37 DEAD

Boston; Mar 15, 1887; ProQuest Historical Newspapers Boston Globe (1872 - 1927) pg. 1

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.
- ManyYoung 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

WILLIAM S. STRONG, Roslindale. WILLIAM EDWARD DURHAM, Roslindale. Miss L. H. PRICE, Dedham. Miss BARRY. MIS. HORMISDAS CARDINAL, Roslindale. ALICE BURNETT, 16 years. WEBSTER CLAPP of Central Station. Mrs. CORNELL of Washington street, Roslindale.

ndale. EDGAR M. SNOW of West Roxbury, WILLIAM JOHNSON, Roslindale, violinist. Brakeman SMITH of West Roxbury. JAMES GATES of Roslindale. S. S. HOUGHTON, gasfitter, Roslindale. N. S. HOUGHTON, KABILGAR, MORHAUES WILLIAM SNOW OF West Roxbury. H. F. JOHNSTON of Boston. O, HENRY GAY of Centre street, Roxbury. HENRY STONE of West Roxbury. MIS, SARAH E. ELLIS of Medfield. Miss NORRIS, West Roxbury, WEBSTER DRAKE, conductor, Dedham. Mr. ADAMS, Roslindale. Mrs. M. L. ODIORNE, Dover, N. H., em-ployed on Summer street, Roston. —— BARRACE, Corinth st., Roslindale, Miss Swallow, Roslindalo, Miss IDA ADANS, Roslindalo, 16 years, Rose WELSH, Park st, West Rozbury, ALBERT S. JOHNSON, Roslindale, 40 years. PETER SWABIN, Roslindale, 45, tailor. EMMA O. HILL, Roslindale. HATTIE J. DUDLEY, Roslindale,

List of the Injured.

C. F. DRARE, badly shaken up.

JOHN TRIPP, brakeman, internally.

GEORGE FORD, arm broken.

BENJAMIN F. FAVOR.

and two fingers broken.

Miss NELLIE PALMER,

Miss EMMA F. AMES.

J. H. C. CAMPBELL.

about the head.

injured.

bury, crushed arm.

E. A. BOOTH, West Roxbury.

injured.

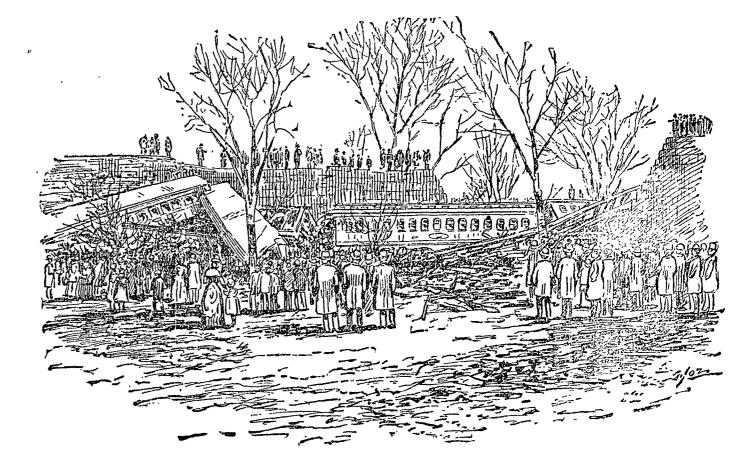
C. W. DOE, Corinth street, Roslindale, back injured. CAVULE SUTRUPP, Washington street, Roslindale, scalp wound, contusions of face, back and arms. CYRUS W.HAYES, breast injured, shoulder crushed; probably fatal. ROBERT TABRAHAM, Roslindale, inter-

nally injured. WILLIAM RUMPHREY, 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 wounds. CHARLES COUTHLEY, letter-carrier, Ros-lindale, wrist injured and other wounds. AUGUSTINE DRISKO, 40 years, Tremont wenue, West Roxbury, thigh fractured avenue, West Ro and head injured. NELLIE TABRAHAM, badly hurt back and

face. W. K. Young, Washington street, Roslindale. soriously.

Contral 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 OF THE AWFUL WRECK AT ROSLINDALE.

ure of a bridge, and I make it a rule to visit cases of this kind, when in roach. In this case 1 wont out with a number of my students." "Do you know anything as to the inspec-tion of undges by the Boston & Providence road?" " I will say this, that the road has always been well manaced, and I know that they have of inte years had their bridges built after the very best specifications, and by the very best companies, independent of put up sound structures, and not cheap ones. I suppose that they have said before, they ought to have a managed and the source of the super-tion, and, as I have said before, they ought to have a managed and in the source of the super-tion and, as I have said before, they ought

110h, and, as i have said belore, 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 con-sidered as unsafe." "Co-hi any reputable engineer have re-ported that this origge was safe unless be had been able to examine these hangets?" "He could not have sworn that it was safe."

"He could not have sworn that it was safe." "Would he have been obliged to report that the bridge was faulty in construction." "Ho 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 insted hang-ers were the cause of the accident." "Well, I do not see how it could have been anything else so far as my investiga-tions determined. I am surprised," said Professor Swain, in conclusion, "that the Boston & Providence road, which has been so particular in these matters, should have

accident the omission made no difference, as the train did not topple over the side of the bridge, but foll bodily through it, owing to the collapse of the structure. The commissioners went over the road last October when making their annual ex-amination. Nothing amiss was observed at that time. The commissioners who made the trap were Mexics. Kinsley and Stevens. It is understood that the Providence road has no regular civil engineer, but has a bridge-builder, roadmaster and superin-tendent, amongst whom are shared the duties which would devolve on a civil en-gineer.

STORY OF THE SMASH-UP.

ture, 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 misory. This time, however, it was on the Boston & Providence railroad. It was the 7 o'clock train from Dedham, with its living freight of workingmen, 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 accident. followed by fire, he was determined to save As Muny Unfortunates as Possible. In a very few minutes after the alarn had been given the department was on the scene, but fortunately no hre. had broken out.

As a matter of fact, the sloves were pitched about in all directions, and how five was averted it is impossible to conjec-

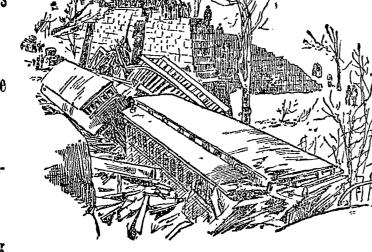
Such a sight as met the gaze of the firs arrivals can better be imagined than de soribed. Broken cars, broken rails, twisted hars of 1ron, and baily mangled dead and dying were all mixed up together. The car that first went through of course

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 mu-tilated windows of the car before the next was upon it many men were burled. They 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 o these who were not disentangled from the debris by the shock lived to know what had happened.

that the greater were killed by the cars falling into each other, rather than by the force of the fall it-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 wal that had served as an abutment to the bridge, along the sides and roofs of the cars.

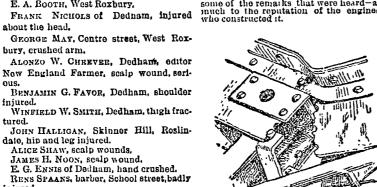


VIEW FROM THE NORTHERN ABUTMENT.

WHAT CAUSED THE ACCIDENT!

entirely rusted oif and the other partially to so, the weld being moreover defective. I see by THE EVENING GLOBE that it is entirely rusted of the bridge. There were defects of a similar so, the weld being moreover defective. I see by THE EVENING GLOBE that it is entirely rusted of the bridge. There exerts the there were defects of a similar so, the weld being moreover defective. I see by THE EVENING GLOBE that it is entirely rusted of the bridge. There exerts the there were defects of a similar so, the weld being moreover defective. I see by THE EVENING GLOBE that it is entirely rusted of the bridge. The fully design in the true event of the bridge was the factor in some places. Several other portions of the bridge was used to a considerable eatent in connecting parts of bridges were the true to use of the bridge was the factor rial to the Bridge was Imperfect.
A Boston Civil Engineer Says the Mator rial to the Bridge was funces have now entirely used that the secone of the accident were a number of gentlemen who are highly thought of in the scientific world, and some who are well to beston, and its easy accessibility of the bridge and to examine of boston, and its easy accessibility of the bridge and to examine throw found caused considerable attrings in the construction of the sected lately?"
The and the was the was anny things in the construction of the bridge was the way the ther they have any sectors who we there they have any sectors in the sector and the way the acting is a fault in design and the examine they were in proper condition or not. The construction of the sector alters at the bridge in-sector alters at have as anny things in the construction of the bridge was the sector attribute they were they have any sectors in the bridge was the sector attribute they were the proper condition or not. The sector attribute they were they bave at the sector the bridge A Boston Civil Engineer Says the Mate-W. C. MCALLISTER, Dedham, internally at the scene of the accident were a number of gentlemen who are highly thought of in R, WEIMAR, Roslindale, slightly injured. the scientific world, and some who are well known among the leading civil engineers of Boston. The nearness of the accident H. A. BILLINGS, Roslindale, head injured. 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 atmong 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-to judge from some of the remarks that were heard-add much to the reputation of the engineers Mr. ALBERT BURDETTE, Dedham, slightly. J. H. DRAYTON, SR., of Dedham, wrists FRANK PLUMMER, West Roxbury, slightly. Mr. CARLON, Rostindale, padiy injured.

CHARLES MAY, Roslindale. J. W. HODGKINS, West Roxbury, slightly The facts in regard to the history of the Bussey bridge, better known as the "The ridge." appear to be about as follows: The









CHARLES SCOTT. clerk for Gerrish & O'Brien, seriously injured.

T.W. HORKS, West Robert, Rijktijt, intred.
 Mary Druze, 105. East Union Fari. Chanter BACC, Dedham, black bali, intred.
 Mary Druze, Dodham, Bisktijt, intred.
 Mowert, Hanny, Bohham, Sightijt, intred.
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By the accident yesterday on the Boston & Providence road thirty-eight souls were hursed 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, juries to head. although the terrible results from fire that followed that catastrophe were happily averted in this instance. And m this event the company is to be complimented for the precaution taken in having the doors of the ankle sprained. stoves all locked. By this means the hot WALTER WHITTEMORE, Florence street. 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 lindale, bally, possibly fatally, injured. the smoker, it is thought-was wrenched CHARLES WEEKS of Isaac Fevno & Co., open and some upholstering ignited, but open and some upholstering ignited, but the incipient flames were quickly subdued.

The dead and the dying were speedily cared for, and very fortunately for the injured. wounded, the police stations were so near that ambulances hastily summoned were soon on the spot and the suffering ones ably die. 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 jured. was a bridge that gave way," but no one yestorday seemed to be very clear as to just near roptar street, some to be very clear as to just of chest and hips. how and why it happened. Compatent of chest and hips. civil engineers and others who made inves-tigations yesterday were very emphatic in ARTHUR CUTLER, Dedham, ribs broken yesterday seemed to be very clear as to just near Poplar street, scalp wounds, contusion saving 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 "Passy Willow Bridge."

Of those who were either killed at the accident, or who have since died from their arm. injuries the names of thirty-eight are known and given below, and this probably in-cludes all up to data. There are two more witching of the accident lying at the point of 424 Washington street, badly bruised. death at the Massachusetts General Hos-death at the Massachusetts General Hos-death at probably will not survive today, aukle and collar-bone injured; internal It is also likely that others are so seriously injured that they cannot live long. The following list is the death roll complete un Washington street, Dedham, thigh fracto the time of going to press this morning: tured. Among the names of those known to be

Assistant Conductor MyRON TILDEN, Dedham.

Miss LIZZIE WALTON, Dedham. Miss LIZZIE MANDEVILLE, Dedham, EDWARD E. NOBRIS, Dedham,

Mrs. KENNARD, Roslindale. Mrs. HARKINS.

Patrolman WALDO B. LAILEB of Divi-

W.W. CRECKLES, Central Station.

SERGEANT HANLEY OF Division 9.

Mr. HORMISDAS CARDINAL, Washington,

and face injured. JAMES GATES, West Roxbury, badly in-

jured. JOSEPH A. METCALF, two ribs broken. HENRY CARDWELL, Scalp wounds.

EDWARD PACKER, Koslindale, injured severely. GEORGE F. WALDRON, Roslindale, badly

injured C. W. HAWRINS, Roslindale, internal in-

O. S. HAMMOND, Dedham, fracture right

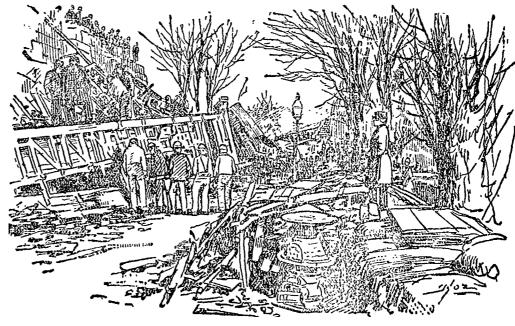
CHARLES N. SCHRANO, Roslindale, cut on



WRECKERS AT WORK AT THE NORTHERN ABUTMENT.

allowed a bridge like the South street Drake being busy gathering up the tickets, a great number of them being seasons. to remain in such a condition. WAS THE BRIDGE INSPECTED! is, the famous South-street bridge, which runs obliquely with the track. On either side the track is built high up on an embankment, and meadows covered with snow and ice surround it on either side. The engine and three cars passed safely

down, down, dragging all the remaining



THE WRECK, LOOKING NORTH.

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 The WRECK, LOOKING NORTH.
 The other care to the the party of the party

over the bridge, but When the Next Car Touched the Abutment

there was a tremor felt, and in an instant the farther end of the bridge gave way and, the the third car Lreaking through, it went

The first car was turned completely over.



BEPORTERS 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 inten sitied by the wail of the dying and the screeching of those

More'Frightened Than Injured

they found their way on hands and knees to the street velow or to the top of the high stone wall above.

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

Continued on the Second Page.

INTERIOR OF A CAR.

floor boams, which were of two 'I' beams,

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cars

Continued from the First Page.

on temporarily constructed cots. Those who were able to speak told their names, but nany were there who could not articulate a

These were the dead and dving. Soon the news of the terrible fatality reached the surrounding country, and reached the second those who were people, friends of those who were known to have been on the train, came flying to the scene. Loving Landed Upon the Embankment mothers bent over the prostrate safe, as the dying cries were sent up from the commingled and indistinguishable mass

Over the body of one young girl who was to ascertain her name or where she belonged. There was nothing about her to her luncheon. Her head and body were terribly bruised, and it was evident that she first cars sinking, the engine and tender had been killed instantly. A young man must have followed and the mass of wreckwhose leg was

Completely Crushed Inv Beside Her. and while some were bending over m, endeavoring to soothe his ffering until the arrival of the physicians he opened his eyes, and, seeing the and dying passengers. young gill, he begged those about him to turn their attention to her; that he was strong and could wait until she had been cared for. He was not, however, as strong as he supposed he was, and soon swooned away.

was, however, strong enough to know

how to be brave, The timely arrival of the police and the fire department was instrumental in saving the lives of many who were wounded, and as rapidly as possible they were gathered and as rapidly as possible may necessarily as the dereased man a summary and taken in the police ambulance to highly respected. Then surrounding the the City Hospital and to the engine house wreck and forcing the lines as much as the What the real cause of the accident was

no one even now ventures to conjecture. Rumor has it that a weak-ened span about the centre of the bridge succumbe I to the immense strain of the 300 or more souls in the rusning train, more than one har ly man weep. ad giving way, precipitated the living freight into the abyss below. This is the only plausible reason that can

be given for the calamity, which is particu-larly unfortunate now, since it was intended friend was killed. to build a double track at this point in the

with the bridge. Another Theory Advanced

work down broke and ripped up the trestle- son's building, Pittsburg, Penn. It lay be-work of the i ridge, which precipitated the side a fittle black hand satchel, such as following cais.

ton & Providence read, but it is one of the "With th

When Engineer Walter White of Dedham ous. Each train was doubled in length and sent a message of the calamity to the even then there was hardly room for the city, a wrecking train was despatched the bridge, under the Master Meenanic George Richards, and pedestrians coming and going. within an hour Railroad Commissioner Crocker was on the scene examining the wreck and attempting to form an opinion homeward must have carried with it the on its cause. The duty was a hard one, and its success doubtfol, for with a top of the ground in the neighborhood of the disan entire car on the bank above, and its aster there were great tracts of land cleared body wedged between two splintered cars away, and here were piled such railroad below, the task of explaining those condi- effects as had not been materially damaged tions was extremely difficult.

ter, but it seems that the stove in the for- the fated train, another man having been ward car. in tipping over,

Set Fire to the Seats

were

and woodwork, though the timely arrival of the chemical engine rapidly subdued the flames, and thus prevented any further calamity. When the shrick of the engine on the in their vower. ill-fated train approached the Forest Hills station on its way of warning it heralded a horrible and terrifying cry for succor and assistance, that will long ther in the ears of those who were for succor and assistance, that will long ling in the ears of those who were destined to be within its reach. With the down-crashing of the train, went up clies (demeral hospitals, to which a num-that seemed as though of one voice, spon-taneous and most heartrending. They are an over visited by thousands of were heard far above the din re heard far above the din men and women yesterday. Some were smashing timbers, crashing cars and in search of relatives and friends, while the breaking glass, and then a silence almost as others were endeavoring to learn something ommous as was the preceding terror suc- about the awful disaster. Among the first the dying and wounded, could be

which initia along the road. When the brst intimation of disaster was received at Forest Hills, J. H. Lennon, a fish dealer and out the table of the arct-living in the vicinity, was harnessing his team, and he immediately started for the wreck. He was the first man on the scene innutes after reaching the institution. His after the accident, and without a moment's bidy

tressed. John B. Drayton, Augustine Drisko, Webster Drake, W. F. Bowman and George Lord are still at this institufortunate who, while killed, must have sufed torrible agony before death relieved tion. Of the five wounded at the City Hospital. George May and Winfield S. Smith are worst injured. The former has a crushed arm and the latter's thigh is fractured. They as well as the other three will re-The majority of the passengers in the

cars which plunged to death were women. All young, happy, hopeful, creatures, whose tiny satchels with carefully prepared lunches, told nathetically as no words possibly can the circumstances of their daily Ben, Goldsmith, a resident of West Roxury, was one of the fortunate passengers. He was in the last car to land safely on the further side of the bridge, and as the car which followed his plunged backward and

rible Calamity-The Other Survivors. Many stories, graphic and pathetic, have been told by the survivors of the terrible accident, and among them none are more thrilling than that told by Engineer White,

hich is appended:

and with the exception of two years, when

Employe of Jordan, Marsh & Co.,

1 Can Never Explain.

That the disaster was not even more ad, the police were hending, endeavoring frightful-that the entire train was not pulled down by the rear cars-is considered due to the fact that directly longed. There was noming about her to the task stopped a lot of rails caught indicate who or what she was, except three cars stopped a lot of rails caught that she probably was a store girl, for in ther hand she still held a bag that contained prevented their slipping back. reliable employees of the Providence rail-road. When less than 18 years old he ob-tained employment with the corporation, It was indeed miraculous, for with the

> age must have been transferred into a charnal house, where the doad would have been incinerated before they dead his could be removed, and where the terror of

fire would add to the torture of the suffering Among the Many Pathetic Scenes was that occasioned by the removal of E. J Norris, a passenger who was among the most seriously injured. He was removed from the wreckage of the train, and taken to a shoe store in Roslindale where he died shortly after. He was carefully removed from the settee on which he lay and Lorne by his aged father and friends to a common grocery wagon in which he was taken to his home in Dedham. The deceased was a young man, and

numerous lines of police would admit, were men and women, fathers and mothers, brothers and sisters, eagerly seeking news of relatives or friends, and the heart-rending crie- that followed the identification of some mutilated body made Many young ladies, friends of Miss

Mandeville of L'edham, were early at the wreck, doing what little they could to relieve the sufferings of the injured. Their

spring, which would do away practically Among the Effects Found in the Debris was a letter which J. F Emmons of THE GLOBE picked up in one of the wrecked by a passenger who was in a position to cars, wedged between broken timbers, and witness the first phase of the accident, who addressed in a bold, masculine hand says that the rear truck of the first car that to "Frank E. Alden, 16 Stevenyoung girls carry their noonday meal, but This accident is the only one of any seri- to whom it belonged has not yet been as-

With the news of the wreck, there was most cruelly fatal in the annals of one grand exodus from the city. Every train railroading in the country. travellers; while irom Forest Hills to the charge of wreck there was one continuous stream of

At the wreck the relic-soekers were in force, and the stream of people that turned ma, or portion of one of the cars. About Frank A. Hewins of Lagrange street: West It was thought that there was no confla- Roxbury, who was reported killed, has gration in the train at the time of the disas- turned up safe. He was not a passenger on

identified for him. Immediately on receipt of the news of the accident a number of physicians who reside in Park square, directly opposite the Provi-dence depot, took the train for the scene of

the disaster, and rendered all the assistance AT THE MORGUE.

Description of the Bodies Found at the

third cars tipped over in similar positions and all fnally jumped the track. The engine kept to the rails, how-ever, and I turned for a moment to slack my engine. When I looked back and the time consumed was a very brief minute, of the nine cars but three remained in sight, and the cloud of dust which lose prophetic over the bridge toid to a certainty the fate of the romainder. No, I heard no shrifer, I waited for none, for when I saw what fatality had hefallen us, I made instant start for relief. With the concussion of the shock, or of the cars leaving the track, the coupling pin attach-ing the engine to the fate car snapped and we were free. With all steam on and with the thortle wide open we started for roliot. Forest Hills was the nearest station, and to this point we statted. Our whistle was screaming the most terifying of scree hes, seeming the columity which had be-fallen us, and all the while the ineuma was scinaling with his hand to the neople in the vicinity of the wreck, and endeavoring to the solain the cars. men and women yesterday, Some were of the passengers on the ill-fated train brought to the City Hospital was William heard for a Strong. He was unconscious and suffering from a fractured skull and thigh and severe internal injuries. When laid on the table of the arct-

I have no doubt, girders will be placed across the embankments and trains will be again junning. MR. PIKE'S EXPERIENCE. IIE Was a Passenger on the Smoking IIE was a Passenger on the Smoking

He Was a Passenger on the Smoking

Car-How the Accident Occurred. About 10 o'clock a GLOBE reporter met Ir Pike of Rosindale on Boyiston street, ad from him learned the following partic-ing of the midle. Cover. Joseph H. Noon, who was brought to the Mr Pike of Roshndale on Boyiston street, institution suffering from a scalp wound, went home, after having his injury attended to. and from him learned the following particulars of the mishap. "I live at Roslindale," said he, "and

make a practice of taking the early train for Boston every morning. This morning STORIES OF THE SURVIVORS. What Engineer White Says of the Terthe train, consisting of seven passenger cars, a smoker and baggage car combined and an engine, left the little station at Roslindale at 7.15 o'clock. 'As is my custom when going into Boston,

I Jumped into the Smoking Car,

iemoving my jubbers. In lacerated my right hand. "Joseph Metralf occup

and was fortunate in getting a seat among Walter Earle White, the engineer on the baggage. I think there were probably thirty men in the apartment where I was fated train, to whose cool head and thoughtful action the safety of many a life may be attributed, is one of the oldest and most sitting. Several of them were baggage ing handlers and employes

"About half were sitting down, and there STATEMENT OF CHAS. SCHIANO. mainder were standing or leaning against the sides of the car. Nearly all of us were He Got Out of the Car by Crawling Through an Opening in the Bottom. smoking, and talking about the news of the day, or wondering what the coming week Charles M. Schiano, a barber, who lives in

he acted as fireman, he has been an active had in store for us. engineer and constantly employed on the branch roads of the Dedham division. Mr. Winte is about 52 years old, though "I know that not one of us was dreaming of the news that we were to make before the end of ten minutes. looking much younger. He is somewhat

"The old tin bridge, or Pussy Willow tall, of robust figure, and a whiteness of hair that seems to belie his age. Sparsely bridge,' as it is sometimes called, is about half way between Roslindale and Forest as his hair grows upon the crown of the head, it is thick and luxuriant in the "mnt-Hills. It spans a stream which runs beton chops" which adern the face, and while tween the two banks and crosses from something was wrong, and had risen from shore to shore at a height of, I should say, both are white almost to veneration, there his seat to make his way out when the car went over and struck bottom side about forty feet. I have clossed it hundreds of times, and had no more an up. He found himself shut in behind prehensions as to its safety than I do of the stairway which takes me up to my bed-

both are white almost to veneration, there is a tinge of black in the beard, which gives to the continenance at least some ro-semblance of youthitiness. A florid com-plexion sets oil the white hair and heird, and the robust and active figure give but little indication of the almost threescore years through which his life has passed. When seen last night in his cosy home in Dedham he was just le-covering from the effects of the direful calamity which will forever mark the his-tory of that hitle town. Directly across the road-not a doren wards from Mr. White's home-was the "My pipe was going in good shape. The morning air was clear and cool, and I was through an opening which had been made in the bottom of the car when it struck. As he got out he saw a policeman who lay Enjoying Myself as Best I Knew How. I don't know as I ever felt better in my life. or more secure from harm. Mr. Schiano was badly hurt about the "Just as we reached the bridge I felt forehead and top of the head by the fall,

tory of that hitle town. Directly across the road-not a doren vards from Mr. White's home-was the Mandeville cottage, where poor LAZIE C. Mandeville lay cold and still in death; while barely more than three blocks away lay Lazzie Walton, an a rocking, grating sound, as if some one was suddenly putting on braket.

inf. Schlaho was badly hait about the following of the head by the fall.
and was a good deal shaken up beades. He had by the fall.
and has wounds dressed at the Massachusett General Hospital, when he was or dered to go hone and keep quict until to morrow, and then report at the hospital for further treatment. There were three pists engers and a brakeman in the car in which he went down, all of whom, he thinks, were saved.
The says that two of the cars, probably the thid and fourth in the train, were crushed to spinters in the shock of the collision, and thinks that few of those in them could have escare in alive. He say about twelve persons taken out, some dead and some inform his wife of his safety.
Gottlieb Sessler, his employer, also resudent a Regindale, was also on the train, but soon recovered consciousness. Mr Schlano dees not know persons in Sin. It was not only a sound, but a tremor, which swayed the car in which I was sitting from side to side, the only two Dedham girls who were the way a train will swing when it is going around a sharp curve at a rapid killed. Both were young girls, the oldest certainly not over 18 years of age, and both were loved and respected by the large late. Please remember that I was about midway in the last of eight cars, so I could chrole of acjuantances to whom they had on cared themselves by their good nature and containty.
Ingineer White was most willing to tell this experience during the terrible moments which cla.sed between the passage of his ongine over the rotten bridge and the time; of succor and soliel, and according to his statements the cause of the accident is still as remote .s ever. "It may have been a trocker rail," he said, "perhaps a broken i journal or a broken car wheel," but even the sudden breaking of the iron griders, which, as they lay there in the unid le of the frequenties do not account satisfactorily for the sudden breaking of the iron griders, which, as they lay there in the unid le of the frequenties do not be a broken in the side in the sudden breaking of the iron griders, which, as they lay there in the unid le of the frequented contings of paint kept hidden from external view.
We were the 7 o'clock inward train from Dedham," sud Engineer White, "due to leave Dedham on the hour of 7, Monday is always a heavy day, and our freicht being principally yourg women employes, the company a short while acro added another car in the train one of nine cars instead of eicht as it is on the frequenties in the year. However, we started on time from Dedham, though, owng to the length of the the tan, we may have been some minutes late at the subsequent stationes. circle of acquaintances to whom they had en cared themselves by their good nature feel and hear those ahead of me crack and grind for a second or more before I suspected that any thing unusual had occurred. "All at once I was aware that the car in which I was sitting was tipping over In which I was sitting was tipping over to the left, actually going over in that great deep hole below. At first I imagined that I was fainting away, and the tipping sensat on was due to glidd-ness. I had presence of mind enough to catch hold of the wooden cleats which are nalled to the studying of the baggage car, and then over she went. hut soon recovered consciousness. Mr Schiano does not know how serious his in juries were. Raggage Rolling and Skipping Around

the Car.

men jumping and holding on trying to put their feet; some throwing their pipes away, others making for the door, and still others rolling and jumping around as best they could to keep away from the trunks and boxes which were everywhere at once.

"There was no jar when the car ien, "There was no jar when the car ien, car tinped over to the fert, fell without meeting any obstruction, and brought up with a crash lottom side up. It jarred but I managed to keen but I managed to keen "There was no jar when the car fell. The congratulations for his providential quent stations. "At Roslindale we received a large fare

meeting any obstruction, and brought up with a crash lottom side up, it parced me tetribly, but I managed to keen my grip, and still held my balance until the car censed to crash and sway. "Then llet go my hold, got on my feet, and limped out through the big baggage door to look around and see what had hap-pened. It was not a pleasant sight that mot my eyes. as well as at the intermediate stations, and from here we started for Forest fills. As we approached Tin bridge there was no ap-pearance whatever of danger. The bridge we approached The bridge there was no ap-pearance whatever of danger. The bridge lay as solid and safe as ever, the span across showing no weakness, and gradually the train approached. The engine and ten-der h id passed when I looked backward at the cause behind me. What the cause of that glance was The ongine and the three head cars were still on the track. In the deep dich, some on their ends, some on their sides, some bottoin up,

Most of Them Smashed

and broken, and all more or less injured were the five rear cars, strung along in the order in which they had come from Roslin-dale. The car I was in was bottom side up. Its roof was broken in, and all the glass was smashed. "I heard the people in the cars crying and yelling for help. I saw a black hime of bowed by a third. "For a moment the car was motionless. I "mediately area and started to walk to the door and out upon the plat-form, thinking that something must have happened, but never dreaming of the horror which was to come. Just core when there came an awful crash. Just I was urged to from some unseen source, and then again I was not. One looks more naturally forward than bohing, and at this juncture particularly the look may have been suggestive. However, as I cast a

glance at the train Lehind. I saw the first car swing inward and topple over as though about to fail, and while I still look, amazed and bewildered, the second and the third cars tipped over in similar positions and all finally jumped the

dale. The earl was in was bottom such that the cars of the cars and yelling for belo. I saw a black line of the poole with torn clothing, and here and bottom such and yelling for belo. I saw a black line of the borror which was to come. The construction of the cars crying of the borror which was to come. The borror which was to come in the cars are black line of the borror which was to come. The cars black line of the borror which was to come. The cars are black line of the borror which was to come. The cars are black line of the borror which was to come. The cars are black line of the borror which was to come. The cars are black line of the borror which was to come. The cars are black line of the borror which was to come. The cars are black line of the borror which was to care black line of the cars which are cars which are care of the care of the cash in our cars seemed to which around, and I felt fearfully stag seemed to which line so and I still remain alive is a mys. B tere, women in the cars. There were many the cars and the west there for perhaps an hour, and the worst was over I tried to move myself the here did. There were fully as brave as the men. I are the goale cars, which the or a dozen were half were for perhaps an hour, and the worst was over I tried to move myself the cars while the or a dozen were who were burt, I can give no estimate. The providentially close at hand. All were cars escaped without injury. The cars when the transmant is and without injury. The cars when the transmant is and the wore burt, I can give no estimate. The providentially close at hand. All the transmant is a myself to cars when the transmant is and without injury. The transmant were and black are eras black without injury. The transmant were and black are eras black with the transmant is any set of the cars. Which was carsed without injury. The transmant were and black are and black are the stage of the cars while the cars when the transmant is a stage of the cars when the cars when the transmant is a stage of the ca

about this way: I think that some part of the about this way it in his to account back, and it ming goar on calce of the cut, broke, and let the cars down on to the birdge. Then by their momentum dragging along the bridge they broke it down. This seems the natu-ral case, because the engine went over

ral case, because the engine went over safely. "That bridge was called the 'tin' bridge, because there used to he ern old wooden bridge there, which was covered with un to keep from wearing out. A numiler of years ago this iron bridge was built, but the name of 'tin' bridge was still retained. "This was a voice predont than that at White River Junction, borause here all the neople knew each other. They all came from right along this district, and where any one escaped many of his friends were killed or wounded." The first broken and a bid wir oreit one of his eyes. On the send opposite the one that I occuring were Mr. and Mirs, H. (ardmal, who live on Washington street. Mrs Cardinal net almost an instant de th. and Mi. Cardinal was seriously muned about the head. I think I must have been either the fourth or fifth person to get out of the debris, and for at least two minutes could scarcely see anything because of the dust and soot that aroas from the wire. My first impression was that fire had booken out and that the terrible accident that oc-rured at Hartford, Vt., was to be re-peated. Although I heard no cries for help, there was crying and moaning by what somed to be no the no tiv a hundred roopla. I was too baily injured and con-fused to be of much assistance, but I suc-ceeded, by consider oble exertion, in walk-ing home, nearly half a mile distant." MR. DUNHAM'S STORY.

Reartrending Scenes-Relping Victims

From the Ruins. Benjamin W. Dunham, 18 years old, re sides with his father, Thomas H. Dunham, Jr., and works for Hussey, Howe & Co., dealers in steel, 127 Oliver street, Boston. When asked about the accident 1 e said:

When asked about the accident 16 said: "I cccupied the third car from the reat. but it appears that Providence favored the oc-cupants of our coach, for it remained up-right, although the trucks were torn from it in the descent and left hanging over the abutment of the orldge. The car struck on end, but settled back and lay dire tly across the readway. It tooked, from its position, as though the track. I was thrown from my seat and siruck ascainst Alles Minnie Beeker of this place. Both of my less are considerably prinsed, and my neck is slightly sprained, but 1 onsider myself as I did. The first though that came to me was of ine, and 1 haship closed the store Reslindsle but is employed at the shop of Gottlieb Sessier, at No. 15 Water street, this city, was in the lear car, which was a bagcage and smok-ing car. He took the train at Roslindale at 7.15, and the accident happened three or four minutes later. He was aware, from the motion of the car, that was of hie, and 1 hastily closed the store door. I had no sooner done this and turned around than I saw an old gentleman falling door. I had no sooner done this and turned acound than I saw an old gentleman fulling barkward, and reaching out my arms I provented him from striking the floor. I discovered that the man had fainted, and with the assistance of another man succeeded in getting the trostrate man through a window. I was the last person to leave the car. The num-ber in the car, I should say, was about fif-teou, and although all were more or less in-juted, none, I think, were seriously. A more sorrowful scene than met my gare when I got outside of the car I do not care to see. I assisted in getting Joseph Met-calf out of the wreck, an I the condition of the man was perfectly awful. His right eye had intraily been tonn from the socker, the right earl with the assistance of another managed to rawl part way through a win-dow, and with the assi tance of another man we got him to the ground. When asked if he wished to be sent to the loopi-tal he nephied very embedatic IIV. "No." Mr. Metcalf is an employe of Williern Jeguare. the door, and tried to break a window, but failed. He made his way cut. however, by the car, dying, and whose body was covered a moment later by a brakeman. Mr. Schiano was badly hurt about the RESCUING THE INJURED.

Henry A. Wood Narrates the Scenes He

Witnessed. Henry A Wood lives on South street and started for Boston on the ill-iated train. He was found in bed. He said;

"I occupied as seat in the car next to the smoker. I heard a noise as the engine and first car got on to the bridge, and looking out of a window saw what aplean d to me to be the truss of the bridge swaving to the Including the Wounded After His Most in the formation Excapt.
Including the Wounded After His Most in the formation of the formation of the formation of the second the indige starting to the the trass of the bridge starting to the the trass of the trass of the bridge starting to the the trass of the trass of the bridge starting to the trass of the trass of the bridge starting the the trass of the trass of the bridge starting out started to the trass of the trass Helping the Wounded After His Wost It was reported in the afternoon papers

HEROIC WORK OF RESCUE.

Charman Reargets Part in Caring for the Dead and Wounded.

Sherman Bearse of Chemical Engine 4 was one of the rescuing party in the first stage of vesterday's awful horror at the "I'm bridge," and he worked ha those who worked hardest, and all the chemical men did the same.

Bearse got Mr. Clapp out of the ruins, and took him in a team and started for Forest Hills station. He received a live man and delivered a dead one, the unhappy man expiring on the way to the station.

Bearse says that a large propertion of the Bearse sars that a large proportion of the niured were in the third and fourth cars from the engine, and lits des.rip-tion of the sufferings of some of the victims is hartowing. Some of them he says had to bear excruciating acons. Bearse assisted in removin.r many of the bodies. That of Ance Burnett of Roslindale was, as far as the face went, an recognizable, her, are bring mashed into a recognizable, her tave being mashed into a jelly. He identified her by some very pe-culiar buttons on her dress which he had

or that visitation in the light of a dence, for it may have saved his life.

plications set in Frank will come ont right. He is my oldest child, and has be wit' his in-s ni employers, Lamkin d. Foster hoot and sheed dealers on Compress street. Boston, since he first lefts' hool some two years are. I had knowled.co of the accident i.efore I started on my trip, but did not know how serious it work. Mary Murphy Picked Up Lifeless-Other

The case of Mary Murphy of Roslindale was a most remarkable one. When she was The case of Mary Murphy of Roslindaio was a most remarkable one. When she was taken from the wreck, it was supposed that one use dead. She was taken to ber home. Rowell Harvey is a young man who i ombloved as a clork in the office of Super intendent Folsom of the read. He was a

and was not expected to live. Another remark blo case was that of an mh.nown man, who assured people about him that 'he was all right.' His cap had f ilen off, and he raised his jacket to throw it over his head, and foll back dead. Wobster Clapp of Central station was car-ried to Forest Hills deput, terribly man iled but still alive. An attemit was made to pour some brandy down his throat, but he choked and died. He was identified by his season to ket and way taken i.ome, but his own mother could not identify him except by his clothing and season-ticket.

 In the stand was taken i.one, but his own mother could not identify him except by his clothing and season-ticket.
 INISMAY IN DEDHAM.
 Mourning for the Dend and Trying to Hie the Injurch.
 All day long the rumors came and went-rumors that threw the fifthe iown or Dedham into a state of unprecedented excitement, and that, h.trrible as they were, but stories came form the stories came form the stories came of the frightful wreck.
 Scarcely an hour elapsed before the dread hour and an imported network appreciation of the scare of the frightful wreck.
 Scarcely an hour elapsed before the dread hour and an imported and the wildfire from its one extremity to the other. Yet another hour and an imported and key were but in the wildfire from its one extremity to the other. Yet another hour and an imported and key were four the stories came from the came of the frayeter the the wildfire from its one extremity to the other. Yet another hour and an imported envelopment of the contral stories and extended and the stories and the contral stories and the contral stories and the stories and the transmost inter and the our the drived. to the other. Yet another hour and an im benetrable crowd surrounded the central streets, denot, thousands anxiously, with beating

denot, thousands anxiously, with beating hearts and tear-size nod faces, awaiting the coming of tidings that should feed their flickering hones or communiter fears in logard to the lowed ones, who had gathered with them but a short time be-fore around the family breakinst table. Hundreds of others, too impatient to toke-net any delay, jumped into private or hired carriages, and hastened to the fatal soct. There they saw a such they will never for-get. As one strong man-it was Mi, flar-den of Central station-of spressed it. "I would give 55000 this minute to have that awful suckening scene taken from my mind." ans store and any stary rate of occours street, Dedham, were passenzers on the r a. in train, and were se ted in the carfol-lowing the one that first went through, They had worning of their peul by the un usual motion of the car, and were sufficient ly collected to notice that the descent was not so rapid as they expected it would have hol so rapid as they expected it would have been They fell in the direction of the store, and were extricted iron the dobris by a me friends, who drazged them through the window with only slight b, unset. They formed the e, n'on that ser-e, al, er Shev formed the e, n'on that ser-bart of the car must have been in-tanily which as that wart o, the coch sustained the brunt of the shock.

As the day wore on the details of the disaster became more definite, and, when the gathering darkness had settled doan upon the town, it enveloped in its blackness many a desolate ineside, with many a sol-rowing soul and many a sad, sad hear. The gloom of the night without was not deeper than that of the stricken homes within.

desper than that of the stricken homes within. Lizzie Waiton and Lizzie Mandeville. Among the cases of death in Dedham Centro none are more touching than thosy of the two young girls, Lizzie Walton and Lizzo Mandeville. The family of the former lives on East street. The father, man of middle age, is an engineer on the Providence road, as also is an whole of the in hydre, with long, father define and four of Lie i en olering the in hydre, with long, father define in hydre, with long, father define in hydre of con-event of the statide as the strick of the statide as the strick of the statide as the strick of the was assisted to the source of the was assisted to the source of the in hydre, with long, father define in the source of hydre define in the source o nan of inidial age, is an ensureer on the Providence road, as alco is an rucle of the unfortunate gril. She was tall and sleaven in figure, with long. fask hair, and radiant in the beauty of her 16 years. By hor cide in the car sat the Mandeville girl. Her famity lives on flartraid street, her father being a rucht watchwan on the Providence tord. He was seen daring the alternoon by some of his townsmen, wandering around the street, fieuzier with grief. Her fund neither to the right not to the left antispath to do one, even unen addressed. When less seen her was going toward home in company with Rev. Father Huley of the Cathole Church. 'Yes," said Mr. Walton to the writer, "God knows it's a sad blow to my voor write and me. We'ves is of them left yet, then boys and three girls, but it does seen in af now she's gone she was the dearts to us of all. We are looking for her poor mangle i body to be brought home to us at ary mo-ment. It is m charze of Undeitakor Walter J. Dudley. Albert Burdatt. The home of Mr. Albert Burdett on High and street was the next place visited. Ma large the street was the next place visited. Ma Barnett, who is in the employ of Brown, Darell et Co of Summer street, was read-ing in the "smoket." He at first was of the opinion that he hid come out unhurt, and

pointon that no n id come out unhuri, and re-entered the car to assist Ben-panin G. raver, who was in the same car with himself, and worse article has been inclued, and who had core as even of the inclues. The even ical, however, was to had how the Bretet, also was soon convelled by weakness to 1-sist. He was put into a nolk wagon and taken howe Bui 'est was not in the opmen of Dr. Hough n, who at onded him, njured in any internal part.

H. D. Humphrey.

A graphic story of the disaster was told b

name of George H. Humpbray & Co., book

Rowell Harvey.

Alvin B. Jordan.

Alice and Mary Page.

Miss Alice and Miss Mary Page of School

Susie Roberts.

Miss Susie Roberts, who was an occupant

of the same car, described her experience

William Whitman

that Walter J. Dudley was on the train and was missing. A call at the house, however, revealed the fact that he was safe and William Whitman, a youth of 18 years, had a bolt or some such piece of non thrust through his heel and ankle upwards Winfield W. Smith. in some . novplamed manner. Whitman resides (n Washington street, and works

Winfield W. Smith, a brakeman, 27 years old, living with his sister, had his hip for Civil Engineer French in Brookline broken and his back huri. He was taken to His wrist was also badly sprained. the City Hospital, where he was seen by his sister during the afternoon. She stated

Walter J. Dudley.

last evening to a GLOBE reporter: "My brother, so the doctors tell me, will get well, 'Wo belong in Mane, He has been on the road a out three years, I feel thankful that his injuries are no worse," Henry D. Humphrey as he lay helpless in his 100m at his residence on Bullari street. He is in business with his father at 161 Franklin streat, Boston, under the firm Webster Drake.

Webster Drake, who is a conductor on the roa., boards with Mrs. E. G. Spaulding on Spruce street. He was considerably in-jured and taken to the hospital. He is alout 30 vears of ace, had been on the road about ten years, and, as one of the officials atthe depots aid: "He was a mighty nice fellow." **Battle Hin.** Of all the heartrending scenes witnessed by the reportors on their dismal tour of the stricken town pethaps the most pathetic was at the little bome of Mrs. Sarah W. Hill on Annawan avenue, Ceptral Station. In a modest, two-story cutage irved the old hady with her two daughters. One is Hat-the, from whow mund the light of rea-

modest, two-story cattage hved the old hady with hor two daughters. One is Hat-tie, from who've mind the light of tea-son long ago departed; the other, rinna, a sweet-faced gril of 23, who've daily work at R. H. White's was the sole sup-port of the hittle family. As the tepporter's carrage drew up tthe gate a number of the neighbors, who had heard of the mouse, while, at the very next - ool the selfwaber lamily its beloved and mangle deed. Accoss the kitchen floor feebly tottered the old ladv, her snowy haif ter." A sob cho'ted her utterance, and a hush

CARNSHAWS EXPERIENCE.

-Was the Bridge Defective?

personal affliction

LOOKED LIKE A CORPSE.

Remarkable Cases.

she was dead. She was taken to her home. Mrs. Janne, who attended her, said that she looked so much like a dead person that they had hegun to prepare for her burial, when she came out of her state of unconscious-new. Muss Murohy was very low last night, and was not expected to live. Another remarkable case was that of an min that "he was all right." His cap had f ilen off, and he raised his jecket to throw it over his head, and fell back dead. Wotster Clapp of Central station was car-ried to Forest Hills depot, terribly man ided but still alive. An attern it was attended by Jr. Babcock of Lied han.

Alvin B. Jordan is 49 years of age and te side; on Briant street. His wife said.

has an office at the corner of State and Kill

esitation went to work to rescue

The Imprisoned Passengers.

Shortly after James McLaren, a florict, employed on Washington street, also near the wieck, and J. H. Cronin arrived, and the three men did most humane work. In one 'f the forward cars, and among the first passengers to be taken out. was a voung woman named Hattie Dudley. and whose death, for she was killed out-right and terribly mutilated as well, was the most shocking of any of the passengers.

When ingress was obtained through the smashed car, and when the spintered timbers had been sufficiently removed to allow of any work upon the wreck, about the first body reached was that of this unfortunate woman, who was pluned down in the car with the face jammed between two sills and in a most shocking condition. That she was alive seemed doubiful, still, the body was moved, when, to the terror of her rescuers, it was found that the head and one arm were severed from

the body as though done by a knife. Covared with the rubbish of the wreck, as sho lay there.

No Possible Identification

of the remains could be made, and after fruitless attempts to remove her with their hands the rescners obtained saws and jack screws, and after much difficult work suc ceeded in extricating all that remained of he woman, who but a moment before was full of life and hope and ambition.

The body was first removed, then the mutilated and unrecognizable head, and nually the arm. Tenderly the remains were covered, and soon after removed to Forest Hills, and later taken to the city morgue.

It would seem from the position of the roman and the circumstances of her death, that the car in falling inword struck her down, the sharp knife like edge finding the neck and sovering the head instantly, while some other portion equally as sharp did similar terrible work on the arm.

Then near the stove and lying almost in each other's aims were two other young women, both dead-evidently instantly killed, their heads

Crushed Also Beyond Recognition. They also lay wedged in between the debris of the wreck, pinned down so tightly

that action was impossible; and here again it required jack-screw, levels and saws to extricate the remains. One woman who suffered only, and miraculously enough 'rom slight injury to her feet, was removed

rom this impromptu coffin and carried

Another woman lay cramped between two Webster Diake and George A. Lord, who ar seats, with his extinct Not a mark ippeared upon her body to indicate how death approached. Extended with o be in a comfortable condition last night. Drake, who was the assistant conductor of arms pushel' forward, as though endeavoring to ward off the crashing tim-bers which fell about buy did not touch her, he wrecked train, has a probable fracture of the skull, and is suffering from severe in-ternal injuries. The physicians have but little hope of his recovery. Lord received internal injuries and his the lay there as calm-appearing as though in sleep. But the awful position in which

the Lody lay, left no doubt but that in the apheaval of the overturning car, the woman

the lody lay, left no doubt but that in the abhcaval of the overturning car, the woman became wedget between the scats and her late last night, and the doctors think there to be a critical condition the frail the last night, and the doctors think there to be a critical condition the frail the last night, and the doctors think there to be a shaft hope for his recovery. Late yesterday afternoon, Augustine Drisko, 40 years old, a carbenter, hving on Drisko, 40 years old, a carbenter, hving o

 Inits sufferings, but he died within ten immutes after reaching the institution. His budy was beink removed to the morgue, when another ambulance, in which was Edward F. Durham, drove inp to the door. He was also uncon- scioux, his skull fractured, arm budly crished, and his fare was considerably trunsed. He was quickly taken into the ins offer his arrival. His hody was then it sifter his arrival. His hody was then it as the morgue and laid on the marble table the door of that dreary apartment, when the bodies of four men and two women arrived. One of the women was later identified and her face was crushed beyond recognition. The other woma, who was identified as Hattle J. budiey, had both arms and the leit ley be- low her akile out off. The budies of the monen woma, who was identified as Hattle J. budiey, had both arms and the leit ley be- low the akile out off. He head was also women. The skulls were fractured and harry Gay. Albort Johnson and Peter swalen. The budy recrued and his right thigh day lacerated. All the budies have been removed by relatives and the hoorth Grove street morgue there At the North Grove street morgue there to the neople in the vicinity of the wreck, and endeavoring to thus explain the cau-alty. Exploration was not needed. What could the inference possibly to, from a single engine rushing maily along the track shricking, as though trying to tell in words the danger its irreight had met? There were no cars, not even a baggage car, and where was once a bridge there still aro-e a dense, horrible dust, which enveloped the surroundings and forbade all sight of The Disast one Spot.

We kept on, and immediately the neigh-

ALBERT H. CHAPMAN'S STORY. bors divined our signals and rushed to the bridge.

This was about 7.19 o'clock, the time we were due at this point, and the time con-sumed in making the trip from the bridge to the Hills was briefer than the time it takes in telling it.

Still on we went. We passed Switchman William Wordley, "For God's sake," I cried. "shift the switches and let him go," and on-ward we rushed until at length we reached Forest Hills.

bodies have been removed by relatives and friends. At the North Grove street morque there were four bodies (all women) received. Soon after their arrivul an eiderly gentle-man lonced his way through the crowd that stood in rout of the place, and on reaching the front door he informed the officer on uutv that he was looking for his daughter whom he was sure had been aboard the ill-lated train. There Jim Prince was waiting for me. There Jim Prince was waiting for me. Jim roces out of Dedham about an hour ahead of me, and uncets use ordinarily be-tween Jamaica Plan and the H lis. This morning, however, being a triffe late, he reached the Hills without meeting me, and as briefly as possible I told him the circum-stances of the disaster, and begged him to give the passengers what succor he could. Prince's train comprised but three cars, the majority of his passengers boing labor-ing men, study, stout fellows, who would work nobly for the hypes of the imprisoned ones.

The second secon ing men, stundy, stout feilows, who would work nobly for the hves of the imprisoped ones. Jim at once put on steam and started up the branch track. In the meantime there were scores of workers at the spot to help us. Wod-cutters, way off in the distance, heating our whistle screaming started for us. Willing hands in the vicinity added their strength to the combined energy, and the work of re-heit legan at once. Physicians came to give relief, and succor seemed to poor in upon us troat all sides. yet I knew noth-ing of it. Reaching Forest Hills I went directly to the station agent, and told him to telephone for doctors and ambutances, and this matter settled I stoarned ba k bolind Jim Prince's train and here we lanked the engines, made the valves sife and set to, work to reque the passengers. All this work to reque the passengers. All this work to our engine A Hundred Willing Hands

AT THE HOSPITALS.

Webster Drake and George A. Lord in a Very Critical Condition.

All the patients at the City and Massachusetts hospitals, with the exception of

least disinterested man in that entire party. The work these men did was marvellous and in less than forty minute at the farthest from the time the bridge gave way every dead and injured bory had been removed, the last ones perhaps being bitss Mandeville and Miss Walton. I could no more have run an engine today than I could have accomplished any impos-sibility. Weak as a child and practically as useless still with the strain, who would wonder? ollar bone and right ankle are fractured.

The work these men did was marvellous and in that entremisted man forty minut, at the grant, and in less than forty minut, at the grant being being bill being ear or was the class from the time the bridge gave was the class from the time the bridge gave was the class of the diaster?
I could have accomplished any impossibility, weak as a child and practiced and

doubt if nity of those in the nye rear cars escaped without injury. I think I was as lucky as anyboly, and I am not yet over the objects of the jar. My legs are both sore, and my arms are lame. I was yeary lucky to got off as well as I did. "Before we had been at work fifteen min-nies the police had been notified, and in a very short time ambulances arrived. There wave also many private carri gos furnished, so that as fast as the infured were taken out they were carried away for treatment. Everybody was askind as possible.

De Saw Thirteen Rodies Taken from the Wreek-Work of the Police

Department.

Mr. Albert H. Chapman of Jamaica Plain, superintendent of the New England Telephone and Telegraph Company, first heard of the accident as he was leaving his town to take the train for Boston at 7.30 o'clock. He went immediately to the scene of the accident, at the overhead bridge on South street, about 100 rods beyond Forest Hills

station. He spoke as follows concerning the accident: "Three cars remained over the track that went over the bridge, from two of which the trucks had broken off and rolled down the embankment. The engine had

been detached and had gone to Bosof them being killed. been delacated and had gone to Bos-ton for assistance. On approaching nearer I found that five cars were lying in the readway under the bridge. The rear car, the smoker, had turned com-pletely over, and was lying on its top. Two of the cars were destroyed and fit only for kindling wood. The other two were piled up in a heap, one on top of the other. The MR. BOWTHORP'S EXPERIENCE.

bridge itself was completely gone, not : vestige of it being visible but the abutment, "One of the railroad tracks that went over

The began at once. Physicians cance to give relief, and succor seemed to pour in upon usent. In a discord seemed to pour in upon usent. The bridge was bent over like an ox bow. I ment.
 "One of the railroad tracks that went over intermed to pour in upon usent.
 "One of the railroad tracks that went over intermed to pour in upon usent.
 "One of the railroad tracks that went over intermed to be pour in upon usent.
 Went directly to the station argent, and this work to rescue the passengers. All this work to rescue the savengther without stating out bodies.
 Were ahead of us. 1 could do no work, whatever. What little strength I had de save to tout of the with a torce of police, remelering all needs and dyng.
 Were ahead of us. 1 could do no work, whatever. What little strength I had de save to tout of the with the wore to the sufferent wore to the denged out. I have happened had the engine, with its sorted way. Some got out of the with the sout at a sort of the sufferent is of amaca the sout at th

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often noticed as she passed the engine

FIREMAN PICKARD'S STORY.

Then, for the first time I appreciate the full horor of the catastrophe. I never saw such a terrible sicht in all my life, and I trust that I shall never again. "People were being hawled out by cores from beneath the urushed timbers of the cat, some silent in detath, and others shricking in their agony. I tried to do what I could in assisting those more unfortunato than miself, but soon found that I was so buily shaken up and bruised as to be of lit. "J. H. C. Kendall of Bliss, Fabyan & Co., was seated beside me in the cat before the accident. I understand that it is reported that he was killed, but this can scaredly be so, because I saw him after I got out of the cat. I know not how badly he was hurt." How the Wreck Appeared to Him This Morning-The Alarm from Box 233. Fireman P. W. A. Pickaid of Engine 18 was one of the first in the department to arrive ou the scene. Said he: "When the alarm from Box 258 came in we started out in quick order, never mistrusting of the featful picture we were to gaze upon when we arrived at our destination.

The wrock appeared very much as it does WM. YOUNG'S EXPLANATION. now, except that the dead and injured were still in the debris. Groans and cries Jammed in Between the Cars-Women greeted our ears as we arrived upon the scene: but it was compara-tively quiet considering the magnitude of in Kis Car Who Were Killed. William Young of Roelindale was in the tively guiet considering the magnitude of the accident, and large number injured. There was, by some miraculous dispensa-tion, no sign of fire, except in one corner, and this was guickly extinguished by Chemical 4, which was the only one to put on a stream. The whole scene looked like a giganic kindling-wood factory that had been blown up by dynamita. They's the best descrip-tion I can give of it. When we arrived on the scene, the work of bringing out the bodles of the Gead and rescuing the multi-tude of mjured had already begun, and we at once set to work to assist. Assistant-Engi-neer J. F. Howins, who was on the spot, heined to get out two of the dead bodies, and I invesif assisted in gotting out the body of a woman whose face was fearfully mangled. It was a terrible sight all round, and I for one shall never forget it." Engineer Rowman's Statement. third car from the last of the train that fell through the bridge on the Boston & Provi-dence railroad. He said that he was seated on the rear seat, and felt the car lunge sidgeways; then it went down with a crash, the next car following. I stooped down as the roof of my car came down with a crash, just clearing my head as it struck the seat. I was pinned down be-tween the seats and injured my hip. There gether in heaven. It won't be long. It won't be leng." The old lady-leaned her head feebly back upon the chair, while one of those who stood by in silonce bathed her feversu forchead. "That's a sad case," said Mr. Hayden, afterward. The dead gnt's father was the late Jonathan Hill, and since his death the family has been in very straitened encum-stances. I know there isn't a particle of coal in the house tonlay, and that Miss fill owes a large bill at the store." were a great many ladies in my car, most "It was a had sight. I saw many women with their heads and necks cut and breasts badly muthated. I worked trying to save what fow I could, until the railroad mon came. I was very lucky, as most all in that car were killed."

Engineer flowman's Statement.

William F. Bowman, who is at the Massa. chusetts General Hospital, when seen last evening, sa'd he has been an engineer on the Boston & Providence road for upwards His Account and Theory of the Disaster of 30 years. "I live," he said, "in Dedham, and was coming to Boston to take the 10,30 Last night was a night of mourning in Roslindale. It seemed as if every second house contained a victum of the acrident, o'clock train out, 1 was seated in one of the rear seats of the smoker, when I felt'a jar, while in some cases as many as four suffer ers were collected under a single roof. If there were no victims of the disaster in a and the next moment I saw a man who had and the next moment is aw a man who had occupied one of the iront seats, and who had stepped into the aigle, thrown to the floor. I saw at once ther, was some trouble and started to leave the car, and had just opened the door when I heard a crash and was thrown bock into the aisle. I don't temember how I get out, but whon I came to I was on the embankment. I tried to move but my back and thigh paired up so t, a two men had to carry me to a safe blade." More fitness of Rotingleh away a house, there were so many friends of the family injured, some in the next house, across the street or just around the corner. that every one felt as if he had received a

George C. Barnes of Roslindale, employed

at Sturtevant's factory, was also one of the men who took part in the rescue and relief of the victims. Mr. Barnes says that as soon as the news came every man in the factory dropped his work and made haste to the scene of death and suffering, and did all they could to assist the unfortunates.

This beautiful litle willage witnessed some of horror all day long. From the time of the acoudent till late into the day victims were being brought to the village in cariages and wygons of every descrip-tion. They were taken to the station-house first, and fiom thence were removed to their homes. Bowthorp, who lives on Poplar street, Roslindale, was in the third car that went over the bridge. He was shaken up a hittle, but otherwise is all right. He said last night: "We leit Roslindale as usual, and were going at a pretty fair rate of speed when we reached the bridge. It is about half a mi.o, and wa down grade. The first thing I felt was a thumping and a bumping, as if we wore of the track, and running on the sizepars.

ter." A sob choked her utterance, and a hush fell ubon all in the room. Then continuing, she orned wi dly: "Oh, Godi Can it be true! To think that there in that room lies all that remains of

A sobelieved her drokanet and a most fell uvon all in the room. Then continuing, she oried widh: "Oh, God! Can it be true! To think that there in that room lies all that remans of her! You on look upon her, if you will-but not her head, not her head! It is too eruolly mangled. She was such a good girl! She never gave me an hour's trouble, and never toid me a single falsehood. God help me! Oh! God help me to bear this! And now I am jett alone-alone! How can I bear ti? Hattie, dear, would talk with me, but alac, she cannot. But God will loose her tongue some day, and we shall all talk to-gether in heaven. It won't be long. It won't be long."

turned to his home up to 7 o'clock last night but was expected.

Among the unfortunate passengers whe Among the unfortunate passengers whe escaped without serious injury was Miss Janie Earry, a bright young lady of 15 years, living with her father, Gilbert Barry, near the Centre. Her check was cut slightly and one leg was jammed be-tween the seats. She said: "I sat in the same seat with 1.1zzie Was ton. I was palled out of the wreck by a pontheman named Lester Ramsdale, who to godown, and I guess I was about the only one in it to secape."

Edward Everett Norris died about two hours after the accident. His father is Selectman Andrew J. Norris, and he was by Story of a Stable-Keeper-

young man was unconscious. Ho was 26 years old and a native of in Dedham-his first name is Andrew. He wanted to catch the 7 o'clock train the worst kind, but he had a cow to milk. He

was 26 years old and a native of D-dham. He worked in the Dedham insurance office for two years, subse-quently going to the Providence railroad accountant's office, where he was employed three years. He was the scretary of Con-stellation Lodge of M sons. His funeral will take place at the residence of his parents on Linden streyt. I.e attended the Episcopal church and Sabbath school.

Myroa Tilden. Myron Tilden's body was not brought to his house last night, but will be brought

Edward E. Norris,

there this morning. He was about 30 years old and leaves a widow and two children. He lived on Harvard street.

Martin J. Mulbern lives on Washington street, Dadham. He has internal injuries, and he has a long gash on his head. One olihis hips is broken. Dr. Hodgdou attends him.

all they could to assist the unfortunates. "I found a woman in the fourth car" said he. "whose head and aim were cut off clean as a whistle. It was about the most horrible sight 1 ever saw. She was a ma-dum sized woman, and although her fare was to ribly mutuated, it was evident that the must have been priorty. Officer Me-Causiand helped me get her out." Genere Davidson of Rosiin avenue, Ros-lindale, was on the train, but escaped un-imured. He adds his vidence as to the borrible nature of the calamity, and the was so dazed that he was the last man to the besing his luck that he was afficted struggles and agony of the victims. The J. B. Duan of THE GLORE counting room his blessing his luck that he was afficted train was the one which usaally brings ell him to his daily avecation in the city. Was foot. Last night he was inclined to consid. Here was the ast night he was inclined to consid. Here was detained at home by his troublesome was detained at home by his troublesome Here the trained the was inclined to consid. Here was the failed the was inclined to consid. Here was detained at home by his troublesome here to hope that he was inclined to consid. Here was the the was inclined to consid. Here was detained at home by his troublesome here to hope that he will recover. Here

T. W. Hardy,

Thomas W. Hardy, who works for C. F Hovey & Co., was reported as being amon the severely injured, but his wife says di not leave his home on School street until after 7.45. He could not, therefore, have been aboard the fatal train. He had not re

Miss Japie Barry.

his son's side an hour before death, but th A good story is told about a stable-keepe

Continued on the Third Page,

M. J. Mulhern.

37 DEAD.

Conjuted from the Second Page.

the one of the carrage driv-bed named Martin Kelly, to attend in he matter for him, but Martin is the matter for him, but Martin is through miking he to not that he had of through miking he to not that the hi is the sar, trying to at h that that is h, but is set is and now is congratulating him-lised it is nirrow scatte-not from the count of the accident.

Charles E. Catler.

Charles B. Catler. Charles B Catler, aged 43, lives on Vil-lege aroune, and is employed at the Conti-rental Clothing House, Boston. He had caerbbroken and was injured in the back and internally. It is impossible, so Dr. Indeesars, to tell yot just how serious the injuries are, Mr. Cutler tells the following corr

Jurnes are, Mr. Cutier tells the following interesting the second second second second second "In hustand was in the fourth car. After "In hustand was in the fourth car. After "In hustand was in the some ladies from the needed to help out some ladies from the needed to help out some ladies from the second second second second that has not able to be also was caught in the seats, if and mould have a her he also vered that the second second second second second the second second second second second fe and two child ren, and has only lived Dednam a short time. The brack and himbs and was shaken and bratsou quite severely. Mary V. Hartney.

Mary V. Hartney

Mary V. Hartney. 17 7. Hartney. a good-looking young RI 25, hves on Washington street with hered mother. The writer called at the bo and found the family in great glee at here here in answer to the strate questions, the little hereine said: "Isworking in Boston at A. Worcester & Solyrush manufacturers, I was sitting in the hird car. I no Mandeville and Waldor ris were in the car behind me. I was factor when the crash came. with the wind und drawa down. After the fall trask the sash atd tried to crawl out, when spong mab bind me said: "Bedies, young Lady, we'll get out all rght."

ngh. "O'literomantic, wasn't it? I thought "O'literomantic, wasn't it? I thought as real; dou't know how t did pot or at last dother was just tickled to dear to be no, athough they wouldn't tell's fhow basis was until igot home." "No, that they wouldn't," and the good woman. "If I'd known in two minutes, stre"

the was liked. It is said that he as playing cards in the smoker ith three companions. It was at he rear table, where they were accustomed o st. coming after morning, for three or or rars past. Three of the quarter were including it, and the fourth has his arm poke. Those three were the only ones affect in that car.

Celia Collard.

Cela Collard, living on East street, was suith in the third car. In the general with the rear of the car was completely a off to within two seats of her. She suped through a window without injury.

WEST ROXBURY'S SORROW.

Staming Up the Killed and Wounded

Summing Up the Killed and Wounded Wao were Residents. Mrs E. F. Ames of Spring street, West kordury, was employed at Hovey's, and was in the fifth car on the ill-fated train. Sereceved some injuries about the head, but none serious. Her son Frank, em-jorel by the Boston & Lowell railroad, was not second car, end said he felt a sucker shock, which pitched him out of the car He rolled down the em'ankment imd a cloud of dust. He got ur, climbed imonthe debris, and with a little assist-ing her home. She will without constructor.

Sarah E. Ellis

Sarah E Ellis, aboat 40 years old, was naring with her sister, Mis Daxter Smith, Mount Vernen street. She was a a remarkable an idea women and excerdingly well had she have been and excerdingly well had the she loss morning to attend the funeral of a fuend in Med fold. She way will an the b dw way brought to the behaved columns sectorized afternoon.

Webster Chapp.

Webstir Chapp. One of the saddest mei ents was the death of Weister Chapp, who was visiting his grandfailer, stunnel Haro wood, at CentalStaton Echig found in the wreck, he wistaken to Forest Hills stathon, where leveral doutes from Jameica Plain and yomen hung near endeavored to assist. Unaron a hattres, with his head enday mobiler and quietly expired. His mother dedony as hat the Loo mysane, and he had just bunch for Grandfain and the the Congregational church. Laurie Frite.

Miss Lanno Price, and 24 years, living with her parents on Park street, employed packets in Boston, was killed.

Edward Snow. Edward Snow, living on Centre street. Torbury, was killed. He leaves a wife. He Fasembleyed as foreman of O'Brien's fur-Litrestore, Blackstone street, Boston.

was also summoned to the work of caring for the innured He made every effort to care for the wounde and dynar Ir. Centhley was also a twoly engaged during the day, as wore Drs. William R. Emery of Noxbury and Drs. Gary and Cr. ss. At the mstan- of the phys.cians, whose orders were really obeyed, ambulance were sammoned, and the bodies of the dead were quickly removed, and all the anni-nances for the comfort of the wounded brought to the spot. Drs. steadman, Dixon, Noyes, and God-dard were out attending to their privato patients when the GLORE remot of called ore were unantimous in their statement had been done by the doctors called in the emerance.

THE FIRST FOR VEARS

Remarkable Luck of the Provid Road Previous to Yesterday. Providence

The Providence railroad, while it has nad The Providence railroad, while it has made several accidents, has been exempt from great casualties causing large loss of life. The first accident of importance teok place June 29, 1830. The engineer of the Plovidence train bound inward The first accident of impertance took place June 20, 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 numites before the Dodham train would start, and he did not halt at the usual stopping place, and both trains under fuil speed collided near the Tremont street crossing. A num-ber of United States seamen, destined for the ship foston, were in the forward cars, and were badly mutred, and subsequently re overed damages to the amount of \$11,-200.

WHEN THE SUN HAD SET.

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

the Serme of Denth. After the sun had sank in the west the scenes in and about the vicinity of the cars that blockadel the highway that skirts Bussey zerk, became one of a solemn description. The myriads of teams, the thousands of pedestrians and the atmost countless numbers of police that suiting the day had visited the scenes of the fearful catastrophe had gone, did with the exception of a posse of the hoodlum clouent that made irequent excursions across the mead-ows from Bussey streat the whole aspect of atheirs was like that of the tomb. The hoodlums were driven away by 10 o'clock in the evening by Sergeant Ellis and Patrol, men Shannon, Kane, Attwood and Brock, and from that time up to mid-ing the one visited the avful spot save the others and two railroad officials with lanterns, a two scribes ucering here and there beneath the wrerkage in the van hoos that even a portion of some hu-man beung it here yo the day of calcium by the there being the intention of the railroad officials to hurry the work of temoring the delix of the wreck as hastily as possible but at the last moment it was determined that ho work stould be done last night. The work of demolition of the ruined cats and the visit has do there of the Kidgway lights, this house dhat all of the varis and the visit has morning and tomorrow night it is housed that all of the wreckage will be removed. A Little Toboggan Hood.

A Little Toboggan Hood

A Little Toboggan Hood. As a GLOBE reporter strolled through the ruins last ovening, his attention was di-rected 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 bon-nets and hats, with just one little tobog-ran hood, and as the officer picked up the littler he remarked: "There, there, fill of my life I know the little girl that owns that bood. I cannot call her by name, but, they k the Lord, I know that with the exception of a cut upon her lip, she escaped unhamed." Aside from the article above ments ned, there were boots, skirts, multies have and costs. Some of their owners, or their companions, while the major portion of them were as free from any indic tion of having gone through with their unfortu-nate owners the awful catastionhe of yes-terday morning as the chanest of linen.

Officer Lader of Division 13

Officer Latisr of Division 13. Officer Waldo P. Lailer of Division 13' who was one of the victims of this morn-ing's disaster on the Providence road, was torn March 14, 1952, at Bristol, Me. Officer Lailer was appointed a patrolman on New Year's day, 1876. His first assign-ment was to Division 14. Officer Lailer re-sided on Mable street, West Roxburs. He leaves a wife and three children to mourn his untimely taking off. Por some time it was 'thought that it was Sergeant John B. O'Lailor of Division 15 who was the person killed, the similarity of the names leading to the misapprehension. Sergeant O'Lailor is athened to Division 15, in the Charlestown district.

Securing Relics of the Wreck. Of the thousands who visited the scene of the disastor in the afternoon and early even ng there were many who carried away articles, pottions of the cars on the fated train. The prevailing mania was to secure either a window with the glass kno ked out, the casing to be used as a pic-ture frime, or else to ceture a window. Many took away brass knobs. One party took a long piece of the bell rove, while an-other content-d himself with a short piece of an iron railing. Many parties secured pieces of such shape as could be made into canes. Securing Relics of the Wreck, the thousands who visited the scene

THE STOVE DOORS LOCKED.

Consequently ently the Coals W Souted from Escaping Were Pre-

One of the things which speaks well for the care of the read is the fact that the the of the read is the fact that the the the the read is the fact that the the the the speak of the speak of the speak with standing the awful strain upon them, be bolts, by which the stoves were fastened. beboils, by which the stores were lastened, herery ustance hold except in the last measure in the bank. In car 22 the fine and was receased in the bank. In car 22 the fine and the store was plutents by the men of Chemi-cai Engine New which carly appeared on the score No the of any very dangerous that ler caracht, dibouch these is stiong boaching that on the fremen there would have been inservice, results before the wounded could have been extricated from the reached sparing ".

SURGEONS AT THE SOUND.

How They Worked

New They Worked For The Poor Suf-terers in Their Extremity. As early as 7.25 a. the a despect come to Experimend in Usion, microrning him of the turnhe ac plant, he at once summoned all the medical and within mispower. Dr. Hawes, who lives near the serie of the acci-dent, came to the city, made the rounds of Park row and called upon all the surgeons in the no.2hlor.nood. They responded with-et delay, and rate upon all the surgeons in the no.2hlor.nood. They responded with-et delay, and rate of the dist, As operal train was made up at 7.35, and in about twent shi to minutes the medical and were sorn reads for dust. As operal train was made up at 7.35, and in due the inversel, just in the surgeons were sorn reads for dust. As operal train was made up at 7.35, and in were at the one of death and at work reding the inversel, just into and started again be ablow, worre, hard until arout 11 clock worre, the voised that and a book industry anong the shift and started again be bester of the discord. The fearful sciences at corest thills, as de-chies active, they wored hard and labo-cousty among these sores for the disposal of the science of the discord. The defad and wounded were sent to the figure of end of were so hewildered by the startention. The check tradition of all they gave the construction the work of the and and wounded were so hewildered by the startent on the check tradition of the active who were badly injured did starte wound did were so bewildered by the active who were badly injured did started and who seen last night was so remain the science and the horrors sur-by futures of the science. Clooned the volume of the science did the science of the active the were badly injured did started and the house of D. Hirrisy Kent the didner he in the cost of the sil-tere than to the house of D. Hirrisy Kent the form of the scince of D. Hirrisy Kent the

canes

Another Accident at Forest Hills

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

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