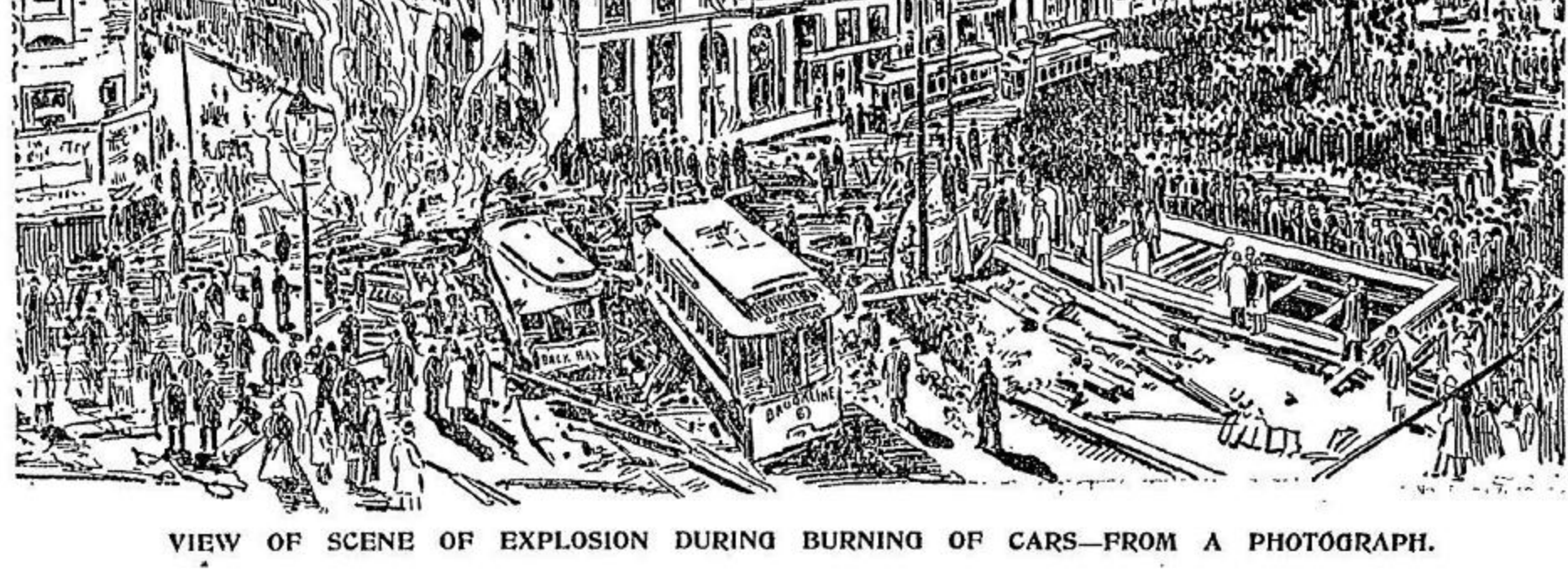


# SIX KILLED, OTHERS MAY DIE.

## Explosion of Gas at Tremont and Boylston Sts Followed by Flames.

### Scores Were Injured by Flying and Falling Glass and in The Demolished Cars.



VIEW OF SCENE OF EXPLOSION DURING BURNING OF CARS—FROM A PHOTOGRAPH.

**Spark from an Electric Car Ignited Gas Confined Under Street Planking and Caused a Shock That Knocked People Down and Shattered Window Panes for Blocks—Mayor Quincy Says That the Responsibility Rests Between the Gaslight Company and the Subway Contractors—Inquest Will Be Begun Today—Stories of the Fatality Told by Eyewitnesses.**

#### LIST OF THE DEAD.

- Rev W. A. START, 60 years, bursar at Tufts college, killed while standing on the sidewalk in front of hotel Pelham.
- GILFORD D. BIGELOW, 64 years, 233 Northampton st, conductor of Back Bay car, killed instantly.
- WILLIAM L. VINAL, 40 years, private secretary to Thomas W. Lawson, 33 State st, home in Salem; killed in coupe which was destroyed by the explosion.
- BENJAMIN DOWNING, 35 years, driver of the public carriage in which Vinal rode.
- MISS A. M. BATES, 70 years, 19 Arlington st, sister of C. S. Bates of 19 Milk st, burned to death in her private carriage.
- DELANO SIBLEY, 65 years, Cambridge, cab driver.

Patrick Delaney, 122 West 26th st, South Boston; scalp wounds; went home.

Miss Lillian Rose, 111 D st, South Boston; abrasions of hand; went home.

**CITY HOSPITAL.**  
Susan A. Peck, 37 years, 233 Everett st; continued on the third page.

#### ON THE DANGEROUS LIST.

- B. R. SARGENT, 66 years, 1013 Washington st, compound fracture of the skull, car conductor, has been in employ of the West End railroad 37 years. Emergency hospital.
- WILLIAM MAYVOUR, 17 St Charles st, waiter hotel Thorndike, fracture at base of skull; will die. Emergency hospital.
- FRED DEEBLY, fractured elbow joint, injuries to head and general contusions.

#### INJURED AT THE HOSPITALS.

- EMERGENCY HOSPITAL.**  
Mrs Horatio Bigelow, 9 Fairfield st; back injured, not seriously; taken home.
- Miss Alice Richardson, maid to Mrs Bigelow; thigh fractured; taken to the Bigelow home, 9 Fairfield st.
- Samuel Morton, of Detroit, actor at Koltz's theater; internal injuries, slight; went to his boarding house on Eliot st.
- Paul Hackett, 54 Albany st, car conductor; both legs fractured below the knee, scalp wounds and wounds about the face; in a serious, but not critical condition.
- Adolph Landin, keeps Turkish baths at hotel Pelham, 115 1/2 at 1 Yarmouth st; cut and bruised; went home.
- A. L. Sherburne, janitor, 191 Commonwealth st; badly shaken up; went home.
- John Gill, employed by Edison electric illuminating company; cut by glass, shoulder fractured; wounds dressed and went to his home, 46 Brooks st.
- John Ross, 157 Langdon st; head and back injured; went home.
- Wolf Kopelin, bootblack, 29 Norman st; cut on hand; went home.
- Mary E. Stone, 32 Floyd st; both forearms fractured and fracture of thigh; taken to St Elizabeth's hospital; her condition is serious.
- Alexander LeVols, 638 Shawmut av; right arm fractured.
- S. E. Nickerson, Cambridge, secretary grand lodge, P. and A. M.; cut on the head, not serious; went home.
- Tony Brogan, 65 Blagden st; cut on head; went home.
- John J. Davis, 2 Loris st; cut on head; went home.
- H. S. Woodcock, machinist, 23 Dexter st; right hand injured, went home.
- E. C. Worcester, 28 Magnolia st; slightly injured on head; went home.
- Patrick Graney, Woburn; contusions hip and knee; went home.
- John J. Barnes, 2 Ruggles st; scalp wound.
- W. H. Bellins, 5 Barstow st; face cut, badly injured; went home.
- Nancy O'Neill, 80 years old; suffering from shock; went home.
- Charles Nevell, 250 Gold st; injured about the head; went home.
- E. Richardson, Newark, N J; head and face cut; left hospital.
- W. H. Goseby, colored, 2 Haven st; ankle sprained; went home.

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#### SIX KILLED.

- Continued from the First Page.**
- erott at, Allston, injury to back; condition comfortable.
- Thomas Burns, 33 years, 60 Church st, small bone right foot broken; taken home.
- Frank Tobey, 22 years, 120 Malden st, injury to foot.
- Nellie Jackson, housekeeper for Dr John Homans of 315 Marlboro st, contusions on knee and shoulder, slight wound on face; condition comfortable.
- Mrs Augusta L. Wilson, 17 St Charles st, contusions and severe injuries to left arm; condition comfortable.
- MASSACHUSETTS GENERAL.**  
Miss S. M. Brown, Regent st, Roxbury, reporter for the Transcript, face cut and spine injured, taken to Massachusetts general hospital and afterward home.
- Charlotte N. Myer, 60 years, 371 Center st, Jamaica Plain, fractured thigh; her condition is serious.
- A. B. Cunningham, motorman, Mt Auburn car, knee fractured and face cut; taken to Massachusetts general hospital and afterward to his home, 308 South st, Cambridge.
- Thomas A. Hewell, 695 Tremont st, contusions of the body and nerve shock; went home.
- TREATED AT STATION 4.**  
James S. Reardon, 693 Massachusetts av, injuries to head and back; able to go to his home.
- John J. O'Connor, 145 Elm st, Cambridgeport, injury to head.
- Thomas F. Ford, 908 Tremont st, contusions.
- Lucy Dolan, 83 West Brookline st, injuries to back and shoulder.
- Annie Harding, domestic, employed by Mrs William J. Rotch, 244 Marlboro st, badly cut about hands, face and body; went home after wounds were dressed.
- SLIGHTLY INJURED.**  
Henry Kelly of engine company 26, stepped on nail.
- Col John J. Whipple, president Wilsey savings bank, Boylston st, scalp cut by falling glass in the bank building.
- George E. Taber, clerk in the Wilsey savings bank, cut by glass on the head.
- A. S. Pemberton, clerk in the Wilsey savings bank, face and hands cut by glass.
- Joseph Hollywood, clerk in the Wilsey savings bank, head and hands cut by falling glass.
- Superintendent Bronson of the Y. M. C. U., hands cut by glass.
- Thomas Brown, 60 Church st, laborer, fractures of bones in foot.
- James A. Donovan, ex hall commissioner, Cambridge, went to his home.
- Thomas B. Weston, 897 Washington st, employed by the Chemical cleansing company, several pieces of glass blown in his eyes by the explosion.
- P. C. Klein, druggist, corner Boylston and Tremont; cut on the head by flying glass.
- W. G. Pratt, works for Wm. Pratt & Sons, 191 Tremont st; cut on back of hand by flying glass.
- Mary Robertson, works for W. H. Lawton, 103 Tremont st; hand badly cut by flying glass.
- Lena Poppiamo, with Stephen Poppiamo, 197 Tremont st; back badly bruised and arm cut by broken glass.
- Philip Wolff, barber, hotel Pelham; blown 25 feet by explosion, three serious cuts on head.
- Edward Macbay, barber; blown 25 feet, cut on back by flying glass and body badly bruised.
- Dr Nichols, Invalid Aid society; hotel Pelham; slight bruises on head and back.
- Mrs Arthur Beale of Hingham; hand badly cut while in office of Dr L. N. Howe.
- Dr L. N. Howe, dentist, hotel Pelham; arm and face slightly cut.
- O. H. Savage, 65 years, night clerk of the hotel Saville in Bowdoin st; struck by flying brick, severe injuries to left leg.
- Miss Mary McCarthy, 29 Delle av, Roxbury; cut by glass, suffering from nervous prostration.
- Miss Sadie Flemming, servant at 193 Marlboro st, in the family of E. C. Merritt, badly bruised and spinal injury feared; taken home.
- Mrs Martin Winslow, Norwood, limbs badly cut and bruised; taken to Dr Jones, 110 Boylston st.

#### STORY OF THE EXPLOSION.

Five men and one woman dead, another man dying, and nearly three score persons of both sexes more or less seriously injured, is the record in brief of the explosion which occurred in the very heart of this city yesterday.

The hands of the clocks pointed at 11.45 when there was a rumble and a roar at the intersection of Tremont and Boylston sts, perhaps the busiest corner in Boston, which sound was heard in the state house on Beacon Hill, and even on the harbor banks of the river Charles.

Gas escaping from a six-inch main, lying on top of the subway at that point, had been ignited in some mysterious manner by a passing electric car, and the result was an upheaval in which the loss of life and the destruction of property were alarming.

An odor had been perceptible throughout the morning, sufficiently so to at last cause a policeman to send a telephone message to the office of the gas light company announcing that there was a leak.

Then came the shock. Timbers rose in the air. The ground trembled. Smoke floated upward, followed quickly by flashes of fire. The glass in a thousand windows fell outward or inward with a crash. The traditional bull in the china shop never made such a mighty noise or worked such havoc.

Three West End cars were rounding the corner at the time, two of them propelled by electricity and one drawn by horses. They shot off the rails and skidded a distance varying from four to 10 feet. They descended, twisting and breaking iron frames and grinding wood into powder.

The passengers within, happy, jovial on inauguration day, not suspecting danger a moment before, found themselves then with bleeding faces and broken limbs, imprisoned under a mass of wreckage which had caught fire. The breathless body of a conductor lay in plain sight just beyond the tangle.

Bells in the city steeples began to clang; it was the alarm from box 63, calling the engines to the scene. While the bells were still ringing messages were flying over the telephone to the police stations and the hospitals, calling policemen and ambulances. A crowd began to gather and it increased until there were thousands of men, women and children as near to the fatal hole in the street as they could get.

A Back Bay car was hoisted highest in the air. Guilford D. Bigelow, the conductor, was killed outright and Benjamin R. Sargent, the driver, was injured fatally. It is believed by the doctors who attended him. The two horses that furnished the motive power were mangled beneath an electric which descended upon them with its great weight.

A Mt Auburn car, in-bound, took a loss, was enveloped in flames and was soon in ashes. Paul Hackett, the conductor, suffered two broken legs.

A Reservoir car lost all its windows and was a sorry looking sight, although it still stuck to the track.

The passengers in every instance, although lucky enough to escape death, were bruised and cut and frightened. The clang of the approaching engines could be heard in the distance, yet they were bound down by debris, and the fire was gaining headway. Nobody knew whether or not another explosion might not succeed the first. The cries of the injured were pitiful indeed to sympathetic ears.

Pedestrians and occupants of neighboring buildings rushed to the rescue, dragged this one and that one out of danger, quieted the hysterical and rendered every aid within their power. Then the firemen and the policemen, quick to act and coordinated, took up the organized work of relief.

But wait a moment! The story of the fatalities has not been told as yet. There were other victims of the explosion besides those already named.

Rev William A. Start, bursar of Tufts college, a well-known Universalist clergyman, who had been passing the spot on foot, as you or I or anybody else might have been doing, was dead on the sidewalk.

Miss Amelia M. Bates and Miss Georgiana H. Bates had left their beautiful residence on Arlington st for a pleasure drive about town. Delano H. Sibley, the family coachman, was on the box. The smoke and the flame. Amelia was seen as she was thrown forcibly from her seat against the front part of her carriage. Men rushed to help her, but they never reached her. Fire cut them off, and fire ended the life of the woman, in the gaze of those who were powerless to save. The coachman, Sibley, fell from the box over into the blaze and was dead in an instant. Georgiana, the sister, escaped and went home.

William L. Vinal, private secretary of Thomas W. Lawson, the State st banker, was on his way in a coupe to the Park st station to meet and escort the daughters of his employer. He, too, was killed on the corner, and with him the driver of the vehicle, Benjamin Downing.

That ends the record of deaths!

After the explosion, amid the most intense excitement, the bodies were removed to Jones' undertaking rooms on Sacramento st. The injured were hurried to the ambulances to the Emergency hospital, the city hospital and the Massachusetts general hospital. Many who had sustained but slight bruises were either immediately taken to their homes. Meanwhile the firemen were playing streams into the smoking hole in the earth in order that no damage should be done to the subway.

Property was damaged as well as persons. The tremendous shock did not confine itself to the corner of the common. Huge plate-glass windows were shattered in the big buildings north and south along Tremont st and east and west along Boylston st for a block or more in those directions. Fragile goods, like china, fell in places in many a store. The Masonic temple and hotel Pelham had hardly a whole pane left in their innumerable windows.

Bank presidents, merchants and clerks were cut with glass who were hundreds of feet away from the public park.

The street railway company lost two cars valued at \$2000 each.

The subway was not harmed.

The underground tunnel at the corner of Tremont and Boylston sts is finished, but the street above had not yesterday been put in the shape that it was before construction began. That is to say, planks took the place of paving stones.

The space between the planks and the roof of the subway wherein lay the gas mains had not been filled up with solid earth. The chamber thus left was, under the circumstances, a handy receptacle for any gas that might leak.

There was a leak!

The chamber became charged and it is supposed that a passing car struck a spark which ignited the inflammable material beneath, causing the awful accident.

There were three mains at that point, one six-inch and two eight-inch. It is stated that the six-inch main is an old one and appears upon close examination to have an old fracture, while the eight-inch mains being new seem to have been broken by the explosion.

This is certain! Some six weeks ago there was such an odor of escaping gas in the hotel Pelham that the supply was cut off for a day or two and lamps were burned on the premises.

A dispute is likely to arise as to the time that the gaslight company was notified yesterday of the leak and over the question as to whether or not the subway contractor moved the mains, and if so whether or not he did so properly. According to the interviews now at hand there seems to be a disagreement on these points.

Mayor Quincy says: "It certainly seems that this accident could not have occurred unless there had been negligence either on the part of the contractors or of the Boston gaslight company and that the responsibility must be divided between them."

Medical examiner Steadman has made a personal investigation and has visited the district attorney for consultation. An inquest will be held today.

Hardly had the crash of the wreck and the cries of the suffering victims died away, when, in the state senate, the chaplain was praying for the afflicted and Senator Quinn was offering a resolution to the effect that a committee of the legislature be appointed to examine into all the facts in the case.

It isn't often that home news overshadow the inauguration of a new president of the nation on March 4, but it did so most gloomily on March 4, 1897.



REMOVING THE SHATTERED CARS.