

THE HOLOCAUST!

Additional Details of the Disaster.

TOTAL NUMBER OF DEATHS, 20.

Graphic Descriptions of the Terrible Catastrophe.

ONLY TWO OF THE DEAD IDENTIFIED.

Heartrending Sight at the Scene of the Wreck—Interviews With Officials, Railway Employees, Passengers and Others.

Hamilton, April 29.—Public excitement over the terrible accident at Junction Cut still continues, and the subject is uppermost in the minds of all. A reporter, who was early at the scene, describing the destruction of the cars by fire, says:—The engineer, fireman and conductor gave the alarm, and soon from Hamilton the fire brigade was at hand. With a supply of water from the pumping engine which was attached to the tank and which, from its position at the foot of the embankment, escaped uninjured, the hose were soon playing upon the wreck and the passengers began to think the worst was over, for from the debris only two bodies were recovered and many thought these were all. But underneath the roaring mountain of flame the officials and firemen knew there were

CHARRED AND UNRECOGNISABLE BODIES, the bodies of the men who occupied the smoking car, and of the others in the passenger coach. For four hours the firemen were engaged extinguishing the flames, for the iron work was well nigh at white heat. In the meantime the two bodies recovered were removed to the morgue at Hamilton. The wounded were tenderly cared for, and also removed to Hamilton. The passengers injured went on. The two rear cars, which had been saved from the flame, were sent back to Paris, and around on the Heights stood thousands of people from Hamilton watching the firemen as they toiled in and out among the debris. Two wrecking trains from Hamilton were in waiting, ready, the moment the red-hot iron was cooled sufficiently, to pull the hideous mass of ruin apart and see what further horror would be revealed, for as yet they could not reach the spot where the smoking car had been before the fire. At 2 o'clock the heat was less intense, and

BUNDLES OF CHARRED FLESH were laid out, the men wiped their brows of the clammy sweat and went again to work. The keys in the clothing, the trinkets, and other indestructible means of identification were placed in a pile guarded by a constable, all together, for there were six or seven corpses so heaped together that it was impossible to find out which they belonged to. From the mass of burned fragments a reporter discovered three things that may be a means of identifying those loved one lay there.

The first was the front of a white shirt, and on the band was the mark, 16x24, 8,365, Curmick.

The second was a first-class ticket, which was issued by the Wabash, St. Louis & Pacific Railroad. Form D. x 325, Detroit to New York, first-class, return, No. 163.

The third was a letter, the contents of which looked like an insurance policy, but were unrecognizable. The address on the envelope was Harry Everts, Kohl & Middleton's Side Museum, Chicago, Ill.

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

In one of these four of the corpses on which no clothes, no limbs, NOTHING BUT THE BLACKENED TRUNKS were left, were placed; another held three, and the rest were given each a shell.

The men still labored on—labored until seventeen had been taken—while still to the rear the cars were burning.

Before the bodies were removed a thing than which nothing more revolting could be seen on a field of war occurred. A dog, lured by the smell of the burning flesh, crept in among the ruins and began to search around.

WITH HOWLS AND SHRIEKS AND CURSES the half-maddened workers chased the brute away and the bodies were screwed down.

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

By this time it was five o'clock. The obstructing mass was hauled away and the gang of wreckers began to replace the broken and bent rails with fresh ones. By seven o'clock that part of the work was completed and night began to settle down. The heavy rain clouds that had poured themselves down all day became still more gloomy and the work of clearing up the hollow where lies the locomotive and the baggage car proceeded in the gloom.

It is not known if there were bodies in that part of the wreck. If there were they will never be discovered, for the fire blazed most intensely and most continuously there.

CAPT. HALL'S STATEMENT.

Capt. Hall, ex-alderman of Toronto, joined the train at Detroit. He said: "I was in the sixth coach in the train. I felt excessive bumping as if the driver had suddenly reversed the engine and was applying the air brakes. I got out with difficulty. The engine went into the tank and broke it. The passenger and smoking car in front shot a bit ahead, the one smashing and going into the other. I believe there were eighteen in these coaches killed instantly. There was little crying or shouting, and it appears with these passengers to have been instant death. Very few in that section of the train until the charred trunks of the bodies were taken out from beneath the coals of the tender. The bodies appeared to have been huddled together. Many of the passengers were bound for the New York centennial celebration, and among them were five cadets. One of the cadets was badly bruised, but the others escaped unhurt. When I visited the scene at night there was nothing left but a few piles of red-hot scrap iron."

A. H. DIXON'S STORY.

Mr. A. H. Dixon said the cause of the disaster was owing to the switch being wrong. This was not discovered until too late, and the engineer put down the air brakes at once. Between the fork of the roads is a tank into which the engine jumped clean. The driver was thrown out on his face, but he was not much injured. The next car to the engine tender was the baggage car, which was shot clear over the tank, being lifted off its truck by the abrupt stop. The

smoker and first passenger car telescoped, and of the occupants of the two only one man escaped. Passenger car No. 1 was filled with ladies, going to the exhibition in New York. Not one of them escaped, if they survived an instant, after the cars had telescoped. One woman's leg was protruding from a window. A man outside was trying to pull her through, and she had only time to ask him to try to extricate the other leg, which was caught within the car, when the car was completely enveloped in flames. This was the last of her. One man in the smoker escaped. He was standing at the end near the engine. A man sitting by him was completely decapitated by a piece of timber. He said he saw the head fall off the trunk. None of the Toronto passengers knew that any of the occupants of the car had perished. They say that when they saw the ladies and gentlemen stepping out they thought all had escaped.

ONE OF THE INJURED.

Mr. James A. Palmer, one of the injured passengers, was suffering from a painful scalp wound, and told his story substantially as follows:—I left Chicago at three o'clock on Saturday on my way to Lion, N. Y. I was awake when the train passed London, and went into the dining-room there to get something to eat. Then I went into the smoking car. I had just taken a smoke, laid my overcoat down on the seat, and lay down on it, I was in a dozing condition, neither asleep nor awake, when I was suddenly brought to my senses by the rumbling and rocking of the car. Then it lurched forward and knocked me senseless for a minute, but I quickly gathered myself together. At the time of the accident there were 18 or 20 passengers in the sleeper, and I only saw eight of them alive afterwards, though there might have been more that I didn't see. The cars caught fire, and it spread very rapidly. I was so weak from the bleeding that when I heard a man crying I could not assist him, but I told others of it and then started to go back with them. I saw the conductor and brakeman working and heard the people in the wreck screaming. I could distinguish the voices of a man and woman. The coach behind us telescoped into the smoker and I thought there was no woman in the smoker at the time the accident happened. I can't say well understand how the corpses of three women were picked up there. They must have been thrown forward in the same way that I was. I do not think I will try to go home to-night, as I don't feel like stopping off again and I can't get a train from Suspension Bridge to-night. I am a machinist, and having worked on locomotives for the Wabash Railway, the first thing I looked for was the engine, but it was entirely hid except the wheels under the mass of wreckage. At this point in his narrative Mr. Palmer went back, apparently recollecting, and told how he got out of the wreck. He said:—"It was most remarkable. Our car was demolished. The other car was piled on top, and pieces lying in all directions. I was underneath among the wheels and beams. I crawled under a piece of timber and it fell on me, cutting my head in another place. There was another man under the debris, and I helped to get him loose, as he was crying out for help. We then dragged ourselves clear of the car."

THE EXPERIENCE OF MR. D. WALKER.

Ex-Ald. David Walker, of the Walker House Toronto, was on his way home from California, where he had been for three months. It was daylight when he awoke at Paris, and after dressing and packing up his things he engaged in a conversation with a Californian in the washroom of the Wagner car Montpelier. He had his hand on the door knob when he was violently thrust against the door. The next moment he was stumbling into the smoking compartment, where he clutched a railing. With the Californian he rushed out and assisted to take three badly wounded men, two of them brother Masons, from below the car behind the baggage car. He did not know what in his power to mitigate the sufferings of the three injured men, and with the assistance of others saved the two rear cars by pushing them back to a safe distance, affording a shelter for the distracted women and frightened children. Mr. Walker is of the opinion that the occupants of the smoking car were shot forward into the baggage car where they perished. He told of two young American militiamen from Detroit, one named McMillan, both of whom were injured in the Pullman car that was nearest the engine. While his companion was in the front part of the car McMillan was struck on the head by a piece of wood and seriously wounded. His friend was also, but not so seriously hurt.

WOMEN BURNED ALIVE.

Three of the burned bodies are those of females. This is known partly from the shape of what remains of the trunks and partly from the fact that each of them have the steel skeletons of bustles adhering to the flesh.

TALK WITH AN EYE-WITNESS.

James Middleton, residing at 610 Seventh street, and in the employ of the Cleveland Steam Navigation Company for the past ten years as assistant engineer of the steamer City of Detroit, was a passenger on the ill-fated train. He relates the following account of the affair:—I left Detroit about midnight Saturday night to visit some friends in Hamilton. The accident occurred about 6.30 Sunday morning. I had just left the smoking car and had fairly seated myself in the third car from the rear when the crash came and the car stopped. We all rushed out to see what had happened, and found the train had left the track and several of the cars were piled upon the engine, badly broken and on fire. The cries of the men, women and children proceeded from the wreck, and the scene was appalling beyond description. All who were able went to work with a will under the direction of Conductor Poole. All that was possible was done to extricate the passengers from the broken and burning cars. Those in the smoking car were all either killed or wounded. I did not see one taken out alive. In fact it was impossible to get at them. They were covered by the debris of the other cars and escape was simply impossible. How many of the others escaped I cannot tell. When I left the smoking car there were ten to fifteen men in it. The man I sat with only a few minutes before lost his right leg. In our car were four medical students who rendered immediate and valuable assistance. There was an engine at hand on the side-track, and I think this engine must have left the switch open. I examined the switch as soon as I had time, and found that it was open, and that without doubt was the cause of the accident. In fifty-two minutes from the time of the accident a train arrived from Hamilton with medical assistance. The dead, those who could be extricated, and the wounded were placed on board and taken at once to Hamilton. I left on that train. When we came away the wreck was still burning."

THE SWITCHMAN INTERVIEWED.

Valentine Flood, the switchman in charge of the spot where the accident occurred,

said:—"My station is near the end of the Y. I am most positive the switch was all right. I moved it for freight train No. 32, which passed along about 85 minutes previously. Then I moved it back again for the express, and locked it. It is still in that position, as you may see when they get the wreck cleared away. I examined the roadway also, and the rails were all right at that time. They are twisted all out of shape now but the derailed cars did that. I heard the crash at my position up at the other end of the cut and within three minutes I got to the scene of the accident. By that time the first three cars were on fire. They blazed up almost instantaneously. The first baggage car had passed safely and was standing with one end torn off about 150 feet in front of the upturned engine on the line of rails the train should have followed. The three first cars burned speedily; they had saved some passengers before that time, but afterwards the heat was so intense no one could get near them. I did not hear a single cry for help. I pray God the poor fellows were killed in the collision before the cars took fire. The four last of the seven burned, were standing upright, but they were off the track and could not be taken away in time to serve. The two last we moved off and then we tried to uncouple the remainder. It was no use; the fire was too near. I seized the axe and ran and tried to chop away the platform of the last car, to sever the connection, but the flames beat me again. They burst out from the end of the car in front and I had to drop the axe and run."

THE LOCOMOTIVE FOREMAN.

Mr. John Hall, Foreman of the Locomotive Department, said the engine was built at Kingston about six years ago. Its number then was, if he remembered aright, 921. About four and a half years ago it was rebuilt at Hamilton, and was fitted with larger wheels, thus being converted into an express engine. It was used to run Nos. 52 and 53 heavy express trains. Asked if he could assign a probable cause for the calamity, Mr. Hall said:—"We have no means of knowing. The forward truck of the engine is under the wreck. At least that is our conjecture. You can see the driving wheels are all right, continued Mr. Hall, pointing to them as they stood upturned in the air, but when we get the others we may know. It was a good thing we had the pumping engine of the tank left intact. It is at the foot of the embankment, and forces the water from Dundas marsh up to the tank. We got a stream from that almost right away, but for hours we were unable to touch the wreck, as everything was red hot. It is the most horrible affair I have ever seen. The whole circumstances, the dreadful death have under the smoking-car will stay with me."

STORY OF A PASSENGER WHO WAS IN THE SMOKING CAR.

One man from Buffalo, who refused to give his name, said:—"The wreck occurred about two miles outside of Hamilton. I was on a car, and where the road branched, one track going to Hamilton and the other to Toronto. Just below the track on one side was a deep pond. Between the tracks in the 'Y' was a water tank, which was the thing that really caused the terrible disaster. It was not far from 7 o'clock. I was sitting in the smoking car and had just lit a cigar and leaned back in my seat. The car was nearly full, and I should judge the train must have been running at forty miles an hour. The first thing I knew I felt a terrific jarring of the car, and I knew something was going to happen. Then I was hurled headlong into the aisle, and after that I only have a vague recollection of feeling the floor sink from beneath my feet as the roof of the car seemed to press down upon us, and I remember nothing more until some one was picking me up from the track, where I was crawling about after the cars had taken fire." "Well, I can tell you a little more than that," said a young fellow, who pressed in through the crowd of eager listeners, and took the injured man by the hand. "I was one of the men who helped to drag you out. I was in the day coach in the rear, and got out without a bruise. When I came along by the wreck of the smoker and baggage cars you were just crawling out from beneath the wreck with the blood streaming down your face, but crazy as a loon. You did not know where you were or what had happened." "Shake, old fellow, it was a close call."

Monday's Cleanings at the Wreck.

Only two of the bodies have yet (Monday) been identified, those of L. S. Gurney, who turns out to be a New York man on his way home from Chicago, and Rudolph J. Berger, of Chicago, both of whom were instantly killed. The twelve wounded who were taken to the City Hospital are all doing well, and it is thought all will recover. Andrew J. Carpenter, of Yankton, Dak., and James A. Palmer, of Lion, N. Y., have left the hospital and are able to be about. They leave for their homes to-day. F. M. Gurney, brother of the New York man who was killed, has telegraphed to the city that he will be here immediately to take charge of the remains.

AN INQUEST OPENED.

An inquest was opened at the morgue at 11 a. m. before Coroner Wolverton. The jury viewed the remains and adjourned. Before the inquest will be continued, an effort is being made to identify the bodies, and the relatives of the two who are known will be here. Hundreds of people have visited the morgue to-day, but none of the 18 killed have been identified. It is thought they were all strangers as no person from Hamilton or vicinity have yet been missed.

After the inquest on the bodies at the morgue adjourned the jury were taken by a special train to the scene of the accident, four miles away from the hospital. There they viewed the situation and the wreck, after which they returned to the city.

MISSING ONES TURN UP.

Hamilton Clarke, who was supposed to have been internally injured, is better, and it is thought he will recover.

Later Dispatches on First Page.

An Elevator Trust. St. Louis, Mo., April 28.—It is even definitely settled that the eleven grain elevators of St. Louis will form a trust, the idea being to stop expensive competition. It is figured that \$75,000 per year can be saved in switching charges, while \$100,000 per year reduction would be made in operating expenses. The original value of the property is about \$4,000,000.

An Eight-year-old Murderer.

Malvern, Ohio, April 27.—Five-year-old Charles Dickson and his eight-year-old cousin, Johnnie Hexamer, quarrelled to-day over a playing ground. Hexamer seized a gun and shot and killed Dickson. Hexamer was knocked down and seriously injured by the firing of the gun.

Much distress and sickness in children is caused by worms. Mother Graves' Worm Expeller gives relief by removing the cause. Give it a trial and be convinced.

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EUROPEAN NEWS.

Sir Russian men-of-war have arrived in Korean waters. Their object, it is supposed, is to establish a coaling station. The Vienna Berliner Tagblatt has been prohibited from circulating in Austria for referring disrespectfully to Empress Elizabeth. It is rumored in Alexandria that Sheikh Senoussis, Lieut Abou Ghema Iya, took Khartoum three weeks ago, and that the Kalif has fled. It is reported in London that at the time of Boulanger's flight from Paris six boxes, weighing 550 pounds, filled with gold and silver plate and jewels, arrived in Brussels for him. The Kreuz Zeitung states that the persecution of Germans in the Baltic provinces is increasing. The Governor of Riga, replying to an appeal from a society of lawyers against banishing to Siberia a German solicitor named Rungler, said that they must bear in mind that Rungler was justly sentenced, and that he was going to Siberia. The London Daily News thinks the readiness with which Mr. Bates' explanation was accepted by Prince Bismarck is a favorable omen for the success of the Samoan conference. The Standard says Mr. Bates' statement amply satisfies every demand that could reasonably be made, and that the English delegates will not raise difficulties.

AMERICAN WIRELETS.

A New York Central passenger train of six cars with about fifty passengers, left the track at Cayuga, N. Y., on the Auburn branch on Sunday. No one was injured.

Old St. Paul's Church, on Broadway, near Vesey street, New York, where one hundred years ago George Washington attended services, was the scene Sunday of a commemorative service of the Centennial celebration. The church was gaily decorated within by the national colors. The edifice was packed. Bishop Perry, of Iowa, preached the sermon.

A Determined Suicide.

Collingwood, Ont., April 28.—Yesterday afternoon a man well known in town and also in Barrie, named Bob Fletcher, was found hanging from a tree in a small bush a few miles from town. A week ago to-day some boys saw the man from a distance, and supposed that he was standing upright. Yesterday it was discovered that the man was actually dead. He had tied the line, which he used for the purpose of taking his life, to a low limb of the tree, and then climbed the tree and put the line over another limb and let himself drop. When found yesterday decomposition had set in, and the body presented a most horrible spectacle, his eyes almost protruding out of his head. No action has been taken to remove the body, and the man still hangs to the tree. No cause is assigned for the rash act, but supposed temporary insanity.

A Vessel Burned.

Bermuda, April 26.—The American ship, Richard P. Buck, from Philadelphia for San Francisco, was discovered on fire here at 3 m., April 19. She was beached 200 yards from shore. The flames spread with amazing rapidity, a large portion of the cargo being kerosene, whiskey, etc., and the ship was soon burned to the water's edge. The ship was of 1,400 tons burden and held a cargo of 2,149 tons of general merchandise. The vessel and cargo represented half a million dollars.

Died in the Prize Ring.

San Francisco, April 27.—Tom Avery, a well known prize fighter, died last night in the ring, during a sparring match with Ed. Cuff, a recent arrival from the East. It was a six-round contest, and in the fourth round Avery fell unconscious to the floor, when he expired in a few minutes. A physician said death was due to heart failure, caused by over-exertion. Cuff was arrested.

Three Persons Burned With Their Home.

Parkersburg, W. Va., April 27.—A report reached this city this evening that the dwelling of James Hannish, near Hookerville, Nicholas County, was burned on Wednesday night last, and that Hannish's wife and two children were burned to death in the building. Hannish was away from home at the time. The cause of the fire is unknown, but it is believed to have been incendiary.

A BOON TO LONDONERS.—Every citizen at some time or other is in want of hardwood lumber, and the only place in the city where it can be procured in any quantity is at F. G. Rumba's yard, corner Wellington and King streets. A large stock of walnut, ash, oak, basswood, chestnut, maple, etc., always on hand at

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Deformities and Rupture

PROF. CRANE, of Toronto, has opened a permanent office in London for the Surgical and Mechanical Treatment of all Physical Deformities, Club Feet, Bow Legs, Knock Knees, Weak Ankles, Paralysis, Lateral and Angular Curvature of the Spine, and all Spinal diseases, Wry Neck, &c. Also diseases of the Hip and Knee Joint, with our improved screw extension instrument, giving instant relief by removing the articular contact in the joint, enabling the patient to walk at once with ease. We invent and manufacture all our appliances, and adapt each for every case. We do not send instruments or treat cases at a distance (those pretending to do so should be regarded with suspicion of being frauds), but require them to come and have the appliance properly adjusted and fitted to the case, and see what they are getting. We are the oldest concern of the kind in Ontario, having had over 20 years' experience in the above specialty. The worst cases can be benefited and many cured. Our TRUSSES, which we make for each case, are guaranteed to keep the very worst rupture reduced with comfort when all others have failed. All children are cured. Names of those we have treated and fitted with Trusses, who had been humbugged by travelling quacks, sent on application. The medical profession invited to inspect our improved appliances. Consultation free. Office—388 Richmond st., opposite City Hall, London.

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