

37 DEAD

And Some Seventy-five Injured.

Full Details From the Scene of Woe.

A Rusty Hanger Said to be the Cause,

Which Hurled the Passengers to Sudden Death.

Graphic Details of the Terrible Disaster.

Many Young and Beautiful Girls

Among the Dead and Dying at the Hospitals.

Mary Murphy, at First Supposed to be Dead,

Rallies and With Much Effort is Saved by the Surgeons.

Scenes of Sorrow at the Grove Street Morgue.

Pen Pictures of the Wreck, Developed by the Survivors.

From Mental Negatives that Will Not Fade.

Was the Bridge Inspected Very Recently?

That and the Cause of the Accident Now the Question.

By the accident yesterday on the Boston & Providence road thirty-eight souls were huried into eternity and some forty persons were more or less injured. It was by all odds the most serious of any accident of a like nature that has happened in this State for many years. Beside it the Wollaston disaster pales into insignificance.

In point of numbers killed and injured it rivals the White River Junction accident, although the terrible results from fire that followed that catastrophe were happily averted in this instance. And in this event the company is to be complimented for the precaution taken in having the doors of the stoves all locked. By this means the hot coals were kept from falling upon the victims when the terrible crash came. It seems, however, that one stove door—in the smoker, it is thought—was wrenched open and some unbolstering ignited, but the incipient flames were quickly subdued.

The dead and the dying were speedily cared for, and very fortunately for the wounded, the police stations were so near that ambulances hastily summoned were soon on the spot and the suffering ones taken to the hospitals, where they were promptly cared for.

No that the accident has occurred the natural question that arises is, "How did it happen?" Of course, every knows that "it was a bridge that gave way," but no one yesterday seemed to be very clear as to just how and why it happened. Competent civil engineers and others who made investigations yesterday were very emphatic in saying that the material of which the bridge was composed was imperfect.

What these experts say, as well as a detailed list of the killed and wounded and a graphic story of the wreck, is appended.

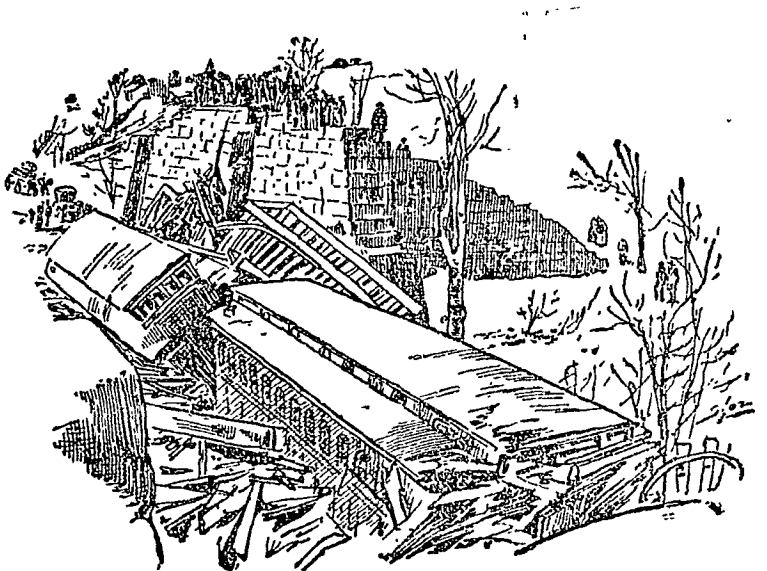
ROSTER OF THE DEAD.

Full List of Those Who Perished at "Pussy Willow Bridge."

Of those who were either killed at the accident, or who have since died from their injuries, the names of thirty-eight are known and given below, and this probably includes all up to date. There are two more victims of the accident lying at the point of death at the Massachusetts General Hospital and probably will not survive today. It is also likely that others are so seriously injured that they cannot live long. The following list is the death roll complete up to the time of going to press this morning: Among the names of those known to be killed are the following: Assistant Conductor MYRON TILDEN, Dedham. Miss LIZZIE WALTON, Dedham. Miss LIZZIE MANDEVILLE, Dedham. EDWARD E. NOBIS, Dedham. Mrs. KENNEDY, Roslindale. Mrs. HARRIS. Patrolman WALDO B. LALOR of Division 12.

WILLIAM S. STRONG, Roslindale. WILLIAM EDWARD DUNHAM, Roslindale. Miss L. H. PRICE, Dedham. Miss BARRY. Mrs. HORMISDAS CARDINAL, Roslindale. ALICE BURNETT, 16 years. WEBSTER CLAPP of Central Station. Mrs. CORNELL of Washington street, Roslindale. EDGAR M. SNOW of West Roxbury. WILLIAM JOHNSON, Roslindale, violinist. BRADMAN SMITH of West Roxbury. JAMES GATES of Roslindale. S. S. HOUGHTON, gasfitter, Roslindale. WILLIAM SNOW of West Roxbury. H. F. JOHNSTON of Boston. O. HENRY GAY of Centre street, Roxbury. HENRY STONE of West Roxbury. Mrs. SARAH E. ELLIS of Medfield. Miss NORRIS, West Roxbury. WEBSTER DRAKE, conductor, Dedham. Mr. ADAMS, Roslindale. Mrs. M. L. ODIORNE, Dover, N. H., employed on Summer street, Boston. — BARRACK, Corinth st., Roslindale. Miss SWALLOW, Roslindale. Miss ADA ADAMS, Roslindale, 16 years. ROSE WELSH, Park st., West Roxbury. ALBERT S. JOHNSON, Roslindale, 40 years. PETER SWABIN, Roslindale, 45, tailor. EMMA O. HILL, Roslindale. HATTIE J. DUDLEY, Roslindale.

G. W. DOM, Corinth street, Roslindale, back injured. CURTIS STRUPP, Washington street, Roslindale, scalp wound, contusions of face, back and arms. CYRUS W. HAYES, breast injured, shoulder crushed; probably fatal. ROBERT TABRAHAM, Roslindale, internally injured. WILLIAM HUMPHREY, Bullard street, Dedham, internally injured. Conductor BROWN, Sharon, legs broken. EDWARD B. MORSE, Roslindale, three ribs fractured and other injuries. L. B. CLIFFORD, Roslindale, scalp wound. CHARLES COUTHLEY, letter-carrier, Roslindale, wrist injured and other wounds. AUGUSTINE DRACHO, 40 years, Tremont avenue, West Roxbury, thigh fractured and head injured. NELLIE TABRAHAM, badly hurt back and face. W. K. YOUNG, Washington street, Roslindale, seriously. — W. O. HODGKINS, 85 Purchase street, Central Station, internal injuries. EDWARD RICHARDS, Central Station, slightly injured. GEORGE H. RICHARDS, Central Station, injuries to head and leg. WILLIAM WASSON, Central Station, badly hurt.



VIEW FROM THE NORTHERN ABUTMENT.

List of the Injured.

C. F. DRAKE, badly shaken up. GEORGE FORD, arm broken. JOHN TRIPP, brakeman, internally. W. C. MCALLISTER, Dedham, internally injured. R. WEIMAR, Roslindale, slightly injured. H. A. BILLINGS, Roslindale, head injured. BENJAMIN F. FAVOR. Mr. ALBERT BURDETTE, Dedham, slightly. J. H. DRAYTON, Sr., of Dedham, wrists and two fingers broken. Miss NELLIE PALMER. FRANK PLUMMER, West Roxbury, slightly. Miss EMMA F. AMES. Mr. CARLON, Roslindale, badly injured. J. H. C. CAMPBELL. E. A. BOOTH, West Roxbury. FRANK NICHOLS of Dedham, injured about the head. GEORGE MAY, Centre street, West Roxbury, crushed arm.

ALONZO W. CHEEVER, Dedham, editor New England Farmer, scalp wound, serious. BENJAMIN G. FAVOR, Dedham, shoulder injured. WINFIELD W. SMITH, Dedham, thigh fractured. JOHN HALLIGAN, Skinner Hill, Roslindale, hip and leg injured. ALICE SHAW, scalp wounds. JAMES H. NOON, scalp wound. E. G. ENNIS of Dedham, hand crushed. BENN SPAANS, barber, School street, badly injured.

W. W. CROCKLES, Central Station. SERGEANT HANLEY of Division 9. CHARLES SCOTT, clerk for Gerrish & O'Brien, seriously injured. CHARLES MAY, Roslindale. J. W. HODGKINS, West Roxbury, slightly injured. MARY F. YOUNG, 135 East Union Park street, Boston, arm badly injured. CHARLES B. CUTLER, Dedham, back badly injured. ROWELL HARDY, Dedham, slightly injured. FRANK SPEAR, Spring-street station, head injured. Conductor STUBBS, Dedham, slightly injured in head. HENRY P. EARNSHAW, Spring-street station, head seriously injured; internal injured.

Miss ALICE PAGE, Dedham, slight injuries to head. C. A. MORSE, Central Station, spine injured. OTTO MUELLER, Salem street, Roslindale, badly injured. Miss BECKER, step-daughter of Mueller, arm sprained. WALTER WHITTEMORE, Florence street, Roslindale, head badly bruised and hand crushed. Miss ALICE ADAMS, Kittraze street, Roslindale, badly, possibly fatally injured. CHARLES WEEKS of Isaac Fenn & Co., Florence street, Roslindale, injured about head and arms. W. DUNHAM, Roslindale, slightly injured. EDWARD W. REED, Roslindale, slightly injured. FRANK GIBBONS, West Roxbury, slightly injured. MARY MURPHY, Roslindale, will probably die. JAMES RYAN, Skinner hill, Roslindale, badly injured. W. WARNER, Conway street, Skinner Hill, probably fatally injured. — TOMPKINS, Skinner Hill, badly injured.

Mr. HORMISDAS CARDINAL, Washington, near Poplar street, scalp wounds, contusion of chest and hip. JOHN MURPHY, Roslindale, very badly injured, possibly fatally. ARTHUR CUTLER, Dedham, ribs broken and face injured. JAMES GATES, West Roxbury, badly injured. JOSEPH A. METCALF, two ribs broken. HENRY CARDWELL, scalp wounds. EDWARD PACKER, Roslindale, injured severely. GEORGE F. WALDRON, Roslindale, badly injured. C. W. HAWKINS, Roslindale, internal injuries. O. S. HAMMOND, Dedham, fracture right arm.

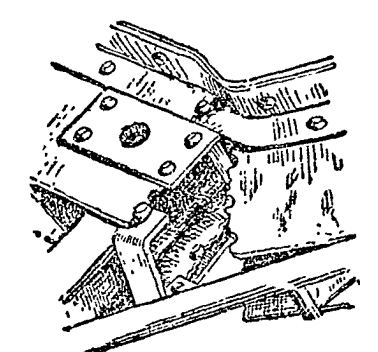
CHARLES N. SCHRAVO, Roslindale, cut on forehead five inches long. WILLIAM JOHNSON, Roslindale, book-keeper, 43 Washington street, badly bruised. GEORGE A. LOYD, Roslindale, fracture of ankle and collar-bone injured; internal injuries bad. WILLIAM F. BOWMAN, 57 years of age, Washington street, Dedham, thigh fractured. JOHN H. DRAYTON, 63 years, of Dedham, compound fracture of right arm. Assistant Conductor WESTER DRAKE, 28 years, Dedham, skull fractured. EDWARD CHAPIN, 33 years, Dedham, ankle injured. SADIE DOWNS, Roslindale, injury to hip. EDWARD STRONG, Roslindale, not expected to live.

— SWALLOW, Washington street, Roslindale, rupture on right side.

WHAT CAUSED THE ACCIDENT?

A Boston Civil Engineer Says the Material in the Bridge was Imperfect.

Among the earliest arrivals of city people at the scene of the accident were a number of gentlemen who are highly thought of in the scientific world, and some who are well known among the leading civil engineers of Boston. The nearness of the accident to Boston, and its easy accessibility, drew these gentlemen to the spot in order to observe the peculiarities of the bridge and to examine it from a scientific point of view. The state of things they found caused considerable astonishment among them, and there was many things in the construction of the structure which at first seemed somewhat odd, but an explanation of the history of the bridge removed some of the adverse criticism, but it did not judge from some of the remarks that were heard—and much to the reputation of the engineers who constructed it.

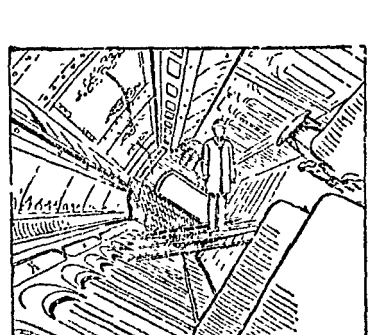


A FRACTURED TRUSS OF THE BRIDGE.

The facts in regard to the history of the Bussey bridge, better known as the "Pin bridge," appear to be about as follows: The original wooden bridge was built in 1840, and was made wide enough for a double track, but there never has been one upon it very naturally the side on which the track in use was placed gave out first. When it was found that the truss on the northwest side required to be replaced the company took it out and put in an iron truss and left the other side wood as originally built. This was the condition of the bridge for a number of years according to the statement made by a well-known Boston engineer. This, one end of the floor beams rested on wood and one end on iron, and down that a bridge is so constructed that it cannot be determined whether or not it is in a safe condition—aside from the structural defects in the iron, which may of course exist without our being able to discover it—should be considered as unsafe.

"I could say, professor, that if this bridge had been examined by any competent expert within the past year, the defect would have been discovered and remedied and the accident averted."

"I think the engineers in that bridge were so inaccessible that it would have been impossible to determine exactly their condition. They might have been unsafe without an inspector being able to detect it. At another point of the bridge," continued the professor, "I noticed that the hangers had



INTERIOR OF A CAR.

floor beams, which were of two 'I' beams, were hung from pins run through these castings and the hangers were inaccessible for accurate inspection. "It is a principle in bridge designing that these should not be any part of the bridge which cannot be examined so that the inspector can satisfy himself that it is in proper condition. On the Erie railroad their specifications for iron bridges require that the hangers for floor beams shall be easily accessible. The same is true of other important roads in the country. "In looking over the bridge, I saw that where one floor beam was hung at the end joint of the upper cord, I found that the hangers were defective and had been largely rusted off. These hangers were made with a weld, and the weld seemed to be in some places imperfect, and it seemed to me that it would not be probable that where the hangers were broken the original rupture might have occurred. The hangers were broken off, and in examining them you could see that one of them was

entirely rusted off and the other partially so, the weld being moreover defective. I saw by THE EVENING GLOBE that it is stated that there were defects of a similar kind in other parts of the bridge.

"Did you notice any other defects?" "There seems to be no doubt that the quality of the material was imperfect in some places. Several other portions of the work of the bridge showed evidence of faulty design in the tusses. At the time these bridges were built cast iron was used to a considerable extent in connecting parts of bridges, but engineers have now entirely discarded that material in important structures. I should state, however, that I did not notice any place in the bridge where this material had failed in this case.

"The angle of skew of the bridge was very large. The skew bridge is more difficult to design correctly than a straight one, but it is perfectly easy to make a skew bridge perfectly strong. The fact that it is a skew is no reason for any defect, as I have sometimes heard it stated. "What I noticed particularly were these two hangers which held one floor beam at the upper end of the sloping end post. These hangers were entirely inaccessible and inspection could not determine whether they were in proper condition or not. The hanger of the floor beam was to the upper cord of a deck bridge is a fault in design and very easily avoided.

"Do you know whether the Boston & Providence railroad had this bridge inspected lately?" "I do not know whether they have any

ure of a bridge, and I make it a rule to visit cases of this kind, when in reach. In this case I went out with a number of my students."

"Do you know anything as to the inspection of bridges by the Boston & Providence road?"

"I will say this, that the road has always been well managed, and I know that they have of late years had their bridges built after the very best specifications, and by the very best companies, independent of price. They have evidently intended to put up sound structures, and not cheap ones. I suppose that they have had proper inspection, and, as I have said before, they ought to have had an inspection, and probably did, of this bridge as well as others. Unless a bridge can be proved safe it must be considered as unsafe."

"Could any reputable engineer have reported that this bridge was safe unless he had been able to examine these hangers?"

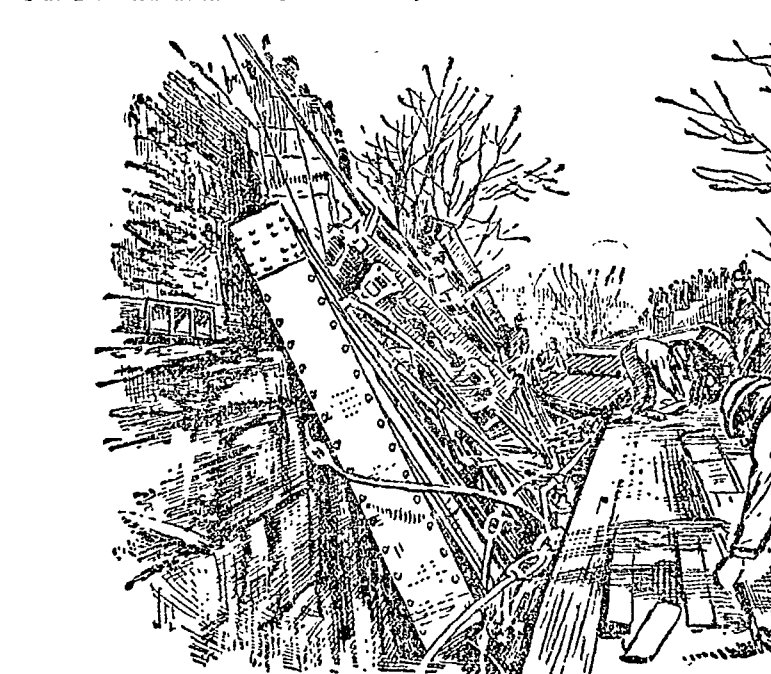
"He could not have sworn that it was safe."

"Would he have been obliged to report that the bridge was faulty in construction?"

"He should have reported that the bridge there is not constructed as bridges were built and that it violated the principle that all parts should be easily accessible."

"Do you consider that these rusted hangers were the cause of the accident?"

"Well, I do not see how it could have been anything else so far as my investigations determined. I am surprised," said Professor Swain in conclusion, "that the Boston & Providence road, which has been so particular in these matters, should have



WRECKERS AT WORK AT THE NORTHERN ABUTMENT.

inspector or not, but every railroad company should be obliged by law to have their bridges inspected once a year by a competent expert. The principle may be that a bridge is so constructed that it cannot be determined whether or not it is in a safe condition—aside from the structural defects in the iron, which may of course exist without our being able to discover it—should be considered as unsafe."

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allowed a bridge like the South street to remain in such a condition.

WAS THE BRIDGE INSPECTED?

Superintendent Folsom Says It Was, and Was Thought to be Safe.

Conflicting reports as to the safety of the bridge were made by the regular passengers as they came in from the wreck. Many declare that the bridge was known to be unsafe, and it was stated on the street that an engineer had recently made a report to that effect to the road.

This is denied at the depot. Colonel Folsom said: "I have a competent engineer in the employ of the company who examines the tracks and bridges several times a year. Bussey bridge

accident the omission made no difference, as the train did not topple over the side of the bridge, but fell bodily through flowing to the collapse of the structure.

The commissioners went over the road last October when making their annual examination. Nothing amiss was observed at that time. The commissioners who made the trip were Messrs. Kinsley and Stevens. It is understood that the Providence road has no regular civil engineer, but has a bridge-builder, roadmaster and superintendent, among whom are shared the duties which would devolve on a civil engineer.

STORY OF THE SMASH-UP.

Pathetic Scenes Witnessed by Those Who Were Early on the Scene—The Dead and Dying.

It is White River Junction over again, with all its sickening details of horror and misery. This time, however, it was on the Boston & Providence railroad. It was the 7 o'clock train from Dedham, with its living freight of workmen, business men and store girls, all rushing along over the rails toward the city.

A train was made up at Dedham consisting of nine passenger coaches and a baggage car. At Roslindale many more got aboard, and the train started up toward the city. Conductor Tilden and Assistant Conductor

steam dashed on to Forest Hills, and jumping from his engine rushed to the nearest fire-alarm box and pulled in an alarm. He had seen the cars go down, and knowing the awful history of accidents followed by fire, he was determined to save

As Many Unfortunates as Possible.

In a very few minutes after the alarm had been given the department was on the scene, but fortunately no fire had broken out.

As a matter of fact, the stores were pitched about in all directions, and how fire was averted it is impossible to conjecture.

Such a sight as met the gaze of the first arrivals can better be imagined than described. Broken cars, broken rails, twisted bars of iron, and badly mangled dead and dying were all mixed up together.

The car that first went through of course



TELEGRAPH COMMUNICATION REOPENED.

fared worse than any of the others, because it fell with full force to the hard street beneath, and to add to the horror of the situation turned completely over. Imagine if you can what could be left of it intact after such a catastrophe. Out of the broken and mutilated windows of the car before the next was upon it many men were hurled. They have dislocated spines and broken limbs; their heads and faces are cut and bruised and lacerated, but they are yet alive, and may survive.

Although their fate was a terrible one, they still have cause to thank their lucky stars that it was not worse. Very few of these who were not disentangled from the debris by the shock lived to know what had happened.

It is supposed that the greater number were killed by the cars falling into each other, rather than by the force of the fall itself.

The last three cars that went through remained fastened together, and with the railroad track remained in an inclined position looking like a ladder and so wedged together that one could walk from the street below to the top of the stone wall that had served as an abutment to the bridge, along the sides and roofs of the cars.



REPORTERS STUDYING THE CAUSE OF THE DISASTER.

When the accident took place, those who were in those suspended cars, and who had the strength to do so, crawled out through the windows, and amid the din of the crash and the breaking and creaking of timbers made still more intense by the wall of the dying and the screaming of those

More Frightened Than Injured they found their way on hands and knees to the street below or to the top of the high stone wall above.

In the two cars on the ground those who were wedged in between seats were taken out, and together with those who were already dead they were laid out

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Continued from the Second Page.

One of the carriage drivers named Martin Kelly, to attend the matter for him, but Martin was taken that way. When Andrew had got through milking he found that he had left his coat at the house. He tore his shirt, left his coat at the house, but Kelly says, trying to catch that train, but he missed it, and now is congratulating himself on his narrow escape—not from the train but the accident.

Charles B. Cutler.

Charles B. Cutler, aged 43, lives on Village avenue, and is employed at the Continental Clothing House, Boston. He had recently broken and was injured in the back and internally. It is impossible, so Dr. Chace says, to tell yet just how serious the injuries are. Mr. Cutler tells the following story:

"My husband was in the fourth car. After the fall he did not think he was hurt, and he proceeded to help out some ladies from the train. One of these was caught in the seats, and in pulling at her he discovered that she was badly hurt. He kept on to Boston, where Dr. Sampson of Boylston street attended to him." The wounded man has a head and two children, and has only lived a few days.

Janrah W. Humphreys was considerably injured in her head and limbs and was shaken and bruised quite severely.

Mary V. Hartney.

Mary V. Hartney, a good-looking young girl, 25, lives on Washington street with her mother. The writer called at the house and found the family in great glee at Mrs. Hartney's happy escape. In answer to the writer's questions, the little heroine said: "I was working in Boston at A. Worcester & Sons' rush manufacturers. I was sitting in the third car. One Mandeville and Walter were in the car behind me. I was riding when the crash came, with the window blind drawn down. After the fall I tried to dash and tried to crawl out, when a young man behind me said:

"Be calm, young lady, we'll get out all right."

"Quite romantic, wasn't it? I thought so. I really don't know how I did get out, at least. Mother was just tickled to death to see me, although they wouldn't tell her how back it was until I got home," said the good woman. "No, that they wouldn't," said the good woman. "If I'd known I'd been after running clear to Boston in two minutes, sure!"

Edgar Snow.

A curious story is told of Edgar Snow, who was killed. It is said that he was playing cards in the smoker with three companions. It was at the rear table, where they were accustomed to sit, morning after morning, for three or four years past. Three of the quartet were killed outright, and the fourth had his arm broken. Those three were the only ones killed in that car.

Celia Collard.

Celia Collard, living on East street, was sitting in the third car. In the general wreck the rear of the car was completely torn off to within two seats of her. She escaped through a window without injury.

WEST ROXBURY'S SORROW.

Summing Up the Killed and Wounded Who were Residents.

Mrs. E. F. Ames of Spring street, West Roxbury, was employed at Hovey's, and was in the fifth car on the ill-fated train. She received some injuries about the head, but none serious. Her son Frank, employed by the Boston & Lowell railroad, was in the second car, and said he felt a sudden shock, which pitched him out of the car. He rolled down the embankment amid a cloud of dust. He got up, climbed among the debris, and with a little assistance helped his mother out, and had her removed to her home. She will without doubt recover.

Sarah E. Ellis.

Sarah E. Ellis, about 40 years old, was traveling with her sister, Mrs. Baxter Smith, Mount Vernon street. She was a remarkably amiable woman and exceedingly well liked. She left this morning to attend the funeral of a friend in Medford. She was killed, and the body was brought to the bereaved relatives yesterday afternoon.

Webster Clapp.

One of the saddest incidents was the death of Webster Clapp, who was visiting his grandfather, Samuel Haze wood, at Central station. He was found in the wreck, he was taken to Forest Hills station, where several doctors from Jamaica Plain and women living near endeavored to assist him on a mattress, with his head badly lashed he looked on one and then on another and quietly expired. His mother died only a short time ago, insane, and he had just joined the Congregational church.

Laurie Price.

Miss Laurie Price, aged 24 years, living with her parents on Park street, employed as a clerk in Boston, was killed.

Edward Snow.

Edward Snow, living on Centre street, Roxbury, was killed. He leaves a wife. He was employed as foreman of O'Brien's furniture store, Blackstone street, Boston.

THE STOVE DOORS LOCKED.

Consequently the Coals Were Prevented from Escaping.

One of the things which speaks well for the care of the road is the fact that, notwithstanding the awful strain upon them, the bolts, by which the stoves were fastened, every instance held except in the last car, which got over the bridge and was wrecked in the bank. In car 82 the fire in the stove was put out by the men of Chemical Engine No. 1, which early appeared on the scene. No fire of any very dangerous character caught, although there is strong probability that had it not been for the prompt action of the firemen there would have been disastrous results before the wounded could have been extricated from their perilous position.

SURGEONS AT THE SCENE.

How They Worked For The Poor Sufferers in Their Extremity.

As early as 7.25 a. m. a despatch came to Superintendent Tolson, informing him of the terrible accident. He at once summoned all the medical aid within his power. Dr. Hawes, who lives near the scene of the accident, came to the city, made the rounds of Park row and called upon all the surgeons in the neighborhood. They responded without delay. At 7.30 Drs. Steadman, Dixon, Noyes, De Blois, Goddard and Hubbard were soon ready for duty.

A special train was made up at 7.35, and in about twenty minutes the medical men were at the place of death, and at work tending the injured. Drs. Hubbard and De Blois worked hard until about 11 o'clock, when they returned to the city, got a morsel of refreshment and started again to the scene of the disaster.

The fearful scenes at Forest Hills, as described by the surgeons almost pass comprehension. Each of the surgeons was put on his wits' end, they worked hard and laboriously among those who needed medical aid. They gave directions for the disposal of the killed and dead kindly for the living. The dead and wounded were sent to the hospitals and engine-house, and prompt assistance given to all who needed care and attention. The chief trouble was that the wounded were so bewildered by the tragic circumstances that they were at a loss to understand the fearful nature of the accident.

Some even who were badly injured did not realize their position, because of the terror of the scene and the horrors surrounding them.

Dr. Hubbard, when seen last night was so worn out by fatigue that he could scarcely answer any questions. He said: "It's a horrible affair, but the officials of the road did all they could to mitigate the suffering of the victims of the disaster. Colonel Tolson promptly arranged the special train promptly, and gave the surgeons careful directions in the exercise of their duties. Two men whom I attended were taken to the house of Dr. H. H. Kent on Centre street, Jamaica Plain, where they received the best care. One of these had two deep gashes across the throat and a fearful scalp wound. The funniest thing about this case was the fact that the wounded man was coolly calculating how much booze he could get out of the railroad company and he indulged in considerable profanity. I also looked after Joseph Metcalf of Roslindale, who had two ribs broken, and was badly injured in the groin. Charles May was curiously hurt, a splinter dug a deep furrow down his thigh."

Dr. De Blois was utterly worn out with his day's work, but he expressed the warmest praise of the company's anxiety to do all that all that medical aid could do for the injured had been done by the company and the surgeons under its direction. He said that the special train was promptly on the spot and the doctors at work.

Dr. Cornbloom of 621 Washington street

was also summoned to the work of caring for the injured. He made every effort to care for the wounded and dying. Dr. Cuthley was also actively engaged during the day, as were Drs. William H. Emory of Roxbury and Drs. Garry and Cross.

At the instance of the physicians, whose orders were readily obeyed, ambulances were summoned, and the bodies of the dead were quickly removed, and all the ambulances for the comfort of the wounded brought to the spot.

Drs. Steadman, Dixon, Noyes, and Goddard were out attending to their private patients when the Globe reporter called late last night, but the surgeons who were seen were unanimous in their statement that all that medical aid could accomplish had been done by the doctors called in the emergency.

THE FIRST FOR YEARS.

Remarkable Luck of the Providence Road Previous to Yesterday.

The Providence railroad, while it has had several accidents, has been exempt from great casualties causing large loss of life. The first accident of importance took place June 29, 1836. The engineer of the Providence train bound inward supposed from the time indicated by his watch that he should be able to reach the depot in Boston some minutes before the Dedham train would start, and he did not halt at the usual stopping place, and both trains under full speed collided near the Tremont street crossing. A number of United States seamen, destined for the ship Boston, were in the forward cars, and were badly injured, and subsequently recovered damages to the amount of \$11,200.

WHEN THE SUN HAD SET.

The Quiet of the Tomb Reigns Around the Scene of Death.

After the sun had sunk in the west the scene in and about the vicinity of the cars that blockaded the highway that skirts Bussey park, became one of a solemn description. The myriads of teams, the thousands of pedestrians and the almost countless numbers of police that during the day had visited the scenes of the fearful catastrophe had gone, and with the exception of a posse of the hoodlum element that made frequent excursions across the meadows from Bussey street the whole aspect of affairs was like that of the tomb. The hoodlums were driven away by 10 o'clock in the evening by Sergeant Ellis and Patrolmen Shannon, Kane, Attwood and Brock, and from that time up to midnight no one visited the awful spot save the officers and two railroad officials with lanterns, a few scribes peering here and there beneath the wreckage in the vain hope that even a portion of some human being that as yet has not been missed from his or her friends might be found. John J. Ridgway of calcium light fame, was upon the grounds early in the evening, it being the intention of the railroad officials to hurry the work of removing the debris of the wreck as hastily as possible but at the last moment it was determined that no work should be done last night. The work of demolition of the ruined cars and the bridge structure will be commenced at day-break this morning and tomorrow night with the aid of three of the Ridgway lights, it is hoped that all of the wreckage will be removed.

A Little Toboggan Hood.

As a GLOBE reporter strolled through the ruins last evening, his attention was directed by Patrolman Shannon to a mass of clothing of every description which lay in one confused heap at the base of the wall that skirted the road. There were bonnets and hats, with just one little toboggan hood, and as the officer picked up the latter he remarked: "There, there, I'll bet my life I know the little girl that owns that hood. I cannot call her by name, but, thank the Lord, I know that with the exception of a cut upon her lip, she escaped unhurt." Aside from the article above mentioned, there were boots, skirts, mufflers, portions of reticules, sleeves of sacks, men's hats and coats. Some of them were deeply colored by the blood of their owners, or their companions, while the major portion of them were as free from any indication of having gone through with their unfortunate owners the awful catastrophe of yesterday morning as the cleanest of linen.

Officer Lailor of Division 13.

Officer Waldo E. Lailor of Division 13, who was one of the victims of this morning's disaster on the Providence road, was born March 14, 1852, at Bristol, Me.

Officer Lailor was appointed a patrolman on New Year's day, 1876. His first assignment was to Division 14. Officer Lailor resided on Maple street, West Roxbury. He leaves a wife and three children to mourn his untimely taking off.

For some time it was thought that it was Sergeant John B. O'Lalor of Division 15 who was the person killed, the similarity of the names leading to the misapprehension. Sergeant O'Lalor is attached to Division 15, in the Charlestown district.

Securing Relics of the Wreck.

Of the thousands who visited the scene of the disaster in the afternoon and early evening there were many who carried away articles, portions of the cars on the fated train. The prevailing mania was to secure either a window with the glass knocked out, the casing to be used as a picture frame, or else to secure a window. Many took away brass knobs. One party took a long piece of the bell rope, while another contented himself with a short piece of an iron railing. Many parties secured pieces of such shape as could be made into canes.

Another Accident at Forest Hills.

Shortly before 7 o'clock last evening the local train which leaves Boston at 6.20, after it had stopped and started up at Forest Hills station, was backed up, coming in collision with a car standing on a side track, which was tipped over. The train jumped the track, and the cars were scattered in all directions about the main track, blocking the trains to Boston fully three hours. The cars were somewhat damaged, but no one was hurt.