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. 758, in charge of Engineer J. Watson and Fireman E. Chapman, both of London; two baggage oars, a smoker, a Chicage & 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 apeed and passed the switch at the west and 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 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 seventyfive 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 saved from it. The smoker piled in upon the smashed baggage car, and estching 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 Wagner eleepers, which were afterwords 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 scane of the accident and beheld a strange sight. From the tops of the bluffs between the deep cuttings the spectator

heartredding nature, which occurred on the G. T. R. Western Division yesterday morning at the Tout 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 G) in a memot of time was not known here until the afternoon

The train which mei 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 the passengers being on their way to the Contennial celebration at New York.

The train left Detroit about midnight on Siturday 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 Fitchlurs, one first-class G. T. R. car, the Pudman car "Floise," Wagner car "Montpelier," and Wagner car "Mossina" 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. wasn without a moment's warning

The Crash Came. As nearly as can be guthered 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, and was burned to ashes, nothing being about 25 miles on hour, was instantly cherked, but without avail, for the engine, dashing forward, ran full tiltjat the huge water tank, standing in the triangle at the point 'B," and smashed it t) matchwood. The 30,000 gallons of water tushed down the bank northward to the maish underneath, and the cab of the cagine 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 tern 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

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the wreckers began their work. 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 coasedsometimes and a sickly tinge passed over their faces, but it was gone in an instant and to work they son

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 fees 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 V Chicago, broken leg and or ANTHONY Mass, an Italia Italy, head badly cut.

TITILI

EDWIN CHAPMAN, firema on head and arms; doing t ENOCK KENYON, Londor riba; doing well.

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Joseph Morris, Clark's injured in the head.

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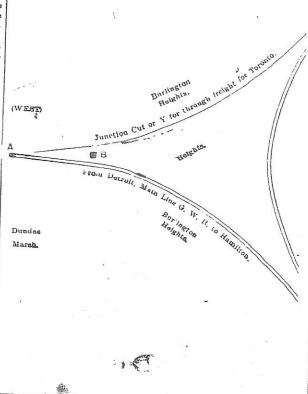
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Those Awful | taken from the burning now known of some of the haps ever will be known e were on board the train.

The assistance rendered was most heroic, and the power to help the injured.

The people of this city h covered from the amaze

CORTE



A-High grade of over 75 feet.

B-The water tank.

Between A and B where the accident took place,

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

From the mass of burned fragments Tue 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,

learning of the full extent and everywhere and faces

And Whispered (The lives lost are those of Americans, but a those of Americans, but a sational feeling gives playingathy men feel in complets and which makes all is

The Y, which is clearly the cut, has been the scene the cut, has even see been accidents; the first the laccident, which many year accident, which many year loss of over fitty lives; loss of over fitty lives; pally much with travellers sample cases, was ground into small pieces,

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reached the city a GLOBE reporter heatened 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 fastspeeding train, carrying its living freight to their various destinations, and saw nothing but a confused mass of burning coaches, an helploss, 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 me sight of dead, dying or injured. Although rain fell heavily, it did not damp the arder 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 alcoping-car. A good many of the visitors to the New York Centennial who were on the train will cargy 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 firemen 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 28 -"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 thre and were burned."

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

mien a unguey pun ne turned on the air brakes at full pressure and jumped for his life. The speed, about 25 miles en hour, was instantly checked, but without avail, for the engine, dashing forward, ran full tiltjat the huge water tank, standing in the triangle at the point "B," and smashed it to matchwood. The 30,000 gallons of water sushed down the bank northward to the maish underneath, and the cab of the engine was carried with it.

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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 borror 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 rear of the flames for ever silenced the screams of the victims. The passengers in the rear cars ran forward and succeeded in resoning 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 conches. which were still on the track, from the vicinity of the blaze. They were uncoupled and rolled back. The cugineer, 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 ignk 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 those were all. But underseath the rouring mountain of flame the officials and firemen knew there were

Charred and Unrecognisable Bodies, the hodies 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 fiames, 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 debria 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

A-High grade of over

B-The water tank.

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

cation 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 The second was a hist-class tiquet, which was issued by the Wabash, St. Louis & Pacific Railroad. Form D. x 325, Detroit to Now York, first-class, return,

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 & Middle-ton's Side Museum, Chicago, Ill.

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

lu 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, id the rest were given each a shell.

The men still labored on—labored until and the rest we

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 Howis and Shrieks and Ourses the half-maddened workers chased the bitte away and the bodies were screwed

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

By this time it was five o clock. structing mass was hauled away, and the of wreckers began to replace the was completed and night began to settle down. The heavy rain clouds 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 and poster state 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. Beemer.

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

RODOLPH J. EDRAR, who from papers on RUPOLPH J. EDEAE, who from papers on the body is either a desiler in printing material or purchasing printing plant. L. S. GUENEY, of Brooklyn, connected

with a outlery firm there either as member or traveller. Mr. Gurney was in the smoker, and one of the rescued passengers

Saw His Head Out Off

by one of the huge splinters that were fly-ing about. When the body was dragged ing about. When the body out the injuries were discove most terrible nature; y was dragged ared to be of the

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

learning of the full extent. and everywhere sad faces at

And Whispered Q ss round as the news t lost are those of Americans, but at national feeling gives pla sympathy men feel in comm

loss and which makes all me The Y, which is clearly the cut, has been the scen accidents; the first the D accident, which many years loss of over fifty lives, a Hamilton end of the friangl February of last year compl a freight train, caused the l the engineer and fireman, day, which, so far as revealcause of twenty deaths. It

A LATER DESP.

HAMILTON, April 28 ____, metative called upon En sentative called who was resting at the hou Engineer Martin, on was unable to see him as speak with any one, bein with his bad shaking up. sults, however, were expect

In a short conversation ; THE GLORE gathered from gineer Watson could account dent in no other way than had jumped the dent that the track. dent that the ongine the switch safely a equally sure that everyt engine was right. Of his m he could say nothing. However, the remembers over wish his could have been such that the could say nothing. over with his ongine, but th a dream to him. watson will return to his

Two of the passengers hurt sufficiently to need hospital were taken to the well cared for.

Had it been possible to gine with some promptitud the accident all the Pull the first-class cars could been saved from the flames.

Fireman Chap who escaped without serie some good work during the the day, but was afterward into the hospital for attent

The deadly stove was a for a great number of the of the twenty bodies resignateen of thom were be mournful sight to see the lorries as they deposited th

Ghastly Los

at the door of the hospital terrible was it to think tha victims could be identified.

The high lands above th splendid vantage points lookers, and they stood rank, for hours looking

of the men as they cleared Chief McKinnon and a n did good work in helping t jured to the hospital. The of service.

Other Detail

The baggage and smekin telescoped and immediated fore the passengers could guickly communicated quickly communicated in the rest and so cars were abjaze. Thousand the cars were abjaze to get a however, managed to get a

TORONTO, MONDAY, APRIL 129 1889

BURNED

and Twelve

ACCIDENT.

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Dreadful Truth man lives had been yielded ut of time was not known fternoon.

'h met auch a terrible fate Express from Chicago, No. aton at 7 o'clock, and was y, a large number of the on their way to the Conon at New York.

Detroit about night on onsisted of an engine, two e smoking car, one Wabash , one Chicago & G. T. R. the Wagner sleeping car first-class G. T. R. car, ir "Eluise," Wagner car id Wagner car " Messina med. All went well until assengers in the sleepers and dressing expecting to in a few minutes. The e ordinary coaches were he early Sunday morning, oment's warning

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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 riba; doing well.

C. C. AYDELL, Edwinson and bruised, slightly injured. Edwinsport, Ind., cut WM. Lipser, Chicago, Ill.,

orushed.

A. L. Downer, 48 West Adam street,
Danville, Ill., slightly injured in the back.
George White, Union Hill, N. J., head

ANDREW CARPENTER, Yankton, Dakota, head badly cut

S. E. Young, 284 North avenue, Chicago, bead cut.

Joseph Monnis, Clark's Island, Maine, injured in the head.

JAMES A. PALMER, Ilion, N. Y., bruised about the head, . Dr. Beemer was asked about the injur-

Dr. Beeiner was asked about the injur-ed late in the afternoon and expects them all to recover. As to the others, Those Awful Bodies

Those AWILL BOGIES 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

PRICETHR 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 ap-

and wast water could be got and to be applied by means of pails.

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

As far as has been learned thirteen passengers got out of the smoker. Two were killed justantly, one of them being Mr. L. S. Gurney, who was on his way from Chicago to New York, and the other au Italian, whose name is subjusted. other an Italian, whose name is unknown.

The remains of fifteen boiles have been taken out of the wreck, which, with the two kided and thirtoen 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

None of the train hands

Were Sogiousily 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 after the fire have been identified. It is doubtful if any of them will for some days as the remains are charged because as the remains are charred beyond all recog-nition. Many of them were mangled hor-ribly before the fire, and almost all of them wore taken out in pieces. The whole fif-teen 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 the parace car recently and had just taken up his Hamilton tickets when they struct. He said the socident was all a moment were panic-stricken, but he succeeded in caiming their fears and told them the in carming their loars 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

Conductor Lovell interviewed, said :-Conductor Loven interviewed, said :1 took 97 passengers eastward on my special
train, No. 514, 70 of which were off the
fatal express. About ten of the number fatal express. About ton of the number were slightly injured, and appeared very thankful for their marvellous escape from death. Nearly all the 70 were through passongers from the Western to the East-

The Scene at Night. On making a last visit to the scene On making a last visit to the scene of the accident to-night very little could be seen in the shape of woodwork, the fre having consumed almost every portion of it, leaving only the ironwork of the cars, in every conceivable shape, scattered along the road-bod and banks of the grade. The greas mass of this was lying in a hollow about five feet deep between the tracks, which is in the of this was lying in a nollow 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 50 feet wide at the broad end. In this ou test wide at the orona 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 car, the smoker and a pres-class coach. The fron work of these were so piled and intermingled as to make it impossible to disthe 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 mon, had the main line cleared so that special passenger 512 passed over the line eastward at ger 512 passed over the line used for 8.03. The Junction cut or Y line, used for through freight between Detroit and To. ronto, was cleared and repaired by 10 p.m., making the roads once more

plear for General Traffic.

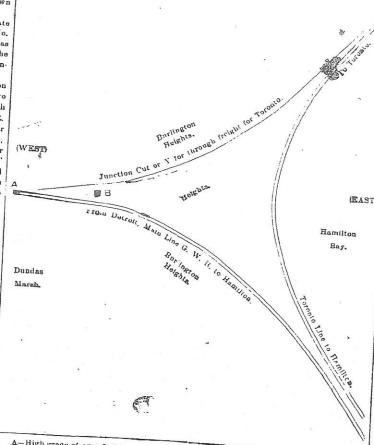
Baggageman Wolah was badly bruised but went through to Suspension Bridge on No.516 special. The passengers speak in high praise of the Grand Trunk officers for their No. 516 special. The passengers speak in high praise of the Grand Trunk officers for their care and despatch in sending them forward to their destinations. As far as can be learned thin is a case of pure accident, no blame being attached to any train or road official. On leaving the econe of the accident at ten o'clock to night no further leading havenul the twenty had been bodies beyond the twenty had been found, and there may be no reason to credit the rumors affort that mere bodies are in the debris, as everything has been cleared.
The Masonic Kuight Templar body, of

him out in time burnt to death."

Capt Hal Ex. Ald. Wm. 1 city, happened to train and he gives the accident :—" o'clock Saturday not obtain a berti took a seat in the the fourtl in CRP and I got berths We got up when burg, dressed ours course, we had to : train. I felt at th: but nothing to alar things were not : we left the track and wont forward car immediately in knocked out, but ting out of it, and along the line the out of the cara. that there was car was buried of the second a great blaze brok a pile of debris a l ongine lay covered with the greatest ! did not know that under the cur or ti lives were lost where the engine . the whoels stuki Oue baggage car u but the other was gine and the tende baggage was and i horrible affair and in such an acciden

One of Mr. James A. injured passengers ilton waiting roon portor saw him. bandaged and he y full scalp wound, of questions, he tinlly as follow 3 o'clock on Satur N. Y. I was awi London and wen there to get somet or spains out or or smoke, laid the seat, and I was in a di asleep nor awake brought to my se rocking of the ca ward and knock minute, but I c together. As th together. As the there were 18 the sleeper, and the sleeper, of them alive might have bee rapidly. I was so when I heard a assist him, but I : startoil to go bac. conductor and heard the peop ing. I could es of a ma es of a ma and I thought the smoker at the tin I can very well no of three women w must have been ti way that I will try t off aguin and I ca pension Bridge to and, having work Wabash Railway, for was the engine except the wheels age.

At this point ! mer woot back, and told how he g said :- "It was car was demolish piled on top, and rections.



(NORTH)

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learning of the full extent of the disaster. and sverywhere sad faces are seen And Whispered Questions

pass round as the news becomes known. lives lost are supposed 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.