a number of large boxes were brought upon the scene.

In one of these four of the corpses on which no clothes, no limbs,

Nothing But the Blackened Trunks were left, were placed; another held three, and the rest were given each a shell.

The men still labored on—labored until seventeen had been taken—while still to the rear the cars were burning.

Before the bodies were removed a thing than which nothing more revolting could be seen on a field of war occurred. A dog, lured by the smell of the burning flesh, crept in among the ruins and began to search around.

With Howls and Shrieks and Curses the half-maddened workers chased the brute away and the bodies were screwed down.

Shortly afterwards near where the dog had been another corpse, unrecognisable, like all the others, was taken out.

By this time it was five o'clock. The obstructing mass was hauled away and the gang of wreckers began to replace the broken and bent rails with fresh ones. By seven o'clock that part of the work was completed and night began to settle down. The heavy rain clouds that had poured themselves down all day became

learning of the full extent of the disaster, and everywhere sad faces are seen

And Whispered Questions

pass round as the news becomes known. The lives lost are supposed to be those of Americans, but at a time like this national feeling gives place to that sad sympathy men feel in common for a common loss and which makes all men brothers.

The Y, which is clearly represented in the cut, has been the scene of three terrible accidents; the first the Desjardins Canal accident, which many years ago caused the loss of over fifty lives, occurred at the Hamilton end of the triangle; the second in February of last year completely destroying a freight train, caused the loss of two lives, the engineer and fireman, and the one today, which, so far as revealed, has been the cause of twenty deaths. It is a fateful spot and will be long remembered.

A LATER DESPATCH

HAMILTON, April 28.—A GLOBE representative called upon Engineer Watson, who was resting at the house of his friend, Engineer Martin, on Magill street, but he was unable to see him as he was unfit to speak with any one, being very nervous with his bad shaking up. No serious results, however, were expected.

In a short conversation with Mr. Martin THE GLOBE gathered from him that Engineer Watson could account for the accident in no other way than that the engine had jumped the track. He was confident that the engine had passed the switch safely and he felt equally sure that everything about his engine was right. Of his marvellous escape he could say nothing. How he escaped he knew not. He remembered being pitched over with his engine, but the rest was like a dream to him. As soon as he is able Mr. Watson will return to his home in London.

Two of the passengers who were not hurt sufficiently to need attention at the hospital were taken to the Royal Hotel and well cared for.

Had it been possible to have got an engine with some promptitude to the scene of the accident all the Pullman and one of the first-class cars could doubtless have been saved from the flames.

Fireman Chapman,

who escaped without serious injury, did some good work during the early part of the day, but was afterwards obliged to go

like all the others, was taken out.

By this time it was five o'clock. The obstructing mass was hauled away and the gang of wreckers began to replace the broken and bent rails with fresh ones. By seven o'clock that part of the work was completed and night began to settle down. The heavy rain clouds that had poured themselves down all day became still more gloomy and the work of clearing up the hollow where lies the locomotive and the baggage car proceeded in the gloom.

It is not known if there were bodies in that part of the wreck. If there were they

Will Never be Discovered.

for the fire blazed most intensely and most continuously there.

In Hamilton the excitement was intense. The first means by which the city was aroused was the removal of the wounded to the Hospital, where they were placed under the care of Dr. Beecher.

The killed were placed in the Morgue. Their names were:—

RUDOLPH J. EDGAR, who from papers on the body is either a dealer in printing material or purchasing printing plant.

L. S. GURNEY, of Brooklyn, connected with a cutlery firm there either as member or traveller. Mr. Gurney was in the smoker, and one of the rescued passengers says that he

Saw His Head Out Off

by one of the huge splinters that were flying about when the body was dragged out the injuries were discovered of the most terrible nature.

The injured passengers who were got out before the cars took fire were:—

gine with some promptitude to the scene of the accident all the Pullman and one of the first-class cars could doubtless have been saved from the flames.

Fireman Chapman,

who escaped without serious injury, did some good work during the early part of the day, but was afterwards obliged to go into the hospital for attention.

The deadly stove was again responsible for a great number of the fatalities. Out of the twenty bodies recovered to-day eighteen of them were burnt. It was a mournful sight to see the Grand Trunk lorries as they deposited their

Ghastly Loads

at the door of the hospital morgue. More terrible was it to think that so few of the victims could be identified.

The high lands above the cuts afforded splendid vantage points for the on-lookers, and they stood, rank above rank, for hours looking upon the work of the men as they cleared away the wreck.

Chief McKinnon and a number of his men did good work in helping to remove the injured to the hospital. The patrol waggon was also brought into requisition, and was of service.

Other Details.

The baggage and smoking car in the rear telescoped and immediately took fire, before the passengers could be got out or any assistance rendered. The fire

in the rear and soon four more cars were ablaze. The passengers however, managed to get out of the latter

four and tried to save those in the burning smoking car, but without success.

The wrecking of the water tank cut off the supply of water to a very large extent, and what water could be got had to be applied by means of pails.

There were 115 passengers and ten train hands on board, and of these about 30 passengers were

In the Smoking Car.

As far as has been learned thirteen passengers got out of the smoker. Two were killed instantly, one of them being Mr. L. S. Gurney, who was on his way from Chicago to New York, and the other an Italian, whose name is unknown. The remains of fifteen bodies have been taken out of the wreck, which, with the two killed and thirteen rescued, all more or less wounded, makes up the thirty who are supposed to be all that were in the smoker. None of the train hands

Were Seriously Injured.

the most being Edwin Chapman, of London, the fireman who had his right arm burned and a scalp wound. None of the fifteen who were taken out of the wreck after the fire have been identified. It is doubtful if any of them will for some days as the remains are charred beyond all recognition. Many of them were mangled horribly before the fire, and almost all of them were taken out in pieces. The whole fifteen were huddled together in the forward end of the smoking car.

THE VERY LATEST.

HAMILTON, April 29, 1 a.m.—Conductor Poole interviewed, stated that he was in the palace car "Fitchburg" and had just taken up his Hamilton tickets when they struck. He said the accident was all over in a moment. His passengers were panic-stricken, but he succeeded in calming their fears and told them the worst was over, and advised them to keep quiet. He then went to work assisting in rescuing the passengers from the wreck. Conductor Poole is badly shaken up and cut, but his injuries are not of a dangerous character.

Conductor Lovell interviewed, said:—I took 97 passengers eastward on my special train, No. 514, 70 of which were off the fatal express. About ten of the number were slightly injured, and appeared very thankful for their marvellous escape from death. Nearly all the 70 were through

him out in time to save him from being burnt to death."

Capt. Hall's Experience.

Ex-Ald. Wm. Hall, ship-owner of this city, happened to be on board the ill-fated train and he gives the following version of the accident:—"We left Detroit about 12 o'clock Saturday night. At first I could not obtain a berth in the sleeping car and took a seat in the third car of the train. After a while I obtained a berth in the fourth car—the Wagoner car "Fitchburg." Mr. A. H. Dixon and I got berths alongside of each other. We got up when the train passed Harrisburg, dressed ourselves and made ready to leave the train at Hamilton, where, of course, we had to stay over for the Toronto train. I felt at this time the sudden shock, but nothing to alarm me. However, I knew things were not all right and presently we left the track. We got out all right and went forward to see the wreck. The car immediately in front of us had the end knocked out, but the passengers were getting out of it, and so far as we could see all along the line the passengers were getting out of the cars. We thought at this time that there was little loss of life as we did not know that the smoking car was buried beneath the ruins of the second car. All at once a great blaze broke out through the top of a pile of debris a little west of where the engine lay covered up. The fire shot out with the greatest rapidity, but of course we did not know that there were any victims under the car or that anything like twenty lives were lost. We then looked to see where the engine was and could only see the wheels sticking up amid the flames. One baggage car was safe across in front, but the other was driven between the engine and the tender. In that car all my baggage was and it was burned up. It is a horrible affair and I never wish to be again in such an accident."

One of the Injured.

Mr. James A. Palmer, another of the injured passengers, was sitting in the Hamilton waiting room when THE GLOBE reporter saw him. Mr. Palmer's head was bandaged and he was suffering from a painful scalp wound. In response to a number of questions, he told his story substantially as follows:—"I left Chicago at 3 o'clock on Saturday morning and was

...was over, and advised them to keep quiet. He then went to work assisting in rescuing the passengers from the wreck. Conductor Poole is badly shaken up and cut, but his injuries are not of a dangerous character.

Conductor Lovell interviewed, said:— I took 97 passengers eastward on my special train, No. 514, 70 of which were off the fatal express. About ten of the number were slightly injured, and appeared very thankful for their marvellous escape from death. Nearly all the 70 were through passengers from the Western to the Eastern States.

The Scene at Night.

EAST

On making a last visit to the scene of the accident to-night very little could be seen in the shape of woodwork, the fire having consumed almost every portion of it, leaving only the ironwork of the cars, in every conceivable shape, scattered along the road-bed and banks of the grade. The great mass of this was lying in a hollow about five feet deep between the tracks, which is in the shape of a V, caused by the tracks diverging from each other, being 100 feet long and 60 feet wide at the broad end. In this small hollow were the engine and tender and at least three cars, a baggage car, the smoker and a first-class coach. The iron work of these were so piled and intermingled as to make it impossible to distinguish the shape of any one of the cars in the mass. Notwithstanding the great amount of work to be done in moving the debris and repairing the tracks, Roadmaster Nelson, with an immense staff of men, had the main line cleared so that special passenger 512 passed over the line eastward at 8.03. The Junction cut or Y line, used for through freight between Detroit and Toronto, was cleared and repaired by 10 p.m., making the roads once more

Clear for General Traffic.

later.

own.

be

this

and

mon

in

ible

anal

d the

the

ad in

ying

live,

to-

Baggageman Welsh was badly bruised, but went through to Suspension Bridge on No. 516 special. The passengers speak in high praise of the Grand Trunk officers for their care and despatch in sending them forward to their destinations. As far as can be learned this is a case of pure accident, no blame being attached to any train or road official. On leaving the scene of the accident at ten o'clock to-night no further bodies beyond the twenty had been found, and there may be no reason to credit the rumors afloat that more bodies are in the debris, as everything has been cleared. The Masonic Knight Templar body, of Buffalo, telephoned a Hamilton frater as to the safety of Frater Holmes. A reply was forwarded that he had escaped uninjured and had left on the special to Buffalo about noon. The passengers are to be credited with saving the two rear sleepers, which were the only cars that remained on the track. As soon as they had attended

...was and it was burned up. It is a horrible affair and I never wish to be again in such an accident."

One of the Injured.

Mr. James A. Palmer, another of the injured passengers, was sitting in the Hamilton waiting room when THE GLOBE reporter saw him. Mr. Palmer's head was bandaged and he was suffering from a painful scalp wound. In response to a number of questions, he told his story substantially as follows:—I left Chicago at 3 o'clock on Saturday on my way to Ithaca, N. Y. I was awake when the train passed London and went into the dining-room there to get something to eat. Then I went into the smoking-car. I had just taken a smoke, laid my overcoat down on the seat, and lay down on it. I was in a dozing condition, neither asleep nor awake, when I was suddenly brought to my senses by the rumbling and rocking of the car. Then it lurched forward and knocked me senseless for a minute, but I quickly gathered myself together. At the time of the accident there were 18 or 20 passengers in the sleeper, and I only saw eight of them alive afterwards, though there might have been more that I didn't see. The cars caught fire and it spread very rapidly. I was so weak from bleeding that when I heard a man crying I could not assist him, but I told others of it and then started to go back with them. I saw the conductor and brakeman working and heard the people in the wreck screaming. I could distinguish the voices of a man and woman. The coach behind us telescoped into the smoker and I thought there was no woman in the smoker at the time the accident happened. I can very well understand how the corpses of three women were picked up there. They must have been thrown forward in the same way that I was. I do not think I will try to go home to-night as I don't feel like stopping off again and I can't get a train from Suspension Bridge to-night. I am a machinist, and, having worked on locomotives for the Wabash Railway, the first thing I looked for was the engine, but it was entirely hid except the wheels under the mass of wreckage.

At this point in his narrative Mr. Palmer went back, apparently recollecting, and told how he got out of the wreck. He said:—"It was most remarkable. Our car was demolished. The other car was piled on top, and pieces lying in all directions. I was underneath among the wheels and beams. I crawled under a piece of timber and it fell on me, cutting my head in another place. There was another man under the debris, and I helped to get him loose, as he was crying out for help. We then dragged ourselves clear of the car."

with saving the two rear sleepers, which were the only cars that remained on the track. As soon as they had attended to the injured as far as possible, everybody joined forces and with a united push ran the two cars away from the burning wreck. Chief Atchison, of the Hamilton Fire Department, received great praise for his energetic assistance in placing and taking charge of the city firemen to quench the flames. Without such assistance the clearing of the track and the recovery of the bodies would have been much longer delayed. The express was sixteen minutes late leaving Dundas, and in consequence was believed to be not running beyond her regular rate of speed at the time of the accident.

NOTES AND INTERVIEWS.

Inquiries were made to-night by telephone for a Mr. Holmes, of Buffalo, who was supposed to be on the train. Mr. Holmes is known to have left Sarnia for Buffalo this morning, and it is not known that he was injured. He is a prominent Knight Templar, and can be recognized by the badge of that Order which he wears.

A Baseman Missing.

Phillips, the new first baseman of the Hamilton Baseball Club, was supposed to be a passenger on the ill-fated train and up to a late hour to-night nothing was heard of him. It is feared he is among the killed.

A Terrible Incident.

One of the through passengers who left on the special train that carried the Americans through to Suspension Bridge had a terrible experience, and one which will haunt him for years. When the accident happened he ran forward to assist in taking out the passengers who could not extricate themselves, and the first cry he heard was that of a woman. Bending in over the debris he saw a young girl, or at least what he thought was a young girl, with one leg out of a car window. She told him she was caught by the other, and he made efforts to get at it and release her. But the flames that broke out with lightning rapidity forced him back, and the means of the victim left there to be burned alive grew fainter till at length they ceased. Her body was found, altogether unrecognizable, about two o'clock.

A Dakota Passenger.

Mr. A. J. Carpenter, a passenger from Yanktown, Dakota, was on his way to Richfield Springs, N.Y. He said:—"I was in the smoker when the first jolt occurred. Following that the accident came so quickly that I did not know what to do. In the smoker at that time were about eighteen. I was thrown forward in the car and two men fell on top of me. I feel very sore, being cut on my head in two places. One of the men who was on top of me had his legs caught fast under a piece of timber. I tried hard to get him out, as he complained bitterly, but could not do so until the fireman from the engine came to my assistance. By that time the car had taken fire, and we just got

get him loose, as he was crying out for help. We then dragged ourselves clear of the car."

Mr. David Walker.

Ex. Ald. Walker was seen early last evening and gave this account of the accident:—"I was on the ill-fated train on my way home from San Francisco, and a terrible home-coming it proved to be. We came through Chicago (Saturday) at three o'clock. I had a berth in the Wagner car Montpelier, and along with me in my section was a young man going to the New York Centennial celebration, the other occupants of the car being Californians on their way to Europe. Some of them were unused to travelling in sleepers, and it was very late when we went to bed. I slept well and got up very early and put on my clothing ready to go off at Hamilton. I went forward to finish dressing and met the brakeman. I asked him what time we were due at Hamilton. He said at 7 o'clock. This was about 6.55 o'clock. Just at this moment the brakeman went forward and before he was well out of sight I was driven against the front of the car. Hurriedly going out I saw a huge mass of water go over the embankment. I did not know it was from the tank, but thought it was a washout on the track that had caused the accident. I then went forward along the left side of the train. There were a number of people under the broken cars and I assisted to pull out three men. Going back to look for more I found a man on the right side of the train also looking for injured. I looked along the car that was apparently second in the wreck and saw nothing. The windows were about on a level with my shoulders and I could see in and if there had been any one there I would have seen them. I then went back to my own car and got a flask of whiskey and gave it to one of the men I had pulled out and who was crying for something. A queer thing was that the evening before I had been reading Dr. Riordan's lecture to Grand Trunk employees, or the treatment of the wounded. By this time the cars in front were all ablaze. I then went back to make sure that there were no passengers needing assistance. Still going back I warned the people in the cars to get out of them, as the fire was coming toward them rapidly. All the cars but the two last were standing upright off the track; the last two were on the track, and seeing the fire racing along the line of the cars I asked the porter to get some of the train men and uncouple them so we might save them. The porter said he could do it, and with his help we disconnected the brakes and moved the cars back to avoid the flames that had now caught all the others. We tried to move the Pullman car of the Wagners, but as it was off the track our efforts failed. By the time the trainmen had taken out two dead bodies, and I went forward to have a look at

(CONTINUED ON PAGE 3.)

THE GLOBE TORONTO

NEWS. MANGLED AND BURNED

ARRIVES

(CONTINUED FROM FIRST PAGE.)

tes—An
Held

national
at Lu-
ste will

d Ports-
better,

weak-
e Duch-
await-

chess of
e Duke
weak,
toward

shan-
officially
as were
d to be
ing re-
l & the
d that
All re-
tail.

invited
to at-

London
of ex-

of the
ies ex-

n Von
an, is

ceived
Stan-
been

urrell,
dited
ibrog.
recog-
pas-

Hol-
the
dis-

the engine. The men told me to beware for the boiler might burst at any moment. I thought the doctors would come on the first train, but they did not. The men in charge wished to remove the injured, but knowing that many of them might bleed greatly if handled much I objected. Very shortly after the second auxiliary train arrived with the doctors, who did all in their power to bind up the wounds of the sufferers. I lost my baggage, which was in the second baggage car. Mr. Hall, the Superintendent, asked me how many people were burned and not knowing anything of the buried smoking car, I said I thought only two were killed. I met fireman Chapman, he was wounded and I gave him some stimulant, and asked if the engineer had escaped. He replied that he and the engineer had both jumped. Shortly afterwards I met the engineer. He was covered with blood and begrimed with the wet mud from the tank, with trying to extricate the wounded. He is a noble fellow and worked there for two hours when I am sure he was altogether unfit to do it. At the end of two hours I went down to the station helping to move the wounded. I telephoned home, went to the Royal Hotel and got a change of clothing. I had no idea during the afternoon of the extent of the calamity, and it was only after the recovery of bodies that I could believe it.

The Roadmaster's Statement.

Roadmaster Patrick Nelson said:—I was called out at 7.30. We do not know very much about the matter yet. The tank against which the locomotive ran up after it left the track is capable of holding about thirty or forty thousand gallons of water and is one of the largest along the line. The engine apparently jumped the track after passing the switch and certainly the failure of the switch could not have caused the accident.

Chief Acheson Talks.

Mr. A. W. Acheson, Chief of the Hamilton Fire Brigade, said:—We got an alarm from the railway station at 7.05, and with fifteen men went immediately to the scene. The whole place was ablaze at that time. We had very little difficulty about water, the pumping engine in connection with the tank being still in operation. We connected our hose with the pipe that supplied the tank and by this means obtained a good stream. We have been playing on the flames now for about six hours; for four and a half hours the fire burned. Since then we have been cooling the embers. The passengers were working heroically when we came upon the scene, but in a few minutes so fierce were the flames that all the people who could not get out of the smoker must have been burnt to death.

The Chief Engineer.

Mr. Joseph Nelson, Chief Engineer,

the accident all the nurses that could be spared and as many doctors as were wanted.

The Switchman Interviewed.

Valentine Flood, the switchman in charge of the spot where the accident occurred, said:—My station is near the end of the Y. I am most positive the switch was all right. I moved it for freight train No. 32, which passed along about thirty-five minutes previously. Then I moved it back again for the express, and locked it. It is still in that position, as you may see when they get the wreck cleared away. I examined the roadway also, and the rails were all right at that time. They are twisted all out of shape now but the derailed cars did that. I heard the crash at my position up at the other end of the cut and within three minutes I got to the scene of the accident. By that time the first three cars were on fire. They blazed up almost instantaneously. The first baggage car had passed safely and was standing with one end torn off about 150 feet in front of the upturned engine on the line of rails the train should have followed. The three first cars burned speedily; they had saved some passengers before that time, but afterwards the heat was so intense no one could get near them. I did not hear a single cry for help. I pray God the poor fellows were killed in the collision before the cars took fire. The four last of the seven burned were standing upright, but they were off the track and could not be taken away in time to serve. The two last we moved off and then we tried to uncouple the remainder. It was no use; the fire was too near. I seized the axe and ran and tried to chop away the platform of the last car, to sever the connection, but the flames beat me again. They burst out from the end of the car in front and I had to drop the axe and run.

A Chief Clerk.

Mr. Wallace, Chief Clerk to the Superintendent, was among the officials early on the scene, and in conversation with THE GLOSS said the accident had completely unnerved him. The officials, while believing a serious loss of life had taken place, were not prepared for the terrible nature of the calamity.

It Might Have Been Worse.

Had the accident happened 100 feet west of where it did the cars would have pitched down a 75-foot embankment either north or south into the marsh. At the point in the diagram marked "A" the track has all been filled up with earth taken from the cutting. The surrounding country to the north, south and west is covered with water.

The Locomotive Foreman.

Mr. John Hall, foreman of the locomotive department, said the engine was built at Kingston about six years ago. Its number then was, if he remembered aright, 921. About four and a half years ago it was re-built at Hamilton, and was fitted with larger wheels, thus being converted into an express.

... south and west is covered
with water.

The Locomotive Foreman.

Mr. John Hall, foreman of the locomotive department, said the engine was built at Kingston about six years ago. Its number then was, if he remembered aright, 921. About four and a half years ago it was re-built at Hamilton, and was fitted with larger wheels, thus being converted into an express engine. It was used to run Nos. 52 and 55 heavy express trains. Asked if he could assign a probable cause for the calamity, Mr. Hall said:—"We have no means of knowing. The forward truck of the engine is under the wreck. At least that is our conjecture. You can see the driving wheels are all right, continued Mr. Hall, pointing to them as they stood upturned in the air, but when we get the others we may know. It was a good thing we had the pumping engine of the tank left intact. It is at the foot of the embankment, and forces the water from Dundas marsh up to the tank. We got a stream from that almost right away, but for hours we were unable to touch the wreck, as everything was red hot. It is the most horrible affair I have ever seen. The whole circumstances, the dreadful death harvest under the smoking-car will stay with me.

The Divisional Superintendent.

Mr. Larmour, Divisional Superintendent, of Stratford, was early on the scene of the accident and directed operations. Mr. Larmour expressed his heartfelt sympathy

for the relatives of the victims. He could not give any opinion as to the probable cause of the accident.

Two Brothers Meet.

A dramatic incident happened at the railway station shortly before the special carried off the Suspension Bridge passengers. A gentleman was standing on the platform telling that he supposed his brother was in the wreck, when a stranger, dust-grimed and wan, came walking up the platform. It was the brother, and with a hearty "Thank God you are safe," the men clasped hands. They went off together to New York, where they will attend the celebration. They are members of the National Guard.

The Expressman.

Fred W. Dumas, the expressman, was not hurt at all, but was terribly shaken up. He went home on the special to Suspension Bridge.

A Baggage-man.

Baggage-man James Welch had his shoulder dislocated and his hip hurt. He was removed to his home at Suspension Bridge.

The Official Report.

Bridge.

The Official Despatches.

MONTREAL, April 23.—Joseph Hickson, General Manager of the G. T. R., kindly permitted the Associated Press representative to peruse the official despatches received during the day from the officers of the road at the scene of the terrible accident at Hamilton. According to these the train, which was composed of ten cars, including four sleepers, with 109 through and 4 local passengers, had passed the switch before leaving the track in the angle of the "Y." It then struck the water tank and swung round at right angles, the tender passing over the engine, which was smashed and burned. The rails and track east and west of the debris were in excellent order, and as the switch was set all right and the engine is destroyed, it is impossible at present to account for the accident. There were 113 passengers in all, 65 in the coaches and 48 in the sleepers. Nineteen passengers were killed, 16 men and 3 women. Twelve are injured and in the hospital, one, with a leg broken, one with ribs broken and others with cuts and bruises. A few others are slightly injured. The rolling stock, engine and tender are badly damaged. One baggage car is slightly damaged. One baggage car, one smoker, two coaches and two sleepers were destroyed.

The News in Toronto.

When the news of the accident reached Toronto it spread as only such horrible intelligence can. The telegraph offices were sought and telephone bells were ringing all over the city. A report that but two were killed got much currency, but further news, but added to the horror that stirred the startled sympathies of the citizens. Those who had friends on board the train and had heard of their safety mixed, with their sympathy for the unknown injured, thankfulness that those they knew were spared. But how trying must have been the hours of waiting through which they had to pass, who believed that friends or relatives might have been on the train and might then be lying in the buried car, and to whom the telegraph sounders clicked no comforting message. The Union Station was crowded on the arrival of the east-bound trains. Every scrap of news was seized with avidity and passed rapidly from mouth to mouth.

THE HAMILTON RAILWAY HORROR.

From our reporters' account of the dreadful railway accident near Hamilton yesterday morning it appears difficult or impossible to lay blame on the company or any of its officials. A railway disaster apparently more completely accidental, we do not remember. The switch was duly locked, the train appears to have been running at a properly slackened rate of speed, the engine wheel that seems to have broken was, we may safely presume, examined as usual at the previous stopping place. An "accident," in common parlance, is something that occurs when all the ordinary precautions against such happenings have been taken. Nevertheless one remembers Robert Stephenson's dictum to the effect that there are really no accidents, by which he meant it to be understood that if all possible precautions be taken accidents cannot occur.

It may be truly said that if all possible precautions were taken against railway accident the expense would be ruinous to the companies and the service unsatisfactory to a public that craves speedy travelling. For instance, if the train which ran off at Hamilton had been slowed down to walking speed to cross the switch, and if this had been done in accordance with the regulation, the accident would not have occurred. But a general regulation requiring such slowing down to cross a switch would cause all trains to go at a pace that the public would not endure. And the same applies to a great many possible precautions that

rick
med
coat
by
aper
a
und
ow-
ants
ter,
of
ring
ock,
tain
of
any
the
len-
ind
nan
d in
till
eth
ked
ray
our
yer
rch
the
a
id,
in
im
my
me
to
lar-
in-
ut
and
ols

a general regulation requiring such slowing down to cross a switch would cause all trains to go at a pace that the public would not endure. And the same applies to a great many possible precautions that are not employed. The people insist upon travelling speedily; much of the usefulness of railways would be gone if speedy trains were not supplied. The problem is to have the public demand satisfied, to get the utmost service from the railway plant, and yet to compel the companies—which are always under stress of severe competition—to take sufficient precautions, not merely against “accidents” of an ordinary sort, but against extraordinary or barely possible accidents. If the law compels companies to guard against every imaginable accident we shall have no efficient railway service. If the law does not compel them to take all expedient precautions we shall have a very unsafe though speedy service. How much in the way of precautions shall the law require? It is hard to draw the line. But we are strongly impressed with the opinion that the law does not now require of the companies precautions commensurate with the risks to which travellers are exposed by the speedy service that the people insist upon. All the recent accidents indicate that the companies, forced as they are by competition to keep expenses down, trust to get their trains safely through upon the minimum of precaution required by law. If so, the law should place the minimum higher, and if this should materially increase the cost of operating railways, the public should be willing to pay the cost, and the companies should arrange to have the public do so.

THE HAMILTON WRECK.

MANY INQUIRIES FROM ANXIOUS RELATIVES.

Two Toronto Men Supposed to Have Been Victims—The List of Personal Belongings Found in the Debris—An Inquest Opened—Doctors Examine the Charred Remains—The Burned Thought to Number Only 16—Condition of the Wounded.

HAMILTON, April 29.—In home, office and store the almost sole topic of conversation to-day has been the terrible calamity of yesterday. The belief that there were more bodies in the wreck did not become wholly disseminated until the details had been obtained from the complete reports in THE GLOBE and other papers. Inquiries came into the city from various parts in the Western States asking for information about absent friends and relatives, but little news could be sent in return, as the threads on which hang the means of identification are very slender, almost everything being consumed in the devouring flames. THE GLOBE representative this morning first paid a visit to the hospital to ascertain how the sufferers were progressing. In reply to the query, Dr. Beemer, chief of the staff, stated that all of them were on the way to recovery, excepting Hamilton Clarke, of Chicago, who was not as well as he was yesterday. The others seemed quite cheerful, especially A. L. Doney, of Danville, Ohio, who was busily employed, in the best of spirits, filling out a claim upon a railway accident company for the usual weekly indemnity. He had been wise or fortunate, before leaving home, to expend 25 cents upon an accident ticket, and is now probably richer by the week than he would have been had he stayed at home. Doney is an old brakeman, and it is said of him that, although suffering from a sore leg and a cut head when he got out of the train, his old instinct came back upon him strongly, and he rushed off to the rear to stop a train which he knew was following behind.

The Inquest.

The first public duty to-day in connection with the disaster was the holding of the inquest, which was convened at eleven o'clock, in the Board Room of the City Hospital, by Coroner Dr. A. Woolverton. The following jurors were sworn:—John Hoodless (Foreman), Samuel McKay, George Magill, B. Winniffrith, Thomas Lit-

finding of these articles does not imply that their owners have been killed, but so much uncertainty exists as to who was killed and who was not, that it has been thought advisable to mention the finding of these samples. Besides these, the station police found several handfuls of trinkets and small articles, which had not been arranged at the time of writing. Among the debris were found two notebooks belonging to E. Simons, Pueblo, Colorado. The owner was believed to be a Polander who had arrived in the States on October 8, 1886. An arithmetic, with the name of Edmond Johnson on it, was also found.

In the Morgue.

The remains of the victims were removed from the Morgue to Blackford's establishment after the inspection by the jury, and were inspected by Doctors Caviller, Ridley, Mackelcan and Woolverton to ascertain more particularly the sex and number of the deceased. Upon the tops of shells were spread the bodies of Gurney and Ederer, presenting a most ghastly spectacle. The face of the former was unrecognisable by a friend who had come to the city to identify the body. There was no doubt, however, of the identity of Ederer, whose head had been cut completely from the body. The initials R. J. E. were found upon several portions of his clothing. A clothing tag, marked "Tass Brothers, Chicago, Ill.," was also found upon his clothing. The body of the supposed Gurney gives the appearance of a tall man, six feet high and young. About \$3 15 was found in his pockets, \$7 in bills and the remainder in American silver, enclosed in an envelope with the imprint and cut of the Leland House, Chicago, upon it. Turning to the charred remains of the other victims, there was very slight, and in most cases no clue to their identity. Burnt shreds of cloth, a button or a stud were all that could be seen around most of the charred remains. On one of the bodies, that of a man, was found a cloth-bound order book, without any writing upon it. A large button, believed to have been an oxidised one, was found on the body of a young girl. The design on it was a bird singing among flowers. There was nothing more by which to tell who were and from whence came the once well and vigorous bodies which now lie charred and hideous in their blackness. After a careful inspection the doctors came to the conclusion that from the remains not more than seventeen, and probably only sixteen, bodies could be accounted for. Among them were those of four women and two children, one a girl and the other of uncertain sex. The remains will not be enclosed until to-morrow, to give interested ones an opportunity to inspect them.

A Hamilton Traveller Interviewed.

Mr. George A. Black, of this city, was in the second coach from the smoker, and,

Hospital, by Coroner Dr. A. Woolverton. The following jurors were sworn:—John Hoodless (Foreman), Samuel McKay, George Magill, B. Winnifith, Thomas Littlehales, C. R. Smith, George Laxton, Charles Bird, John Alexander, Charles Black, Wm. Somerville, Samuel Thorne, John A. Barr, John A. Bruce, Henry Arland, Wm. Newport, J. K. Applegath and Rudolph Rissman.

In addressing the jury Coroner Woolverton said that the frequency of such terrible railway accidents, like the one of yesterday, demanded that the most searching investigation should be made into the circumstances in the interests of the public. Their first duty would be to view the bodies, after which evidence would be taken, and if the jury saw fit, the scene of the accident would be visited. The jury then adjourned to the Morgue and inspected the bodies of Gurney and Ederer, that were lying upon mattresses in the positions in which they had been taken from the wreck. It was a terrible sight, and the jury were glad to leave the dead-house as quickly as possible. The remains of the other bodies were not examined, as they lay huddled together in the shells almost unrecognisable. The only articles in the Morgue beyond the bodies were a woman's hat or a drill company cockade, it was hard to distinguish which, of black cloth and feather, and the remnant of an umbrella.

Mr. Wallace's Evidence.

On returning to the jury-room the evidence of Mr. Joseph Wallace, Chief Clerk of Superintendent Stiff, was listened to. Mr. Wallace testified:—The wrecked train was No. 52, limited express, from Chicago to Suspension Bridge, via Barnia. The composition of the train is changed at London, two sections, one from over the Wabash and Detroit and the other by way of the Chicago & Grand Trunk, being amalgamated. A sleeper and one coach are taken on at Detroit, and the train leaves Windsor at 1.40 a.m. daily and is due at Dundas at 6.44. The place where the accident occurred is 4½ miles from Dundas, the time of running being eight minutes. She is due to leave London at 4.45, but left yesterday morning at 4.55, passed Paris 11 minutes late, at 6.19; arrived at Harrisburg at 6.26, 13 minutes late; was examined there and left at 6.39; was due to pass Copetown at 6.36, passed at 6.52; was due to pass Dundas at 6.44, passed there at 7. He could not say the time that the accident took place. In answer to questions from various jurymen Mr. Wallace said that since the St. George accident each passenger train lost

opportunity to inspect them.

A Hamilton Traveller Interviewed.

Mr. George A. Black, of this city, was in the second coach from the smoker, and, when interviewed by a GLOBE reporter, stated:—"I walked through the train about twenty minutes before the accident, when we were about Harrisburg. I noticed that there were about a dozen persons in the smoking car, about twenty in the car next the smoker and about eighteen in the third coach, in which I was seated. After passing Dundas we ran at a high rate of speed. The passengers—nearly all citizens of the States—were much interested in the beautiful scenery of the Dundas Valley. I gave my seat to one of them that he might view the scene, as I had a better position than he had. I crossed the aisle to his seat, which, I think, saved me from serious injury. Almost immediately I felt the train slowing up to what I think would not exceed twenty-five miles per hour, which was as we were nearing the junction or Y cut. The next thing I knew was the jolting of the car, which I at first supposed was the tight application of the air brakes, but I was immediately undeceived by the violent plunging of the car and the crashing of the wreck, which brought us to a sudden standstill. The opposite side of the car from me was smashed into splinters. I got out through a window with more than usual alacrity and reached the ground unhurt, but the gentleman with whom I changed seats was not so fortunate, having received a bad shaking up and injuries to his arm. I was one of the first out on the scene. The first parties I saw were the engineer and fireman coming out from the debris near the shattered engine, covered with coal dirt and blood. The next man I saw was the plucky Baggage man Welsh, who had been thrown through the broken roof of his car. Welsh, myself, the fireman and engineer and other fortunate passengers went to work at once to rescue the injured. The scene was one that beggared description. I heard but little moaning. I think the unfortunates in the smoker and in the first-class car next to it were nearly all killed instantly, as those two cars and one of the baggage cars were an entangled mass of broken timbers and twisted iron. Only one person from the car in which I was seated was killed, and he lost his life by trying to make his escape through the front door, just as the cars were piling and breaking up. We rescued the injured as fast as we could, but in less than five minutes the fire had started in the broken cars, and in a very short time it was impossible to get near the burning wreck.

slow up to a rate of 25 miles an hour at the place of the accident. The expressmen were examined at Windsor, London and Hamilton.

At the Scene of the Wreck.

This was the whole of the evidence taken, and the jury, accompanied by Mr. Wallace, Mr. Hobson, Mr. Barker and Mr. Armstrong, of the Grand Trunk, boarded two cars at the Victoria Avenue Crossing and were conveyed to the scene of the disaster. There they spent upwards of two hours going over the ground and examining every detail connected with the working of this part of the road, being assisted by the officials named above and Roadmaster Nelson. The switch was thoroughly examined, and, according to appearances, the old switch rail appeared no worse, but had been replaced by a new one. A question of the length of time it had been in service was raised, but this was clearly shown to have been short, for the year of manufacture, 1887, was plainly marked on it. The rail which had lain next to it apparently gave some clue to the cause of the accident, as the end nearest the switch was strongly indented, as though it had been heavily struck by the car wheels. There was nothing to show, however, that it had been struck first by the engine, as it might have been struck by the following cars after the engine had passed over it. A long line along the centre of it showed that the flanges of the wheels had ridden all the way along it. After inspecting the rails and roadbed, one of the persons of the engine truck was hauled out of the entanglement of ironwork for the jurors' inspection and broke in two on the axle. No information could be gathered from it, and as much time would be occupied in getting at the rest of the engine's truck, the jury decided to return to the city, and the inquest was adjourned until next Wednesday night at eight o'clock in the King William Street Police Court.

Unofficial Search.

While the jury was occupied with technical matters The Globe representative assisted in the hunt among the debris that lay near where the baggage car had been wrecked in the hope that some clue might be found by which to identify some of the travellers whose samples were in the baggage car, but fire had destroyed all but the merest shreds. A number of samples of dress goods, marked "L. T. & Co.," were found, and others, on the top of which were the imprint, "Johnson Manufacturing Co., North Adams, Mass. Denny Poole, agent." Others were marked, "Pacific Mills, Lawrence & Co." There were also samples of wholesale clothing, paper, toys, men's furnishings, etc. Of course, the

A Touching Scene.

One of the most touching scenes in connection with the accident was that of three people who were travelling together in the coach next the smoker—a husband and wife and a gentleman friend. The husband, shortly before passing Dundas, told the friend that he was going forward to the smoking-car and asked him to remain and chat with his wife, but received the reply that he would join him soon, and almost immediately the friend followed him. The lady then moved across to the south side of the car to view the scenery, and, before their friend reached the smoking-car, the crash came, which numbered him among the killed or the badly wounded. The lady undoubtedly saved herself through moving to the other side of the car, as the killed and wounded were found largely on the north side of the wrecked car; her husband had also escaped from the smoker with a slight wound. After the accident the husband and wife met on the embankment after being assisted out of the wreck and the meeting was simply indescribable. They embraced each other and wept like children.

A Generous Milk Farmer.

Chief Aitchison, of the Hamilton Fire Department, drove his horse into the yard of a milk farmer on the top of the heights, convenient to the accident, while he assisted at the wreck. Upon the chief's man going to get the horse this generous little farmer demanded \$1 for stabling the horse. The driver tendered him fifty cents, took the horse and left. The men with small souls are not all dead.

Baseballer Phillips Safe.

Big Bill Phillips, the new first baseman of the Hamilton Club, who was supposed to be on the fatal train, is all right. He did not take the train. He will join the club at Syracuse.

Toronto Men.

Benjamin Weller, of Toronto, came to the city to-day in search of his sister's husband, also of Toronto, whom he supposed to be on the wrecked train. The missing man left for Chicago a short time ago to buy some kind of a press, promising to bring back a set of silver knives and forks for his wife, to whom he had been married but twelve months. Upon making inquiries here Mr. Weller discovered that a parcel containing such a set of silverware had been found among the debris, and he could come to no other conclusion than that his brother-in-law had perished in the wreck. An examination of the charred remains lying at the undertaker's did not help him much, but he thought he recognized one of the calcined bodies as that of

THE GLOBE TORONTO

his brother-in-law. Feeling that the circumstances pointed to the death of his relative, Mr. Weller left for Toronto on the 6.55 train to break the sad news to the young wife.

A young man named Fraser, from Toronto, appeared, on the scene to-day, amongst others, looking for his brother, from Omaha, Nebraska, who was due to arrive in Toronto by this train by way of Hamilton. He stated that he would know his brother's watch chain, and in searching through the lot he found one which he believed without question to belong to his brother. The terrible revelation broke the young man's spirits down, and he left utterly dejected.

Telegrams from Abroad.

All day the officials have been besieged with telegrams from all parts of the continent asking for information concerning friends and relatives and giving descriptions of them, and in some cases stating the particular trinkets and jewellery, etc., worn by them. The telegrams were answered as far as possible by the officials of the road, but, on the whole, the answers were of necessity unsatisfactory, as the means of identification were very meagre, on account of the bodies being burnt.

Articles for Identification.

A large amount of personal property has been found near where the burnt bodies lay. Amongst the articles are 19 watches, most of them gold, but these were melted so badly as to make it impossible to open them or ascertain their make or numbers. One of them that was little damaged was a massive gold watch with square hinges, having within it a P. S. Bartlett movement, numbered 2,209,208. - Another had a nickel movement, with the number 22,096 on the case. Another was a gold watch with chain and seal and a movement numbered 22,673. The following, among the general articles found, were:—A watch key with silver shield on it, was engraved "R. A. Peterly, 326 Broadway, New York." An envelope was also found, addressed "United States Mutual Insurance Company, care of James R. Pitcher, No. 851 Broadway, New York." A package of cards was printed "Harry Everts, Descriptive Lecturer, Adam Forepaugh's great show." A visiting card had the name "Sebastian Llap, Geiger," the last name evidently his place of residence.

A Masonic Knights Templar sword and trimmings had the name "C. B. Winslow" on the blade and the monogram "C. B. W."

enclosed
d ones an
viewed.
y, was in
ker, and,
reporter,
the train
accident,
I noticed
persons in
in the car
son in the
L. After
gh rate of
ll citizens
ted in the
alley. I
he might
ition than
his seat,
erious in-
the train
d not ex-
which was
or Y cut.
jolting of
I was the
kes, but I
he violent
ing of the
ten stand-
car from
I got
more than
dunhurt,
nged seats
ved a bad
a. I was
The first
and fire-
near the
coal dirt
saw was
who had
roof of his
man and
passengers
e injured.
I descrip-
I think
ad in the
nearly all
two cars
ra were
nbers and
from the
ed, and he
his escape
s the cars
e rescued
st. In less
ted in the
ime it was
ng wreck.
I a dozen
efore tak-
I we heard
but were
assistance

ees in con-
st of three
ther in the

a double-barreled breech-loading gun and about half-a-dozen revolvers, one of them being of unusually large size, were found. A laundry bill was also found, from Los Angeles, California, against a Mr. Hopkins. There is a horseshoe pin with an eagle on the top, and in the centre the words "good luck." Gold, silver and copper coins were found, of the value of about \$100, and also a United States \$5 bill, numbered 8,979,540, which was in a pocketbook amongst some silver. The pocketbook was black and charred, and was saturated with moisture from the body of the victim. There was also the tintype of a young man in this pocketbook. The coins found were all United States currency, except one solitary piece, which was a Canadian one-cent piece. Several gold rings were found and among them was a very large flat ring, about $\frac{1}{2}$ of an inch wide. One diamond and four ivory shirt studs were also found. A large number of watch chains and seals were discovered, none of them having any marks by which they could be identified. The remnant of an ordinary small round alarm clock was among the articles. A large number of the pieces of baggage were found, which the Grand Trunk officials are making use of to trace up their owners or relatives.

To Be Sent Home.

The body of R. L. Eilerer will be sent by to-night's midnight express to Chicago at the request of his relatives. The body of L. S. Gurney, of Brooklyn, will be forwarded on the limited express leaving at seven o'clock in the morning to his friends in Brooklyn.

The Passengers on the Train.

The following are the numbers of the passengers in each of the palace cars, also in the first-class coaches and smoker and the destinations of those travelling to points near the city and Buffalo:—Palace sleeper "Eloise," 11 passengers; "Menzina," 5 passengers; "Montpelier," 35 passengers; "Fitchburg," fourteen passengers; making a total of 65 in the palace cars. In the three first-class coaches and the smoker were 41 through passengers, four for St. Catharines, two for Toronto and one for Buffalo, making 48 in the first-class coaches and smoker, and a total on the train of 113, exclusive of train hands.

The Uninjured.

The following is a list of the passengers on the wrecked train who have gone through to their destination since and are unhurt:—E. B. Borwell, C. Borwell, C. H. Briseal, E. H. Burger, T. R. Creed, S. F. Morse, F. H. Holland, W. Large, J. G. Mitchell, W. H. Holmes, A. C. Gerhart, O. V. Becker, J. Mather, Miss M. Hamilton, Mrs. R. Cleveland, K. McCrea, M. McKay, T. W. Munro, D. Ferguson, A. R. Munro, F. Phannel, P. Kenney, F. W. Jefferson, A. N. Sperry, J. C. Bird, John Bird, D. W. Plumb and wife, X. H. Martinent, T. D. Carroll, P. M. Gerdobin, J. Whitmore, H. N. Keyes, W. W. Dennis, F. A. Schofeld, G. W. Swarthout, F. H. Cullem, Charles E. Mortimer, J. A. Latta and wife, C. N. Barnes, W. R. Barnes, A. Garrison, A. C.

app
W
that
out
that
you
Sh
dion

I
O's

M
men
you
ele
gra
joy
for
the
sels
His
you
goo
out
the
car
the
an
eve
dis
and
con
ing
for
not

If I
des
fou
vor
sah
a d
lex
the
try
ays
ha
rou
fan
will
act
bot
ate
ple
ha
rel
the
sus
the
W
ow
ma
dic

int
me
me
Ch
be
bis

ins
cal
the
art
an
out
of
pa
or
esc
lio

Wiler and wife, H. W. Cullyford, Mrs. T. H. Moore and son, also a young man and woman who would not give their names.

Probably Victims.

It is feared Mr. Curnick, of Chicago, was among the unfortunates who were burned to death, a piece of shirt bearing the name "Curnick" on it having been found among the charred remains of the victims. Mr. Scullens, of Chicago, who, it is said, was on the wrecked train, cannot be traced.

Notes.

On inquiry at the hospital late to-night all the sufferers were reported as doing well. Mr. Hamilton, of Chicago, who is in a more serious condition than any of the others, is improving.

At six o'clock this evening the scene of accident, which during the day was strewn with burnt ironwork, was almost cleared up, with the exception of the locomotive. The last train into the Stuart street station brought in eight flat carloads of the iron work and the tender of the engine.

St. Catharines Passengers.

ST. CATHARINES, April 29. — Great excitement prevailed here Sunday when the news of the dreadful calamity on the Grand Trunk Railway near Hamilton spread throughout the city, as it was known several St. Catharines people were on the ill-fated train. All kinds of rumors were afloat on the street. Mrs. Paradis, daughter of ex-Mayor Cuff, and her three children, R. G. Cox, harriater, Theo. D. Carroll and J. Geale Dickson all passed through the wreck without injury, but their baggage was burned.

1945

1000

Y MAY 1 1889.

THE CHANCES.

PATENT FOR SALE.—
A Spool Company of Toronto
suits for the disposal of the
entire lot for the Adjustable Ex-
Press Paper Rolls illustrated and
the first page of The Paper
November 10th, 1888; the
operation in several mills
in Canada; the saving
immense; one spool on each
line in each newspaper of
any width, and do away
with the gutter, and the addi-
tion every car-load of paper
bring same. For further par-
ticulars, Toronto Type
Company, Wellington street west, To-

RESTAURANT AND
a St. Lawrence Main street,
all furnished; costing
will be sold for \$3,000 cash;
the present owner for selling
Box 1478, Montreal. 15

HONERY AND FANCY
for chance or town in On-
tario; stock about \$5,000;
to engage in a wholesale
sewhere; apply quick. Box
136

ATIONERY STOCK FOR
see for Toronto city proper-
Brown & Co., No. 10 King
street. e

SHADE BUSINESS FOR
advice and large shop; easy
152, Glast. e

IN WITH ONE THOUS.
can bear of an exceptional
housing Box 267, Brockville,
e

TO RENT—PLANING
yard in Toronto; in a good
Guest office. 636

HEAP STOCK OF GRO-
cery in the manufactur-
all amount of stock about
a. Ingersoll. 15

CKSMITH SHOP—THREE
m. and paint shop, show
number shed, good stabling,
ciling house, and bearing
seams; near churches and
in Township of Blenheim;
daily mail; one of the best
Ontario; first-class stock of
Rheer without tools; good
m. and has been for over
C. R. Dixon, Chesterfield
a

SEEKING FOR FRIENDS.

**SEVERAL WHO PERISHED AT THE
JUNCTION CUT.**

**Former Residents of Toronto Among
the Victims—People From a Dis-
tance Identify the Remains or
Possessions of Dead Rela-
tives — The Grand
Trunk Physi-
cian Inter-
viewed.**

HAMILTON, April 30.—Although the ex-
citement in the city over the terrible
railway accident on Sunday has somewhat
abated, it still remains a general subject of
conversation, both in regard to the cause of
the accident and the prospects of the iden-
tification of the charred remains by sorrow-
ing relatives. In respect to the cause of
the accident, the finding of the broken axle
belonging to the front truck of the engine
has raised a variety of opinions, even among
the railway men. The discovery may prove
of the greatest importance in solving the
question. Such a break, before the engine
pitched into the water-tank, would
undoubtedly have caused the terrible
disaster; but until to-morrow even-
ing's inquest it will not be known
whether the axle broke before the plunge
or after the engine had struck the tank and
turned over. At the request of the jury,
Mr. W. A. Robinson, formerly Mechanical
Superintendent of the old Great Western
Railway, and an expert in the working of
iron and steel, went to the wreck and made
an inspection of the broken axle, in com-
pany with Mr. John Hoodless, foreman of
the jury. Mr. Robinson will give his opin-
ion of the break to the jury to-morrow
night.

It will probably never for a certainty be

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
Mr. Fraser travelled 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 pros-
perous future, took steps to re-
move 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 state-
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 in-
terest in everything pertaining to the main-
tenance of Scottish sentiment, and his death,
of which there is no doubt, will be lamented
by a large circle of friends.

A Former Toronto Citizen.

Another Toronto man was also a victim
of the fell disaster, at least circumstances
point strongly to that conclusion. George
Duthie left this city some twenty years ago
for Kansas City, where he has contin-
uously 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

MAY 1 1889

①

lock about
13

—THREE
pop. show
d. bearing
riches and
Blenholm,
of the best
as stock of
pois; good
a for over
hesterfield

ND SAW
ood man;
T. Smith
will take
payment;
articulars
on Mills,

VATOR—
o coal and
gricultural
done for
atisfactory
E. SCOTT.

ST GRO—
—doing a
atisfactory
JOHN W.

OWN OF
new; six
he town;
nt Forest.

LESTAB—
Toronto;
ter to M.
so.

K. AND
Canada

or after the engine had struck the tank and turned over. At the request of the jury, Mr. W. A. Robinson, formerly Mechanical Superintendent of the old Great Western Railway, and an expert in the working of iron and steel, went to the wreck and made an inspection of the broken axle, in company with Mr. John Hoodless, foreman of the jury. Mr. Robinson will give his opinion of the break to the jury to-morrow night.

It will probably never for a certainty be known how many persons perished in the wreck. About twenty watches have been found, and, as those of Ederer and Gurney were found upon them, there is every appearance that there was a greater loss of life than at first supposed. Every watch should have an owner, but only 17 burnt bodies, at most, can be accounted for and two of these are children.

Missing Friends.

As the sad news spreads to the various parts of the States, inquiries for missing ones flow into the city. So far the following have been inquired after:—Mrs. Geo. Grummett, Chicago; John Kelly, Chicago; E. W. Manderville, Chicago; J. L. Curnick, Chicago; M. R. Scufflen, Chicago; C. J. Fraser, Toronto; J. B. Sterna, Camden, Maine, and H. S. Hall, Kankakee, Ill.

Identified.

During the day Mr. J. B. Hanna, of Kankakee, arrived to identify his father-in-law H. S. Hall of Kankakee. On looking

at which there is no doubt, will be lamented by a large circle of friends.

A Former Toronto Citizen.

Another Toronto man was also a victim of the fell disaster, at least circumstances 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 40 and 41, 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 40 years of age, of medium height and dark complexion. His two brothers will go to Hamilton to-day to make further inquiry with a view to identifying something belonging to the supposed dead.

MAY 1 1889 ②

conto :
ter to M.
a.

AND
Canada ;

For

TO
business ;
; best
is right

JOB
no op-
person.

EAP-
custom
for cus-
Brant-

DWER
Apply
613

- A
8 x 100
ON, 25

OF
n each
25 To-

COT.
ITNEY

EET-
SON.

ULLY
ON.

FOR
ITNEY

- 260
NEY &

LIT-
rta of

UES-
small
haser ;
recourt
drable

VERN
actory.

WHEN
50 feet
& SON.

HILL,
lots in
down ;
My is

Identified.

During the day Mr. J. B. Hanna, of Kankakee, arrived to identify his father-in-law, H. S. Hall, of Kankakee. On looking over the watches at the station Mr. Hanna recognised a heavy gold one as the property of his father-in-law. Going to Blatchford's funeral establishment, where the remains are laid out, he searched for what was left of the body, and, although little was left to guide him, he found upon one of them the neck of a shirt collar in which two buttonholes were worked, and this, and the pattern of a small portion of the vest that was left, convinced Mr. Hanna that the remains were those of his father-in-law. To add certainty to his convictions regarding the shirt neck band, he showed those around that he wore one of a similar make. Mr. Hanna stated that he himself had advised the deceased to have the extra buttonhole worked in. This incident plainly shows upon what a slender thread may hang the means of identification in such cases. Mr. Hanna stated that the deceased was 70 years of age, and had for the past five years resided with him in Kankakee. Deceased, before retiring from business 20 years ago, was engaged in the dry-goods trade. He was on a visit to friends in the East when suddenly taken from this world.

His Wife a Victim.

Another visitor to the morgue was Mr. Geo. Grummett, of Chicago, who was searching for his wife. He had identified a watch, marked with the monograms "C.I.S." and a breastpin which his wife had worn in life. Mr. Grummett searched long and anxiously, but could find nothing by which he could tell the remains of his wife. There were several female bodies lying in shells, but with sorrowful heart he was obliged to give up the fruitless search. It was ascertained that Mrs. Grummett had started from home with the intention of paying a visit to a sister who lived in New York City.

Mr. Curnick's Watch.

Probably the saddest incident of all was that of young Theo. Curnick, of Chicago, searching for the remains of his father, J. L. Curnick, of that city. The son had looked over the personal property at the station and easily recognised as his father's a small gold watch and chain, on which was an A. O. U. W. medal, bearing the inscription :— "J. L. Curnick, P. M. W., Leni Leoti Lodge,

MAY 1
1889
③

AVM-
er foot.

IT FOR
k-paved.
E SON.

DINING
ontage:
owered:
ITNEY &

PARK-
lar the
College:
e south
Warr-

BLOCK
stage of

SALE-
an ave-
ming in
Toronto

REET-
n con-
; land
ousand:
gaga, if
JOHN N.
6

IES ON
opposite
steamer
of the
a value:
ould be
20 King

F \$35-
ortrage
20 Wel-

SOLID
adation:
Apply

at.
Horace
is Lord
truptoy
e \$22.
ed, and
Lord
Sleuth-
which
00, and
muse of
Francis
settled
money
settled
peared.
worth
Mr.
g up of
knew
nt. It
ple on
up the

wearing a new pepper-and-salt coat and vest, light-colored trousers and wore a pair of white web suspenders. Lying near one of the remains was a part of what had been white web suspenders, but beyond this and a piece of the vest, which he thought resembled that which his father wore, young Mr. Curnick could find nothing to help further in his search. He left without having identified his father's remains.

Afraid for Her Husband.

Mrs. George Sanders, 72 Market street, this city, is afraid her husband is among the dead. He left last Wednesday for London to seek for work and has not been heard of since.

Notes.

The bodies of Ederer and Gurney have been taken to their friends. Mr. V. Tommins, of New York, arrived this morning for the remains of the latter, but was advised that Mr. Laxton, of Buffalo, had left with them.

Dr. Rodger, Chief Medical Adviser; H. Wallace, Chief Mechanical Superintendent; John Bell, the Company's Solicitor, and A. H. Smith, Assistant Mechanical Superintendent, visited the scene this morning.

The Grand Trunk Physician Interviewed.

Dr. Rodgers, physician of the Grand Trunk Railway, who has been at Hamilton in connection with the "Y" horror, arrived at Toronto last evening on his return to Montreal. He reports that the injured are making rapid progress. In fact he was surprised to see them doing so well. "There are no means of identifying the charred bodies," said Dr. Rodgers to a GLOBE representative last evening. "Only in one case did I see how a victim could possibly be identified. The body was that of a full-grown man of medium height. In his mouth was a plate of false teeth, and his shirt was altered at the collar in order to make it smaller in size. There were no further traces whereby he could be identified. The disaster," said Dr. Rodgers, "is one of those which may occur on any road at any moment, and in one of those which as long as railways are in existence cannot be averted." In reply to a question as to how many he thought had perished, he said, "I took considerable pains in putting the remains together in order to satisfy myself on that point, and in my opinion there were seventeen bodies in the debris which were beyond recognition."

Charles Fraser.

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

MAY 1789



THE JUNCTION WRECK.

IDENTIFICATION OF A CHICAGO MAN'S REMAINS.

Names of Owners of Unclaimed Baggage - Further Inquiries for Friends - General Manager Hickson on the Ground - Resumption of the Inquest.

HAMILTON, May 1.—The identification of the remains of those who died in Sunday's accident proceeds very slowly. One more body was identified this morning, that of Morgan R. Scullin, 781 West Lake street, Chicago, by Mr. A. Colvin, 550 Warren avenue, of that city. Mr. Colvin examined the burnt remains and identified the body by means of fragments of the coat and vest still clinging to the body. He left this afternoon for Chicago with the remains.

The Unclaimed Baggage.

The railway officials have carefully examined the contents of the baggage from the wreck yet unclaimed, and have been so far enabled to make out the following list:—F. Randall Orr, Omaha, Neb.; Capt. Butler, Cook County Insane Asylum, near Chicago; H. Levy, Chicago, and Mrs. Smith, no address. There is also another piece of baggage, evidently the property of a lady, but which contains no name or address.

The Broken Truck.

The truck of the locomotive has been unearthed, and Mr. Hall, Locomotive Superintendent, has discovered, in addition to the broken axle, that the front wheel on the left side had five pieces broken off it. These have been found and were brought in this afternoon. This discovery has given rise to various opinions. As the different discoveries are made the first theory that the switch was the cause of the accident has about passed out of question.

Safe.

Until to-day there was some doubt whether or not Mr. Doherty, of this city, lately traveller for J. M. Williams & Co., but now with the Petrolea Oil Company, was one of the victims. He had sent word to his wife that he would pay her a short visit, arriving probably on Sunday. Not hearing from him, Mrs. Doherty was much distressed, but all is now well. Mr. Doherty altered his plans of travel and missed boarding the fatal train. He was in Warrington yesterday safe and well.

David Booth, of Toronto, the young married man who was being sought for by his brother-in-law, Benjamin Weller, is fortunately not lost as was thought. He is safe in Chicago, not having started for home with the set of knives and forks for his wife.

General Manager Hickson.

business is to tap every wheel on the trains, except the driving wheels and truck of the engine. I remember No. 52 train, the wheels on the south side of which I examined. I was occupied five or six minutes in doing so. There was no defect in the wheels I examined.

Alexander Darjic, brother of the last witness, gave similar evidence regarding the examination of the north side of the train. Alexander Douglas, of London, gave evidence in respect to the make-up of the train at that point, and the inquest was adjourned until Friday evening. The jury will meet at the Grand Trunk yard to-morrow afternoon at four o'clock to inspect the truck which lay at the place of the accident.

Notes.

Eugene P. Newhall, of Omaha, arrived this morning in search of C. J. Fraser, of Toronto, his brother-in-law. He was advised that Fraser's watch had been identified by a Toronto relative and there was no doubt he was among the dead.

Chief McKinnon has received a letter from Wm. Long, of New York, inquiring about Henry Pringle, of Chicago, a young man who had upon him about \$180 in gold. Mr. Long thinks he is a victim.

Mrs. McLeod, of Toronto, came from Stratford yesterday to make inquiries respecting her sister and her husband, H. E. Stone, of Marquette, Mich., whom she believed to be on the train on their way to the Centennial celebration. She examined the watches and jewellery, also the charred remains at the undertaker's, but found nothing to help her in the identification. It is likely they went on an earlier train.

The fact of there being more watches found than there are passengers dead has been accounted for. Mr. M. Crum, of Alverton, Ohio, and Mr. D. Forbes, of Grand Rapids, both of whom escaped very little hurt, had their watches jerked out of their pockets. There were also watches, jewellery and plated ware in some travellers' sample cases.

NEWS FROM MONTREAL.

Phillips and Maloney Out on Bail—The Morrison Defence Fund—The C. P. R. Changes.

MONTREAL, May 1.—A well-known citizen of Compton who is in town states that the subscriptions for the Morrison defence fund are coming in rapidly and the fund amounts to \$2,000, with the prospect of increasing to \$3,000. F. X. Lemieux, the well-known criminal lawyer of Quebec, had been retained, in connection with John Leonard, for the defence. People in the county express great loyalty to and sympathy with Morrison. Though Morrison personally would prefer to be tried in Quebec, his friends seem to think that Sherbrooke is the best place for him.

Important Canadian Pacific changes are taking place, Mr. Tuttle having resigned the position of Manager of Passenger Traf-

MAY 2
1889
D

about passed out of question.

Safe.

Until to-day there was some doubt whether or not Mr. Doherty, of this city, lately traveller for J. M. Williams & Co., but now with the Petrolia Oil Company, was one of the victims. He had sent word to his wife that he would pay her a short visit, arriving probably on Sunday. Not hearing from him, Mrs. Doherty was much distressed, but all is now well. Mr. Doherty altered his plans of travel and missed boarding the fatal train. He was in Wiar-ton yesterday safe and well.

David Booth, of Toronto, the young married man who was being sought for by his brother-in-law, Benjamin Weller, is fortunately not lost as was thought. He is safe in Chicago, not having started for home with the set of knives and forks for his wife.

General Manager Hickson.

There was considerable stir among the railway officials this morning, owing to the fact that General Manager Hickson was expected to make an inspection of the scene of the accident. Mr. Hickson arrived on the 9.20 train, and accompanied by Joseph Hobson, Chief Engineer; W. W. Pope, of the solicitor's office, and Samuel Barker, Superintendent of the N. & N.W. Division, visited the scene of the accident, where they spent an hour examining the ground, and afterwards returned to the station yard and inspected some of the debris.

To a reporter Mr. Hickson stated the main reason of his visit was to express the sympathy of the Company with the relatives of the unfortunate passengers. The accident was a matter of deep regret to himself and the Directors. At the close of the inquest, said Mr. Hickson, the Company will make a searching investigation in its own interests. He thought there was no necessity to make any change in the road at the place of the accident. The fact that there was an accident there did not prove that the spot is dangerous. The idea that the engines of the Company were not first-class was erroneous. They were the best that could be obtained, being built on the best models.

Mr. Hickson visited the scene of the St. George disaster during the afternoon.

The Inquest.

The adjourned inquest was held at No. 3 Police Station to-night before Coroner Woolverton. General Manager Hickson and a large number of the principal Grand Trunk officials were present and the auditorium was filled with the general public. Before the regular proceedings were opened Manager Hickson made a short speech to the jury, in which he expressed the deep regret for the terrible accident felt by himself and brother officers of the Grand Trunk Railway. Any assistance required by the jury would be cheerfully given. He asked for a full investigation of the circumstances attending the accident. There was some talk among the jury about the presence of the County Crown Attorney to cross-examine witnesses, and they unanimously agreed that the coroner secure his services for that purpose, and also to procure such

MAY 2 1889

②

DAY, MAY 3, 1889.

—AMONG THE KILLED.

MORE OF THE JUNCTION CUT VICTIMS IDENTIFIED.

Former Residents of Canada Who Lost Their Lives in the Wreck—A Daughter's Grief—Anxious Inquiries for Friends Still Continuing in.

HAMILTON, May 2.—Each day that passes brings sorrowing relatives and friends in search of lost ones killed in the recent disaster. So far four bodies have been claimed and sent away. Mr. F. C. Oviatt, attorney, of Chicago, was here to-day in search of his brother, B. L. Oviatt, a student of the New York College of Physicians and Surgeons. He left Chicago on Saturday afternoon by the Wabash route. Mr. Oviatt examined the articles at the station and found a peculiar-shaped ring, a steel measuring tape and a bunch of keys, on the ring of which is a calliper. He was certain the tape measure was the property of his brother. He examined the remains, but could not satisfy himself that any of them were his brother's, although he feels sure he is killed. The missing brother was about 26 years old.

John H. Kelly.

Miss Kelly and a young man named J. D. Hagarty arrived in the city this morning to search for John H. Kelly, of Chicago, father of Miss Kelly. When shown the watches and chains yet unclaimed Miss Kelly at once identified one of the watches as belonging to her father, she having the numbers of the movement and case. She was also well acquainted with its appearance. It was known positively that this watch and one of the charred remains were found together under the wreck, and upon this knowledge she claimed the remains of her father. Mr. Kelly was 50 years of age, and was freight-tracer for the Chicago & Rock Island Railway. The daughter is about 21 years of age, and an only child. Singular to relate, the first watch Miss Kelly placed her hands upon proved to be her father's, and the scene that followed would have melted the heart of the strongest of men. So stricken with grief was the young lady that it was found necessary to place her

MAY 3
1889

①

stricken with grief was the young lady that it was found necessary to place her under the care of a city physician. Mr. Kelly was born at Bothwell and had lived in Chicago for some time. He was on his way to New York. Two hours after Miss Kelly made the identification, there arrived on the express from the west Edward Kelly, a brother of the deceased, of Bothwell, and Joseph Hurst, a nephew, of Alvinston, to search for the body. The remains will be taken to Bothwell for interment by Mr. Edward Kelly.

Mr. Saunders' Escape.

Mrs. Saunders, 72 Market street, received the joyful intelligence this afternoon that her husband, Mr. George Saunders, was safe in Detroit. Mrs. Saunders was under the impression that her husband had gone to London, and was returning to her on the ill-fated train. She told a GLOBE reporter that he had not stopped at London, but had gone straight on to Grand Rapids, and from there had returned to Detroit. It was his intention, however, to start for home on the express, and had run to the station to board her, but, fortunately for him, when he arrived at the station she had left but two minutes before. The news has lifted a great load off Mrs. Saunders' heart.

The Deadly Stove Denounced.

The terrible havoc the deadly stove caused in the accident has set a great number of citizens talking in the most vigorous terms against its continuance in the present class of cars. They are of the opinion that the cars in which coal stoves are used should be built of thin steel and iron, and that ordinary wooden cars should be heated with live steam. If this was carried into effect railway accidents would certainly lose many of their horrors and the railway companies would be financially richer in the end.

Probable Victims.

Geo. W. Sterns, jr., 1,497 Harkimer street, Brooklyn, N.Y., is here looking for E. Randall Orr, of Peekskill, N.Y. An unclaimed trunk containing a number of letters addressed to the missing man were taken from the wreck.

Additional inquiries were made about Capt. L. L. Butler, Cook County Insane Asylum, Dunning, Ill. An unclaimed trunk bearing that name was found. It contained letters and papers addressed to Capt. L. L. Butler.

Inquiries have been made concerning Rufus A. Peverly, of Auburn Park, Ill. This gentleman was on the ill-fated train, and a shield bearing his name was found among the ruins. As he was not among the list of through passengers it is pretty certain he was killed.

John A. Murray, a tailor of Oshawa, Ont., has been inquired for.

Harry Everts, whose papers were found in the debris of the wreck, among which

MAY 3
1889
③

Evarts' friends.

Notes.

While examining the remains at his establishment to-day, Mr. Blachford found a portion of a necktie on which were printed the words: "—hleisinger & Mayer, London, Mfra." The first letter or letters are missing, but what is left may help towards identifying a victim.

The wounded passengers at the Hospital are doing well, excepting Hamilton Clarke, of Chicago, who is not so well. Antonio Marta, the Italian from Wisconsin, who had his head cut, left the Hospital this morning.

Anxiety About Thomas Jewell.

Thomas Jewell, who went from Toronto to live in Los Angeles, Cal., about a year ago, is supposed to have lost his life in the wreck. He was coming back to Toronto and is believed to have been on the train. It was expected that he would remain over Sunday in Detroit, but a despatch from his relatives there shows that he did not do so. His father, Mr. John A. Jewell, Queen street west, has instituted inquiries in Chicago in order to ascertain whether he remained in that city. Mr. Jewell still has hopes that his son may have been detained somewhere on the road.

Mr. and Mrs. Duthie.

There seems to be no doubt now of the fate of Mr. and Mrs. Fred. Duthie, of Kansas City, and formerly of Toronto, who, after an absence of twenty years, were returning to visit their old home and friends. Mr. Robert R. Duthie, of the wholesale firm of S. F. McKinnon & Co., a brother of the missing gentleman, was in Hamilton all day Wednesday, and is satisfied that the couple perished on the ill-fated train on Sunday morning. A Kansas City despatch says that a couple answering the description left with tickets for Toronto, and the conductor collected coupons from two tickets for Toronto from Kansas City. A number of circumstances go to confirm the fears of the sorrowing relatives.

cific
for

a
in
vidi
trac
the
thir
shak
road
men
agre
join
Oreg

O
R. E
cler
Dem
that
had
jura
Cap
be
gene
risk

In
gare
trati
the
on
prop
amor
nitu
due
pelle
plan
Ann
\$1,0
Mrs.
Yor
sona
Mrs.
Carr
John
\$25.
Yor
fix

MAY 3

1889

(3)

The first witness was William Galbraith, who when sworn testified:—It is my duty to put together the two portions of the limited express which arrive in London. I did so last Sunday. The train was composed of two baggage cars, a smoker, two first-class coaches, a sleeper, a first-class coach and three sleepers. The train was due to leave London at 4.45. She left at 4.55. Witness concluded his evidence with giving the names of the train hands.

Thomas McHattie testified—Am locomotive foreman at London. Am responsible for the work done on the engines and see that they go out in good order. Was not on duty when the engine attached to the limited express went out. I saw the engine, 759, two days before the accident. It is one of the strongest engines and of the largest cylinder capacity. So far as he knew the engine was in perfect running order. Witness gave other evidence concerning the inspection of engine.

Captain Hall and Mr. Walker being present from Toronto, and desiring to leave by the 10.15 train, their evidence was next taken. William Hall testified:—I got on the train at Detroit. I was aroused at Harrisburg by the tapping of the wheels. I got up from the berth directly after leaving the station. The train was running at a reasonable rate of speed, about twenty-five miles an hour. I think the engineer had good control of the train. Have had considerable railway experience. I was in the first sleeper. My first knowledge of anything wrong was a sharp concussion, like the sudden application of the air brakes. The car got off the track and the passengers were thrown about. The rest of Mr. Hall's evidence was of the same nature as the account given by him to THE GLOBE reporter in an interview.

David Walker, of Toronto, was the next witness, and gave in detail his experience in the accident, which was much to the same effect as the evidence of the previous witness. Mr. Walker's testimony showed that he had done good work in rescuing the wounded and pushing back the two rear cars. He was of the opinion that the train was running comparatively slow, not more than 25 miles an hour.

James Darje testified—I have been employed these years at Harrisburg as examiner of car wheels and brakes. My

MAY 3
1889

Wiler and wife, H. W. Cullyford, Mrs. T. H. Moore and son, also a young man and woman who would not give their names.

Probably Victims.

It is feared Mr. Curnick, of Chicago, was among the unfortunates who were burned to death, a piece of shirt bearing the name "Curnick" on it having been found among the charred remains of the victims. Mr. Scullens, of Chicago, who, it is said, was on the wrecked train, cannot be traced.

Notes.

On inquiry at the hospital late to-night all the sufferers were reported as doing well. Mr. Hamilton, of Chicago, who is in a more serious condition than any of the others, is improving.

At six o'clock this evening the scene of accident, which during the day was strewn with burnt ironwork, was almost cleared up, with the exception of the locomotive. The last train into the Stuart street station brought in eight flat carloads of the iron work and the tender of the engine.

St. Catharines Passengers.

ST. CATHARINES, April 29. —Great excitement prevailed here Sunday when the news of the dreadful calamity on the Grand Trunk Railway near Hamilton spread throughout the city, as it was known several St. Catharines people were on the ill-fated train. All kinds of rumors were afloat on the street. Mrs. Paradise, daughter of ex-Mayor Cuff, and her three children, R. G. Cox, harriater, Theo. D. Carroll and J. Geale Dickson all passed through the wrack without injury, but their baggage was burned.

MAY
4
1889

RDAY, MAY 4, 1889.

THE JUNCTION WRECK.

FURTHER EVIDENCE TAKEN AT THE INQUEST.

Financial Aid Offered by the Ontario Government—Switchman Flood's Testimony—An Energetic Milkman—No More of the Bodies Identified.

HAMILTON, May 3.—A number of persons to-day visited the undertaker's establishment where the remains of the victims of the railway disaster are lying. Mr. Jewell, of Toronto, came to look for the remains of his son, Thomas Jewell, who was on his way home from San Francisco. After examining the charred bodies he thought he could identify one of them, but was not altogether certain. Mr. Jewell also visited the hospital to see if any of the injured had become acquainted with his son on the train, but obtained little satisfactory information. Mr. Orr examined the remains for those of his brother, Frederick R. Orr, of Brooklyn, but could not identify them. He feels sure, however, that his brother is killed.

The Heaping Up

It has been a matter of surprise to some persons how the baggage car, smoker and first-class coach could heap together in the way they did when the train was going at what is known as a "slow up" speed. When it is taken into consideration that the four palace cars behind alone weighed 260,000 pounds, without the weight of the remaining two first-class coaches, there need be little wonder, with the momentum that a train has when travelling but 25 miles an hour, that the three cars should telescope and become a mass of splinters.

The Inquest.

The adjourned inquest was resumed to-night before Coroner Woolverton. Solicitor Bell and a number of Grand Trunk officials were present, and the auditorium was filled with deeply interested citizens. Before opening the inquest the Coroner referred to the desire of the jury that financial aid be obtained from the Ontario Government, and stated that he had received a telegram from Hon. J. M. Gibson advising him that the Government would grant the sum of \$200 for the purpose of obtaining expert testimony. The jury decided not to call upon County Crown Attorney Crerar at present.

Valentine Flood was the first witness, and when sworn, testified:—I am switchman at the Junction Out. Have held the position for over six years. Have about of G.

MAY 4
1889

(1)

telescope and become a mass of splinters.

The Inquest.

The adjourned inquest was resumed to-night before Coroner Woolverton. Solicitor Bell and a number of Grand Trunk officials were present, and the auditorium was filled with deeply interested citizens. Before opening the inquest the Coroner referred to the desire of the jury that financial aid be obtained from the Ontario Government, and stated that he had received a telegram from Hon. J. M. Gibson advising him that the Government would grant the sum of \$200 for the purpose of obtaining expert testimony. The jury decided not to call upon County Crown Attorney Crerar at present.

Valentine Flood was the first witness, and when sworn, testified:—I am switchman at the Junction Cut. Have held the position for over six years. Have charge of five switches (these the witness explained in detail). My hours of duty are from 6 p.m. to 7.30 a.m. and 7.30 a.m. to 6 p.m. on alternate weeks. Was on night on night duty at the time of the accident. A train passed the place at 6.30 or 6.32 that morning. I closed the switch and locked it on the main line. Of this I am most positive. The first I knew of the accident was when I saw Conductor Poole coming down the cut. I asked him what was the matter. He said:—"We have struck something at the Junction Cut." I next saw the fireman and the driver. I asked the latter what he thought was the cause of the accident. He said first "a broken rail" and then he said he did not know. We then went to the wreck. I put up the west semaphore at the suggestion of the engineer. I found the switch was locked as I had left it and in good condition. I got under the car and examined the switch rods to see if any of them were bent, but there were none bent. The switch rails were also in their place, as I left them. The first rail on the north side was pulled out of place eastward and inward about half an inch, and was cut on the end half an inch deep and an inch long. I found the ties on the south side all right. The wing or check rail was in place, but was indented on the west end. The roadbed was pushed southward out of place in some places about sixteen inches. The crossing or frog was quite sound, but dragged out of its place. My reason for examining the track so closely was to try and discover the cause of the accident. People around called out that the switch had been left open, and I asked Section Foreman Crane to examine the switch. I also called Mr. Nelson for the same purpose.

The witness was very voluble and gave the jury a large amount of information.

MAY 4

1889

(2)

Mary Flood, a 14-year old daughter of the previous witness, who saw the accident from the window of her father's house, told what she saw of the dreadful scene.

Daniel Young, an old milkman, said that he saw the engine strike the tank. He then went in to milk his cow. When he came out again he saw the train on fire and then his heart was stirred and he put on his coat and went to the wreck. Being told that no one was hurt, he returned home. He paid a second visit to the wreck, but did nothing. On returning home the second time he went to bed to recover from his exertions. Daniel's evidence was somewhat diverting.

George Albert Black, commercial traveller, of this city, testified that he thought, after the train had passed Dundas, the speed was increased beyond what it had been before that point. About half way down from Dundas the speed seemed to be lessened, as if the brakes had been applied. Soon afterwards the accident occurred. Mr. Black closed his evidence by telling in detail his experience.

Robert Macanley followed with evidence of a similar nature and the inquest adjourned.

NEWS FROM MONTREAL

MAY 4 1889 (3)

VICTIMS OF THE WRECK.

TWENTY PERSONS APPEAR TO HAVE DIED.

A List of the Supposed Dead—Two More Bodies Identified—A Complication Arises Over Mr. Oviatt's Remains—Thomas Jewell known to be safe.

HAMILTON, May 4.—On Tuesday last Mr. George Grummett, of Chicago, examined the remains of those killed in the railway accident to discover those of his wife, but seeing nothing to satisfy him, Mr. Grummett left for home. Yesterday afternoon the unfortunate lady's niece, Miss Cora Ship, and her brother-in-law, J. I. Jones, 821 West Indiana street, Chicago, came to the city, bringing with them some of the deceased's clothing, and after a lengthened inspection of portions of clothing remaining on one of the bodies, identified Mrs. Grummett's remains and they were forwarded to Chicago to-day.

Mr. Oviatt's Body.

The first case of complication, since the bodies were laid out for inspection, took place yesterday afternoon in a rather peculiar manner. A few days ago Mr. F. C. Oviatt arrived in search of his brother, B. L. Oviatt, and afterwards sent for Mr. H. P. Deforest, a fellow student of the deceased, to assist in the search. It appears that the two students, while studying anatomy, had measured each other's spine. Oviatt's spine was an unusually long one, and Deforest had taken special note of this. Previous to Mr. Deforest's arrival here, Mr. Oviatt had picked out one of the bodies as that of his brother. Mr. Deforest measured the length of the spine and found it corresponded within a trifle with that of his friend while in life. Mr. Oviatt accepted this as conclusive, and prepared to remove his brother's body. At this point Theo. Curnick and Fred J. Curnick, sons of one of the victims, arrived upon the scene. They had made an unsuccessful search for the body of their father. When they found that Mr. Oviatt was about taking home what he claimed to be his brother's body, the Curnicks protested against the removal, and proposed, as none of the bodies remaining could be positively identified, they should all be buried in one plot in the city cemetery and a general monument erected over them. They further threatened that they would apply for an injunction to restrain the company from allowing any of the bodies being removed without proper identification. As soon as Mr. Bell, the company's solicitor, returned from the innest a conference was held.

MAY 5
1889

such
tion
then
affic,
pre-
ses.
any
nce.
arge
one
as
the
the
ase,
but
dis-
ion-
the
ents
y to
had
dge,
phy
heir
teep
the
ach
ata.
was
ters
ere
of
my.
nce
Mr.

body. At this point Geo. Curnick and Fred. J. Curnik, sons of one of the victims, arrived upon the scene. They had made an unsuccessful search for the body of their father. When they found that Mr. Oviatt was about taking home what he claimed to be his brother's body, the Curricks protested against the removal, and proposed, as none of the bodies remaining could be positively identified, they should all be buried in one plot in the city cemetery and a general monument erected over them. They further threatened that they would apply for an injunction to restrain the company from allowing any of the bodies being removed without proper identification. As soon as Mr. Bell, the company's solicitor, returned from the inquest, a conference was held, which resulted in Mr. Oviatt waiving all claim upon the remains if they were buried in a casket bearing the name of B. L. Oviatt and to allow a suitable headstone to be erected over the grave. Not feeling satisfied, however, with this agreement, Mr. Oviatt and Mr. Deforest this morning, accompanied by Drs. Ridley, Griffin and Miller, made a searching examination of the body and confirmed the identification by means of pieces of the diagonal clothing and shirting. These proofs were laid before Superintendent Stiff this afternoon and he granted leave to have the body of B. L. Oviatt removed to his home. Upon the representation of Mr. Sterna, Mr. Stiff gave the same permission to him to remove the body of E. Randall Orr. Both bodies left on the six o'clock train to-night.

Funeral To-morrow.

Superintendent Stiff had given orders that the funeral of the unclaimed bodies should take place on Monday next, but as he has been advised that more persons are expected on that day to examine the bodies, the funeral will be held on Tuesday. It is a matter of some surprise that so small a proportion of the dead have been inquired for. Out of the seventeen burned bodies about one-half have as yet not been inquired for or claimed. It is thought that the other passengers must have come from distant points in the States.

The List.

So far as can be gathered, from the jewelry and unclaimed baggage and the general circumstantial evidence connected with the disappearance of those supposed to be on the train, the following is a list of the names of those who lost their lives on the ill-fated train:—

MAY 5

1889

(2)

points in the States.

The List.

So far as can be gathered, from the jewellery and unclaimed baggage and the general circumstantial evidence connected with the disappearance of those supposed to be on the train, the following is a list of the names of those who lost their lives on the ill-fated train:—

Rudolph J. Ederer, Chicago, body identified.
L. S. Gurney, New York, body identified.
J. S. Hall, Kankakee, Ill., body identified.
John H. Kelly, Chicago, body identified.
M. H. Scullen, Chicago, body identified.
Mrs. Geo. Grummett, Chicago, body identified.

James L. Curnick, Chicago, known to have been killed, but body not positively identified.
E. Randall Orr, Peekskill, N. Y., body identified.

B. L. Oviatt, New York, body identified.
C. G. Fraser, Toronto, watch found on wreck and identified as his.

Fred Duthie and Mrs. Duthie, Kansas City, known to have been on the train and now missing.

R. A. Peterlay, New York, articles found on wreck and identified as his.

Harry Evarts, lecturer, Forepaugh's show, known by cards found on the wreck to have been on train, now missing.

Mrs. Smith and two children (no address), baggage unclaimed.

Capt. L. L. Butler, Cook County Insane Asylum, near Chicago, baggage unclaimed and owner missing.

Henry Pringle, Chicago, known to have been on train, now missing.

Dan. Ferguson, Boston, Mass., baggage unclaimed.

It will be seen that in the above list twenty bodies are accounted for, while it is generally known that only nineteen were recovered from the wreck. There is every reason to fear, however, that the persons named have perished, judging from the articles found in the wreck and the baggage unclaimed, besides the certainty of relatives as to their being on the train. Of course the list given is not presumed to be an accurate one, as there are doubts about some of the names. It is thought that Louis Combremant, a New York agent of a Swiss watch firm, is among the dead, but nothing definite is known here respecting him. A traveller for the Waterbury Watch Company was known to have been on the train, but he escaped with slight injuries.

Notes.

A button bearing this stamp "E. R. Bros., Chicago," was found on one of the bodies this morning. The initials are supposed to be those of a Chicago firm of tailors.

Mr. Joseph Hett, Portsmouth, N. H., arrived to-day in search of the body of R. A. Peterlay and identified his watch guard. Deceased was a clerk, living in Boston, and 53 years of age.

Mr. E. Doherty, who was supposed to have been in the accident, came home yesterday. He was at Cape Croker at the time and did not hear of it until he reached Warton on Tuesday.

③ MAY 5
1889

Warrior on Tuesday.

Mr. Jewell Safe.

Mr. John A. Jewell, of 325 Queen street west, who had vainly tried to identify the remains of his only son Thomas among the victims of the disaster at the Y on Sunday week, was amazed and elated on Saturday by the receipt of a telegram from his son, who was on his way home from California, saying he had only arrived in Detroit. The young man did not know he was mourned as dead.

MAY 5
1889