

EXHIBITION SPECIAL

HOW A BOY DIED

A very sad scene was the body of Norris Tucker, the 14 year old son of Bandmaster Tucker of Flesherton. Mrs. George Sharpe of Dundalk considers that her escape from death was nothing short of miraculous. She was riding in the third coach from the engine when the crash came. A few moments before she had been sitting facing the rear of the train, but changed her seat for one nearer the front of the car. The seat she vacated was then taken by 14 year old Norris Tucker, and in that seat he was killed. Mrs. Sharpe escaped unhurt, save for some slight bruises. "I saw the oil beginning to spill from the lamps," she said, "and I was just thinking it would spoil a body's dress when suddenly the car seemed to be full of dust so that I could not see and we were turned over and over."

ON THEIR HONEYMOON

Mr. and Mrs. Robert Conn of Heathcote, a middle-aged couple, had been married the day before and were on their honeymoon. He said to THE SUN that it was a pretty rough wedding trip but hoped it would be more pleasant afterwards. They were in the second car, the first to turn turtle, and Mrs. Conn was so pinned by the fallen woodwork that the axe had to be used freely to liberate her. Sitting in the train vis-a-vis to Mrs. Conn had been W.A. Armstrong of Markdale, who was among the killed.

HIS MAN KILLED

W.J. Shepherdson, was in the smoker sitting with his man Thurston, who was killed. How he got out he does not know.

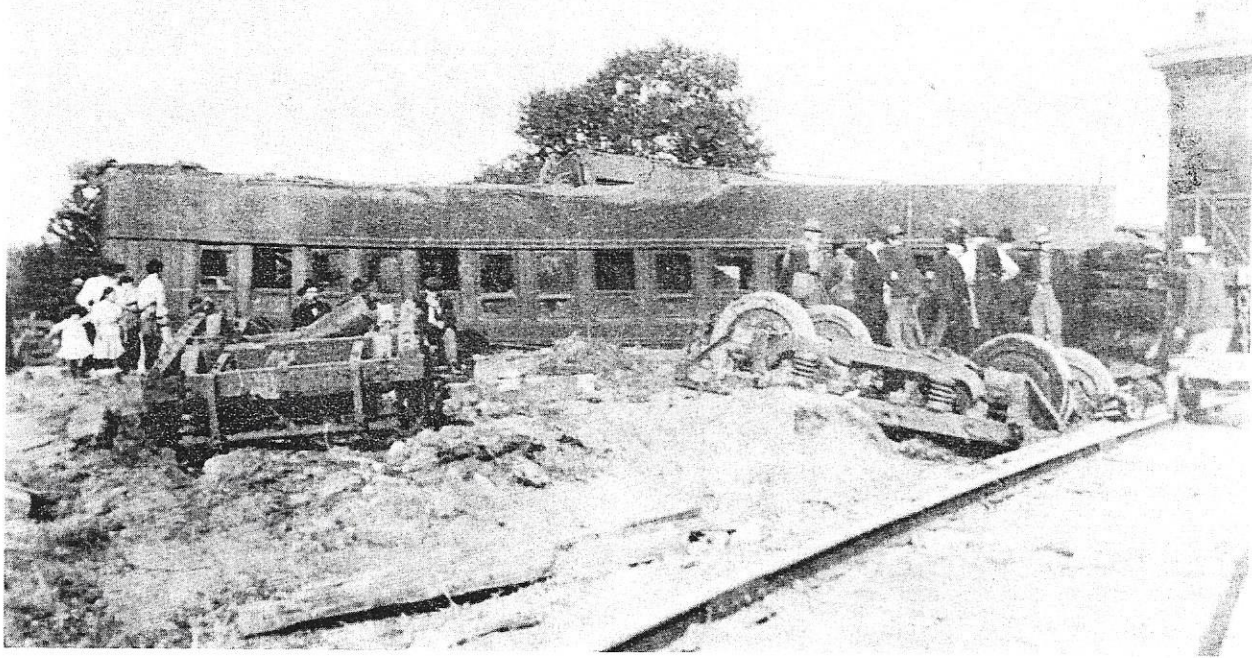
"All the way down to Orangeville we were going very fast" he said. "Everybody in the passenger car, which we left at Orangeville, remarked that the speed was excessive. When we got to the curve John said to me, 'We are going an awful lick.' 'Yes,' I replied, 'All right just sit still and we will be all right.'"

"The crash came and that was the last word he said to me."

"I know two men who got off at Orangeville because they thought the train would come to grief."

BABY IN HIS ARMS

R.A. Jelly of Shelburne, with his wife and baby, was in the fifth coach. He said, "I can't tell how we escaped. The baby was in my arms. In a twinkling all was dark and the baby shot through the window. How I or my wife got out I don't know. The baby did not know she was hurt and never opened her mouth until she could see me, when she cried. Not one of us had a bruise."



VICTIM WAS PINNED

Reeve James Armstrong of this town was on the last car and after the smash he hurried to the engine to stop the wreck catching fire if there had been any danger from that source. He saw Dime Stewart crawling from out of the debris of the smoker and also observed James Banks pinned in the wreck. He got a jack and raised the timber and reached in to pull Banks out. The injured man put forth his hand, but in less than a minute he expired.

A WORKER'S DISCOVERY

All the dead had been identified except one and no person could tell who he was. Several were standing around the body but there was nothing on it to identify the corpse. William Carr of Orangeville, section foreman on the Melville section, came down to help clear the wreck and was waiting for the auxiliary to arrive. He was passing the group and heard the remark that no person could tell who the dead man was. Mr. Carr took a look at the corpse and a pallor spread over his face. "He's my brother," was all he said. The victim was Robert Carr of Shelburne. In shipping the bodies a mistake was made and the body of Robert Carr was sent to Flesherton, while another corpse was sent to the Carr homestead. The bodies will be exchanged to-day.

KILLED

Norman Tucker — Flesherton
John Thurston — Walter's Falls
James Banks — Perm
James Buller — Priceville
W.A. Armstrong — Markdale
Robert Carr — Shelburne
Richard Bell — Shrigley
September 12, 1907



MEMORIAL SERVICE TO THE VICTIMS

Sept. 12, 1907 Pg. 1

REV. G.A. RIX PREACHES A SERMON ON THE CALEDON HORSESHOE WRECK

St. Mark's Church was crowded to the door Sunday evening when a memorial service was held for the victims of the Horseshoe Curve railway disaster. The rector, Rev. G.A. Rix, preached an eloquent sermon from the third and fourth verses of the Prophet Nahum. In the congregation were a number of the survivors of the wrecked train, who had escaped injury. The preacher impressed on his hearers that he approached the subject in no spirit of sensationalism, but the occasion was one to cause a profound feeling of thankfulness, and great lessons were to be derived from the sad event.

The speaker referred to the fact that although over one hundred from this town were on the ill-fated train, no citizen had been seriously hurt, and none killed, although two passengers were in our midst very dangerously ill. The human sympathy which the accident evoked was referred to, the preacher observing that such accidents always hew out the best in our nature as evidenced by the fact that the slightly injured in the wreck were solicitous for those less fortunate; how the farmers in the vicinity of the accident threw open their homes to the victims, and how strong men shed tears on receiving the news of the catastrophe.

Kindly sympathy was expressed for the bereaved in Shelburne, Flesherton and Markdale, each town which had contributed to the death toll.

CALEDON INQUEST WILL CONTINUE

There will be Two Investigations Into The Recent Horseshoe Wreck Caledon East, September 10; Dr. Allison's inquest, on behalf of Peel County, into the C.P.R. wreck at Caledon a week ago, opened here to-day. After a dozen witnesses, who testified only to the fast speed of the train, were examined, County Crown Attorney McFadden of Brampton secured an adjournment for two weeks.

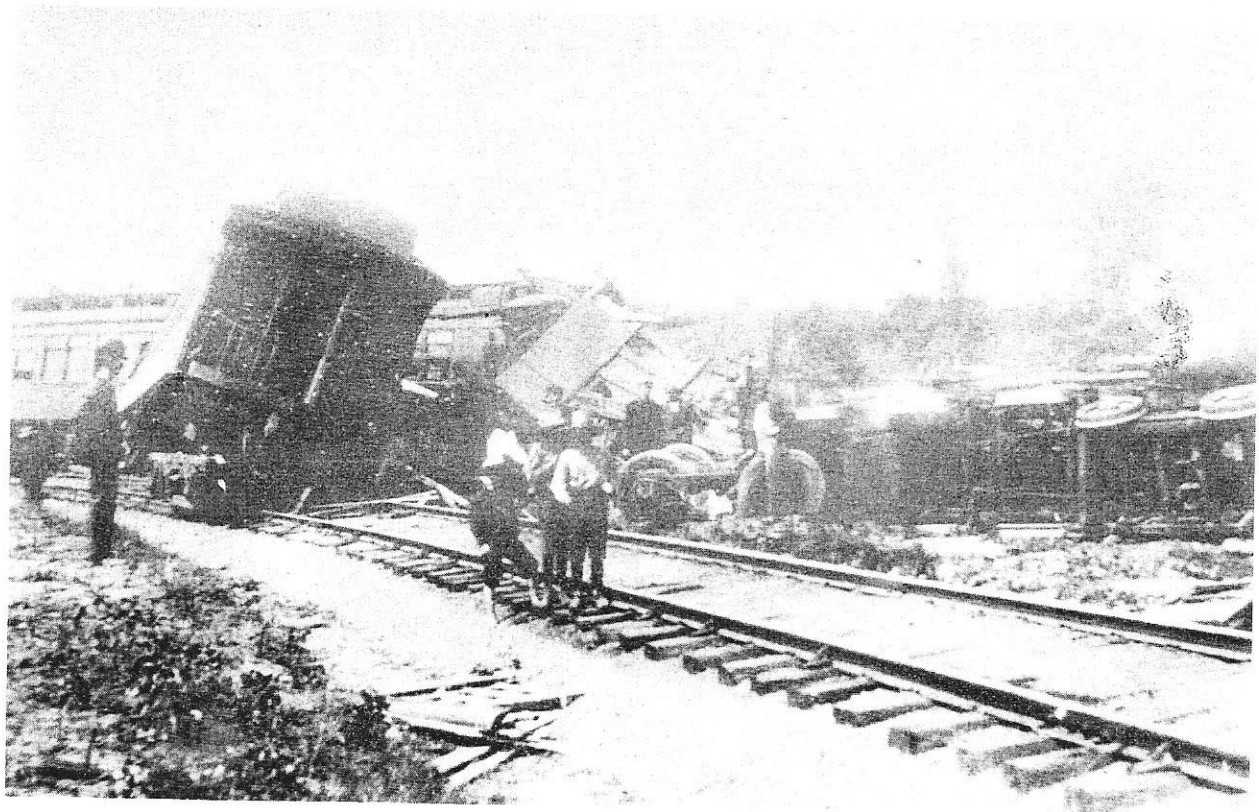
That the authorities of Peel County are out for business is evinced by the fact that every station agent between Owen Sound and Caledon has been subpoenaed. Every train dispatcher must produce his books. The speed of the fatal train and other trains that day will be learned.

The crew of the train have been summoned, and the engineer, the fireman, the conductor and the brakemen will all tell of their movements the night preceding the wreck, of the midnight run to Owen Sound for repairs to the engine, and the trip 555 made before she went over the bank off the "horseshoe curve".

Many stories are afloat. One has it that Hodges and Ross went to Owen Sound the night before the tragedy alone, with the engine, which needed repairs; they arrived in Owen Sound at 3:20 a.m. and left at 6 o'clock that morning, and that while there they visited a drinking place and partook of liquor freely.

One man goes so far as to say that he asked the engineer after he had lighted on his head, 10 yards from the engine, if he had lost control of the train. Hodge replied, "I was going slow."

"That driver was either drunk or mad," said the man to 'The World'.



At this point, Jackson, a furniture man from Markdale stepped in and told 'The World' that on the morning of the wreck he had breakfast at the Revere House, in Markdale, with Hodges and Grimes, and both were sober. He is willing to make his statement on oath.

"After breakfast, the engineer and the conductor came out of the dining room together," says Jackson. The bartender asked "Will you have something boys?" Both men had a cigar. Accompanied by Jackson, they walked to the station. "When those men got on the train, they were sober," says Jackson. A C.P.R. official further stated that Hodge was not a drinking man. "I believe," he said, "that he has not had a drink for six years. The rumor is absolutely nonsense."

Fifteen witnesses were examined to-day.

A PASSENGER'S STORY

R.B. Henry of Orangeville, the first witness after the noon adjournment, testified that he was a passenger on the wrecked train. He got on at Orangeville and was in the fourth car from the engine.

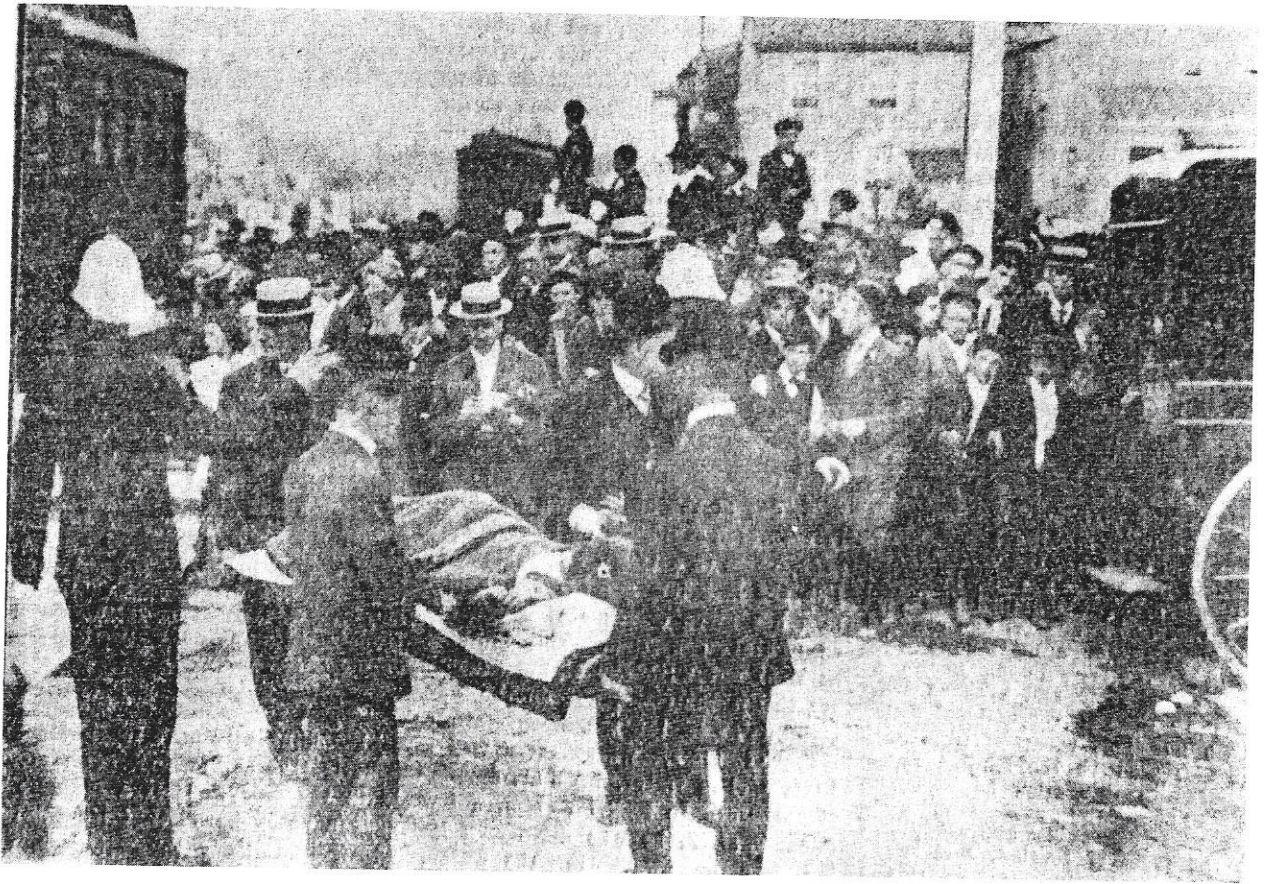
"The train was going very fast," he said, "and I remarked to a passenger beside me that he would soon be in Toronto if they kept up this gait."

"I knew every foot of the road," he continued, "and I can say positively that no brakes were applied, as is the usual case, when we came to the top of the curve. I jumped for the door and grabbed the knob, I was so frightened. The door came open with me and I got out. I don't know how, but I rushed to the assistance of the two Patterson girls

and Miss Conners of Orangeville, Miss Patterson was wedged in, hanging by her feet to the top of the car, which turned turtle, and she called to me that her sister was dying beneath her, pinned under a mass.

SPEED EXCESSIVE

Dr. Graham of Mono Road testified to the identifications of the six victims, and Dr. Allison said that the death of all was due to the accident from which they had been taken. Markdale residents gave evidence as to the fast rate of the train. "Excessive speed", "she was going like greased lightning", "the fastest I was ever on", etc., were some of the expressions used by the witnesses describing the rate of the ill-fated train making the curve.



Transferring injured to ambulances in Toronto

AN ACCURATE SKETCH OF THE WRECK

