

A RAILWAY HORROR.

Ten Persons Killed
and 30 Injured.

WOODSTOCK IN MOURNING

Victims from London, Mit-
cheil and Brantford.

DETAILS OF THE CALAMITY.

A Grand Trunk Express Drops
Through a Bridge.

TWO COACHES TAKE FIRE

Graphic Account from Globe
Reporters on the Scene of
the Disaster.

February 28

TORONTO, THURSDAY, FEBRUARY 28, 1889.

ERROR.

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leap for the ground, and they now nestle in the iron framework of the bridge. The first class coach took a complete somersault in the descent, and though it landed right side up it is very nearly demolished.

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Graphic Account from Globe-Reporters on the Scene of the Disaster.

The Killed.

W. M. WEMP, London.
E. R. BAINES, London.
GEO. LEGGATT, Mitchell.
A. W. FRANCIS, Woodstock.
DR. SWAN, Woodstock.
MISS MOORE, Brantford.
JOSEPH PEERS, Woodstock.
MR. McLEAN, Detroit.
HARRY ANGLE, Fireman.
A WAITER, name unknown.

The Injured.

MISS McLEOD, Ingersoll.
MARY CHAFIE, Pontiac, Mich.
JAMES HYSLOP, Goderich.
JOHN MCKINLEY, Detroit.
FRED. HANCOCK, London.
THOS. N. DOUTNEY, lecturer.
JOHN H. WILSON, Chatham.
GEORGE MARCETTS, Niagara Falls.
D. HARRISON, St. Catharines.

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2-28 1889

in	MR. KARN, Woodstock.	hu
d-	MRS. HIGGINS, Toronto.	bu
ff	ST. GEORGE, Feb. 27.—The St. Louis	bu
d-	express train running east on the main	cs
in	line of the Great Western Division of	le
ve	the Grand Trunk railway, met with a ter-	si
a	rible accident at this point as she was pass-	bi
y-	ing through at lightning speed. The large	si
re	iron bridge about three quarters of a mile	bi
at	south collapsed, carrying with it the	si
ed	latter part of the train, consisting	bi
he	of the dining car, a Pullman	si
00	and a first-class coach. The rest of the	bi
ity	train crossed in safety. Of those three cars	si
dis	two fell to the ground, namely, the dining	bi
y's	car and the coach, while the Pullman hangs	si
in-	suspended from the bridge, which broke	bi
on	about the fourth strand from the end. The	si
ing	bridge is an iron trestle with stone abut-	bi
	ments, about 300 feet long. The occupants	si
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	crowded,	si
	Were Hurlled Below	bi

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ST. GEORGE, Feb. 27.—The St. Louis express train running east on the main line of the Great Western Division of the Grand Trunk railway, met with a terrible accident at this point as she was passing through at lightning speed. The large iron bridge about three quarters of a mile south collapsed, carrying with it the latter part of the train, consisting of the dining car, a Pullman and a first-class coach. The rest of the train crossed in safety. Of those three cars two fell to the ground, namely, the dining car and the coach, while the Pullman hangs suspended from the bridge, which broke about the fourth strand from the end. The bridge is an iron trestle with stone abutments, about 300 feet long. The occupants of the two cars, which were pretty well crowded,

Were Hurlled Below to a depth of over 60 feet and most of them who were not killed outright were mangled in a shocking manner.

The number of killed as far as learned is ten, while the wounded will probably reach the number of thirty.

One car, the rear one, upended and took fire. The other two escaped that, but were nevertheless broken up very badly. The scene of this awful catastrophe is a most heartrending one.

All available means are being taken to afford aid to the sufferers, decently dispose of the dead and clear away the wreck. In view of the excitement and confusion prevailing it is impossible at this moment to accurately obtain the names of the victims.

Details of the Horror.

Among the killed is Dr. Swan, of Woodstock.

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Details of the Horror.

Among the killed is Dr. Swan, of Woodstock.

George A Forbes, of the same town, is seriously hurt.

Mrs. R. C. Jennings, wife of the manager of the Bank of Commerce, Paris, is also frightfully hurt, one limb being broken in two places and her chest severely bruised. This lady's little daughter is but slightly hurt.

Mr. C. A. Delisle, of Toronto, who was in the smoking-car, has been interviewed by your correspondent. He says that there were but seven in his car, only one of whom was hurt and he but slightly. When the concussion occurred some of the seats were wrenched off. He made as though to jump from the car, but found it was passing safely by the embankment. All the next cars behind were wrecked. Said Mr. Delisle:—

"It is my first and only railway accident, but it is such a terrible one that I cannot imagine any to have been more frightful. Of the wounded I believe twenty will not live till morning. I cannot begin to describe the scene. It was one

Too Frightful Almost For Words
to convey an idea of. The shrieks and groans of the wounded were so awful that after aiding in removing the forms of five I was compelled to desist. There were, according to the porters, seven passengers in the dining car and three in the Pullman. The passenger coach was crowded."

The conductor, Geo. Revell, lies at the hotel badly hurt in the chest and cut about the face. He was in the dining car at the time of the accident and was rescued with other passengers.

His Watch was in his Hand.

None of the other train hands were

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rionely hurt.

The danger of the cars burning has been
erted, and only a large bonfire lights up
e scene of the wreck, around which
owds are congregated.

How the accident occurred is variously
counted for. Some say that the driving rod
the engine broke and the fragments tore
the track. The train was going at a
etty good speed.

Arthur S. Sendall, commercial traveller,
Detroit, on his way to Boston, was also

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SIXTY FEET DOWN.

Later Details of the Railway
Disaster.

CAUSE OF THE ACCIDENT.

The Tire Comes off the Driving
Wheel.

The Train Gets Beyond the Control
of the Driver—Inquest Opened
—News of the Sufferers—
Mrs. Higgins Dead—
Sorrow at Wood-
stock.

ST. GEORGE, Feb. 23.—The care of the wounded in the terrible accident of last night still absorbs the attention of the villagers here, while the coroner and railway officials have been investigating the cause of the catastrophe. In addition to those killed at the accident, Mrs. Charles Higgins, of Toronto, passed away at 6.30 this morning, her husband being at her bedside. Besides a number of bruises, one of her limbs was broken in two places, rendering recovery almost impossible. The re-

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Removing the Debris.

Long before the dawn showed any signs of breaking, Bridge Inspector Crawford and a gang of men were at work clearing away the debris and getting the bridge ready for

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Dr. Swan.

Swan practised medicine in Woodstock for nearly a quarter of a century and as Councillor for several years in whose interests he did so much to do. His daughter, Miss Cosie, was married last week to Mr. Fred. Cox, of this city, son of Mr. George A. Cox. Dr. Swan was about 55 years of age. A telegram was received at the residence of Mr. George A. Cox early last night announcing the tragic news of Dr. Swan's death, also the death of Reeve Francis.

Reeve Francis.

A. W. Francis was publisher of the local paper of Woodstock. The paper had been a widely known and respected citizen. He had figured a good many years in the municipal politics of the city and county, and was Mayor of Woodstock a year before last. He was a man of 55 years of age and leaves a widow and three children.

Joseph L. Peers.

Joseph L. Peers was a member of the City Council, and was coming to Toronto for the deputation referred to. He was an elderly retired farmer, and a large family.

Gone to His Wife.

C. W. Higgins, of the Rossin household, left for the scene of the accident last night on the receipt of a telegram that his wife, who was a passenger on the ill-fated train, had been seriously injured.

Excitement in Toronto.

In the corridors of the hotels last night the chief subject of discussion was the accident, its cause and extent, and for a while in the early part of the evening some most exaggerated rumors pointing to a death of over fifty were current. At Union Station a large crowd gathered, after it became evident that the officials had no information concerning the fatality and the throng dispersed. The various newspaper offices were besieged by crowds of

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Great sympathy is felt for the victims of the
tion.

The Inquest.

The taking of evidence in the inquest commenced at 10 o'clock this morning. As early as 3 o'clock Dr. Thomas Webster, of Paris, had empanelled a jury to view the bodies of Dr. Swan and Mr. Francis so that they might be removed, and the death of Mrs. Charles Higgins at 6.30 necessitated the appointment of a second jury. The evidence was taken in the Mechanics' Institute, County Crown Attorney Van Norman, of Brantford, conducting the cross-examination, and Mr. Wm. Pope, of the Grand Trunk solicitor's office, watching the interests of that company. About fifty residents and friends of the injured people constituted the audience. The names of the jurors are:—

David Cope and Wm. Snowball, foremen; John Richardson, Robert Richardson, Wellington Kitchen, Henry Howell, Robert White, James Snowball, James Larimas, Joseph Vanatto, Frank Bell, Cyrus Bell, Chas. Haar, Alonzo Hickox, Firman Howell, Andrew Kenny and David R. Wood, James A. Howell, John Wooderd, Cyrus Huntley, Alfred Smith, David Baptie, John Kay, George Clemons, Martin Kitchen, Judson Rosebrugh, James Papple, Alex. Cumings, Charles Howell, George Thomson, Robt. Miller and Jacob Shuert.

The first witness called was Mr. James Stewart, general inspector of traffic for the Southern Division. He stated that the locomotive drawing the train was No. 54, going to Suspension Bridge. A change of engine was usually made at London. The rule was that before going out each engine

SHOULD BE THOROUGHLY INSPECTED by the foreman and engineer. With regard to slacking up before bridges, he could not give particulars, not having the rules with him.

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<p>salise ured. face es of To</p>	<p>salise ured. face es of To</p>	<p>Thomas Paquette, brakeman on the ill-fated train, said the first notice he received of anything being wrong was the jumping up and down of the cars on the bridge. He was in the smoking car at the time; it got off the track, but was not thrown over the bridge. He was firing the stove, and knew the brakes were put on in crossing the bridge. Could not tell what speed they were making. He attended to the brakes when necessity occurred—on receiving a signal. When the cars went down they did all they could for the release of the passengers. He could not say what caused the accident.</p>	<p>Mr. G lor E at the Cox, husba about when Amor and M Chest the a Both court Lond sudd went</p>
<p></p>	<p></p>	<p>John Plimmar, baggageman on the train in question, said he noticed that they struck the west end switch at St. George very</p>	<p>Lo</p>

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ETR engine No 50

an occupant of the sleeping car. His wife was in the first class coach, having refused to take a Pullman at Detroit. She was the first one taken out from the coach, and was found to have sustained severe injuries to the chest, head and hand. She is being treated with the other wounded.

A newly married couple, Mr. and Mrs. Marshall, of Dorchester, occupants of the Pullman, were both severely hurt. Mrs. Marshall is a sister of John Henderson, M.A., St. Catharines.

Mrs. Evans, of Hamilton, was badly shaken up.

W. M. Wemp, of London, and George Leggatt, of Mitchell, were killed. The names of

The Woodstock Victims.

who were en route to Toronto as a delegation to the Local Legislature, are:—

Councillor Joseph Peers, dead.

Reeve Francis, dead.

Third Deputy Reeve Martin, wrist broken and side bruised.

Fourth Deputy Reeve Knight, badly bruised, not dangerously.

Mayor Kern, only slightly hurt.

Everywhere excited and horrorstricken groups are discussing the details of the awful casuality. It is compared in its horrors to the Desjardins Canal accident of some thirty years ago. News from Woodstock goes to show a state of

The Wildest Excitement

and grief in that community.

A crowd of curlers left the coach at Paris, thus preventing the swelling of the list of killed and wounded. Many people are here now from Paris, Galt, Brantford and Woodstock, and all unite in pronouncing this one of the most terrible of railway casualties.

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A special in charge of Conductor McLeod left London at 7.30 for the scene. Assistant Supt. Larimer was on board, as was also Dr. Moore.

More Victims.

Mr. McLean, of Beecher & McLean, Detroit, is among the killed. The body has been sent home.

E. R. Baijes, of London, has died of his injuries.

Capt. Moore, of the Salvation Army, has just expired. This victim is a lady.

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Mrs. Evans, of Woodstock, is among those seriously hurt.

An unknown waiter, colored, is dead.

Mr. Buddon and wife, Dorchester, are hurt.

A. Rickman, of Hamilton, was in the smoker and escaped unhurt.

Mrs. Higgins, Rossin house, Toronto, back hurt.

Miss McLeod, of Ingersoll, has a bad scalp wound.

Miss Mary Chafie, of Pontiac, Mich., has her face and side injured.

James Hyslop, Goderich, head injured and hurt internally.

Dan Peacock, Woodstock, hurt on scalp and face.

John McKinley, Detroit, a shoulder hurt.

Fred Hancock, London, back hurt.

Mr. Doughtney, temperance lecturer, leg broken.

John H. Wilson, of Chatham (colored), head and leg hurt.

George Margetta, Niagara Falls, dining-car conductor, hands, arms and throat scalded.

Robert Hilton, St. Catharines, shoulder hurt.

Mr. McLaughlin, London, not badly hurt.

Mr. Karn, the organmaker of Woodstock, escaped with slight injuries.

Wm. Bennett, of Sanilac, Mich., face and left arm broken.

Dr. H. Lequesne, of Cleveland, left eye, side and hip hurt.

Helping the Unfortunates.

Prompt aid was furnished the sufferers by the villagers and by the people from the surrounding district.

Dead bodies were carried to the freight house at the station and also to the Mechanics' Institute. About a score of medi-

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FEBRUARY 28. 1889.

leap for the ground, and they now nestle in the iron framework of the bridge. The first-class coach took a complete somersault in the descent, and though it landed right side up it is very nearly demolished. A heap of debris lies at the foot of one of the piers and a strange conglomeration it is of car wheels, stoves and other railway attachments. Engineer Brown stuck to his post and passed over in safety, while the poor fireman jumped and was so severely injured he died.

A Brave Girl's Work

One of those who did noble work for the suffering was Miss Aggie Nicholson, of Hamilton. Miss Nicholson was in one of the cars that were whirled over the viaduct. Finding after the first shock that she was little injured, she broke the window near her and crawled out of the car. A faintness began to come over her, but this she kept off by bathing her face with snow. Losing not a moment the brave girl gave all her attention to the wounded, working with the heroism of half a dozen men. The want of bandages she met by using every available piece of garment she could spare, which she tore up in strips and bound around the limbs of the sufferers. Such a heroine deserves more than passing mention. Sad to relate, her lady companion, who was going to her home in the States, was killed, and when Miss Nicholson arrived in Hamilton Station she carried the bodies and limbs of her deceased friend.

London's Dead.

LONDON, Feb. 27.—Great excitement ensued here on the receipt of the news of the accident at St. George. When the St. Louis express left here there were about sixty-five people aboard, ten or twelve of whom got on at London. W. M. Wemp, one of the killed, was the representative in

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HEAD WAS SO BADLY BROKEN OUT OF SHAPE THAT
the assistance of a doctor was necessary

BEFORE IT COULD BE COFFINED.

R. W. Knight, Mayor Karn and
Daniel Peacock, three of the in-
jured members of the ill-fated depu-
tation, arrived in Woodstock to-day
also, and are doing very well. Mr. Martin
it was thought advisable not to move just
yet. George Forbes, who was painfully
injured, is a brother of the late John
Forbes, of Woodstock, and is the well-
known horseman of New York, formerly of
Cleveland. Conductor Revel, also pain-
fully injured, is a brother of Mr. R. Revel,
of this town. At a public meeting held
this afternoon it was decided to give the
deceased

A PUBLIC BURIAL

on Saturday afternoon at three o'clock. Dr.
Swan will be buried from the Central Me-
thodist church with Masonic and military
honors, Mr. Francis from New St. Paul's
with Masonic honors, and Mr. Peers from
Old St. Paul's. The three sections will
form one united procession. Acting-Mayor
Douglas has issued a proclamation asking
that all places of business be closed during
the procession. Telegrams of condolence
have been received from various quarters.
Of the members of the delegation

TWO ONLY ESCAPED UNINJURED,

Mr. G. C. Eden, town clerk, and Council-
lor Eott. They were in the smoking car
at the time of the accident. Mrs. Fred
Cox, daughter of Dr. Swan, was with her
husband on their bridal tour, and they were
about to leave New York for Washington
when the dreadful news reached them.
Among those on board the train were Mr.
and Mrs. Marshall, who were married at
Chesterfield, in this county, on the day of
the accident, and were on their honeymoon.
Both were injured. Mr. Nelson Butcher,
court reporter, came to Woodstock from
London on the train. In response to a
sudden impulse he left the train here and
went south to Simcoe to see his sister.

London's Killed and Injured.

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London's Killed and Injured.

LONDON, Feb. 23.—Mr. E. R. Baynes, of this city, one of the victims of yesterday's catastrophe at St. George, lived on Queen's avenue, next door to Superintendent Larmour's residence. Mr. Larmour had not seen him for several days until he met him yesterday stepping aboard the train. "You had better come down to Toronto with me," said Mr. Baynes. "I would like to," was Mr. Larmour's reply, "but I am waiting here to see a man on important business." Mr. Baynes jumped aboard the train and an hour and a half later met his fearful fate. Deceased was a prominent member of the Memorial church and for several years was one of its churchwardens. He had four grown-up sons. One is manager of a bank in Napanee, one is in the hardware business in Chicago, and two are in business in Toronto. He was a life member of

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(As shown on THE GLOBE)

repair. Huge bonfires were lighted in the valley below, the broken cars being used for fuel; and the glare of the blaze against the hills covered with snow, the dark clumps of trees and the ruined bridge, made a scene that was at once picturesque and desolate.

Official Inspection.

At daylight the bridge and approaches were thoroughly examined by the following officials:—Supt. Charles Stiff, Chief Engineer Joseph Hobson, Superintendent of Northwestern Division Samuel Barker, Inspector of Traffic James Stewart and Bridge Inspector Crawford. They found the tire of the driving-wheel in the valley, on a line with the first abutment of the bridge, a piece about six inches long being broken from it. For a considerable distance before coming to the bridge indentations on the ties show that the tire must have broken and been gradually working off the wheel, to be

FINALLY FLUNG OFF

as the train struck the switch and entered upon the bridge. This being the state of affairs the destruction of both train and bridge was inevitable. The tire of the wheel being gone, the driving rod broke, the wheels expanded, bursting the rails, the trucks got among the wooden ties, sweeping them along like a snowplough, and nothing being left but the iron trestlework the heavy cars were dropped under.

Description of the Bridge.

The bridge is about 300 feet long and the

them along like a snowplough, and nothing
being left but the iron trestlework the
heavy cars were dropped under.

Description of the Bridge.

The bridge is about 300 feet long and the
depth is about 60 feet. It was built about
15 years ago, and the abutments are of
solid masonry, not one stone being dis-
placed in the accident. The bridge itself
is wrought iron trestlework, with wooden
sleepers. There are eight spans in the
structure. The velocity of the train car-
ried the engine, tender and smoking car
safely to the other side, the next coach was
recipitated over the bridge between the
two last abutments, the third coach was
left stranded on the top of the sixth
and seventh abutments, while the fourth
and last coach—a Pullman dining car—
dropped end foremost between the centre
abutments.

Smashed to Atoms.

The coach that was thrown into the val-
ley contained about thirty persons; the
majority of whom were injured and three
or four killed. This car when examined in
daylight was found to be as complete a
wreck inside as could well be imagined, not
a fraction of a seat, rack, lamp or window
was in position, the whole being smashed
up into thousands of atoms. Even the iron
stove was battered into all sorts of angular
shapes.

The car that remained on the bridge only
contained four or five men and a couple of
them escaped uninjured. The dining-car
floor was left as smooth and polished as
to render it almost incredible that seats,
stoves and partitions had a few hours before
been nailed to it. Everything bigger than
a pin was swept to the bottom and smashed
up fine. Nine men were dashed to
the earth in the car, and such
is the mystery of Providence that men were
taken out dead, while underneath them lay
others almost uninjured.

Rushing to Destruction.

The engineer of the train, Mr. Blackwell,
gave his evidence at the inquest in a

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Attending the Sufferers.

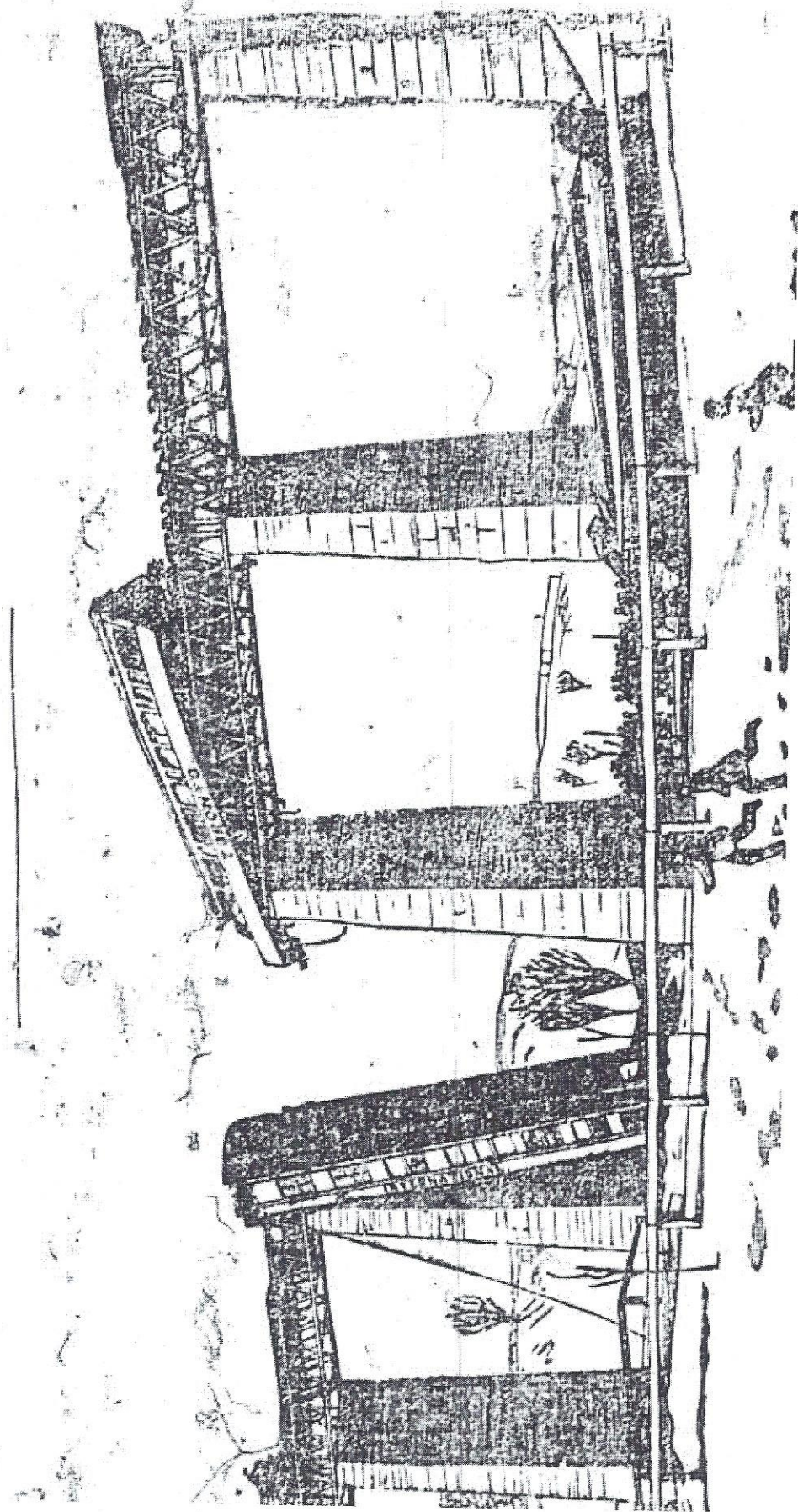
Too much praise could not be given the good-hearted women of the village, who, immediately on hearing of the accident, hastened to the hotels and other buildings where the sufferers lay and remained at the bedsides for the remainder of the night and all day, doing all that human love and sympathy could suggest. The Grand Trunk spared no expense in the matter of physicians securing the services of all who are available. The following gave their services:—Drs. E. C. Kitchen, E. E. Kitchen, Addison and Patton, Village of St. George; Drs. Burt, Sinclair and Dutton, of Paris; Drs. Howard and Digby, Brantford; Dr. Wichart, of London; Drs. Ridley, Woolverton, Wallace, J. White, Shaw, Leslie and Omstead, of Hamilton; Dr. Stutt, of Linden; Dr. McClung, Woodstock. Dr. McKay, M.P.P. for South Oxford, came up from Toronto and gave what assistance he could.

Notes.

The sufferers will be removed to their homes as soon as the doctors state they are able for the journey.

Everything possible was done by the Grand Trunk officials to alleviate the suffering and to accommodate friends of the injured.

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This engraving of the scene of the recent terrible disaster at St. George is from a photograph taken by Paré & Co., of Brantford, at half-past seven o'clock on morning before any of the wreckage had been removed. Other papers have given alleged sketches of the ruin, but this is the only authentic one secured by any. Many misleading statements have also been made as to how the train was made up. Careful inquiry shows that it was made up as follows:—Engine, baggage-car, first-class coach, parlor-car "Toronto" and dining-car "International." The car lying lengthwise at the side of the bridge is the first-class coach. The dining-car hangs over the edge of the break and the car standing on end is the dining-car, and was the last car in the train.

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