## JULY 20, 1887.

# THE TRUE WITNESS AND CATHOLIC CHRONICLE.

# BURNED TO DEATH.

HORRIBLE FATAL COLLISION OF PASSENGER AND FREIGHT TRAINS.

One of the Passengers Gives a Graphic Description-Heartrending Scenes at London.

Sr. THOMAS, Ont., July 15.—An excursion train on the London and Port Stauley railway was run into this evening at the crossing in this city by a Canada Southern freight train. The ergine of the freight train went clear through ergine of the freight train went clear through the passenger train and rolled over into a ditch. It is reported that the engineer is under his his engine, that one lady passenger has been burned to death, and that several others are missing.

missing. Sr. TROMAS, Ont., July 17.—Friday's catas-trophe was the most horrible ever reported in Gauda. The facts of the case, unobtainable on Friday night, appear to be about as follows. On Friday morning about 400 excursionists be-longing to the Talbot street Baptist church, left Londor for Fort Stanley. They were joined at St. Thomas by about as many more, and the whole merry throng enjoyed themselves all day long on Fraser's Heights, little dreaming of the terrible disaster which awanted them on the homeward trip. Shorly after 6 o'clock the first excursion train started back. The cars were excursion train started back. The cars were all crowded. Next the engine was a freight car used for bagange purposes, and after that came

used for bagange purposes, and after that came all passenger coaches. The London & Port Stanley railway track crosses the Michigan Central at right angles almost in the centre of St. Thomas. Before reaching this crossing there is a slight curve, and as the train rounded this Engineer Harry Donnelly, one of the oldest, best and most ex-perienced drivers on the road, observed a Michi-gan Central oil train across the track. Fo re-rence his engine and sound on brakes was the gan Gentra on train scross the track. To re-verse his engine and sound on brakes was the work of an instant. But the heavy train failed to answer to the brake and rushed on to

## ITS DEST. UCTION.

The brave engineer never feft his post for an instant. Then the crash came his hand was still on the throttle, and when the broken and shattered engine was overturned and hurled shattered enough was overtuined and huried back into the cars following he was buried beneath the debris. Harry Donnelly was never seen alive again. His bruised and burnt body was recovered from the wreck some hours

ater. The first car following the engine, and filled with baggage, was smashed up, and the passen-ger coach that was overturned and damaged. ger coach Fortunately none of the others left the rails, and the people in them clambered out through the windows and doors, caring little for property windows and doors, caring fittle for property and thinking only of safety. The overturned car, however, was jammed with people, and egres was exceedingly difficult. Almost instantly, too, the wrecked portion of the train was enveloped in frightful flames. An oil car had been smashed, and the oil running out in all directions caught fire from the best on our one. In less than two seconds the broken engne. In less than two seconds after the crash the broken cars were burning, atter the crush the broken cars were burning, and those who were not fortunate enough to scramble out at first met a fiery farc. The streets of St. Thomas were thronged at the time of the accident, and hundreds of willing people rished forward to help. By main human scrength the cosches which had not been densiled were pushed away from the fire and saved. Then those present tu ned their attention towards extinguishing the fire, and male cons derable headway against it in a very

falling o l, some severely and some only slight-inniense multitude around made a furious stampede. Mea and women ran as if for dear life, thinking they were going to be burned up. Women and children were knocked down and trampled on, and in movies to burned up. Women and chiliten were knocked down and trampled on, and in many cases badly burt. The scene for a low records was a wild one. Then the cloud of fire dropped and went down. People stopped to look and came back, and the injured were helped up. The crowd were quict spain. Almost immediately. however, there was another alarm. The burn-ion of full or the currending buildings and however, there was another alarm. The burn-ing oil fell on the surrounding buildings, and n a few seconds flames shot up in two or three places at once. It was impossible to or three places at once. It was impossible to how the answers in all cases were ex e dargy n a few seconds names shot up in two or three places at once. It was impossible to check them, and building after building was burned. The St. Thomas fire brigade and many willing hands did what they could, and suc-ceeded in the end in checking the flames, but not until four or five buildings had been de-burned. stroyed.

catch every word. Many of those who got off the train were crying, and the women folks espe cially seemed much bloken up over the disaster. Many parties stood around anxiously watching for relatives who didn't come, and when they would see a friend step off the train they would would see a friend step off the train they would rush eagerly up to inquire for their dear ones. All night long the visit was kept up, and at 2 o'clock this morning the crowd on the station platform was almost as large as ever. Mr. J. VV. Baynes, who lost his wife and three children, was waiting, and was first told of his sad be reavement by his little son, who was the only survivor of the family. The father fainted away and to be period home. and had to be carried home.

LIST OF THE KILLED AND WOUNDED AT LESTER-DAT'S HORBIBLE COLLISION.

DAY'S HORBIBLE COLLISION. Sr. THOMAS, Ont., July 16.—It is now ascer-tained that the victims of the railway accident number 12, Mrs. K. Smither and child, Mrs. F. Frair and child, S. G. Seatland and child, Mrs. J. Baylas and three children, Engineer Donnelly, Hermon Ponsferd, who died this morning from injuries. Mrs. S. G. Seatland is probably fatally injured. In a dition to those already reported injured are the following : Mrs. McGinnis, badly burned and ankle sprained ; Mrs. Unrow, cut in face and burned : Ald. Cockrap. hands sing d: face and burned; Ald. Cockran, hands singed; A. Musselman, neck burned; Mr. McKinney, instep bruised and bone of fcot broken; D. Mc-Nicholl, hands burned severely ; Sam. Bowlby, fireman, hands burned ; Conductor Matlock, hands burned; R. Sanders, Wellington street, hands burned; H. Smith, broised and burnt; W. Calcott, Centre street, hande, face and atms scalded; F. Queen, head, wristand neckburned; Q. Wood, badly bruised, kands, whistand beckburded, y. Wood, badly bruised, kands, back, neck and shoulder burned; Oscar Allan, wrists and hands scorched; W. F. Martin, badly burned about hands and face; S. Confert, builder, both hands hands and face ; S. Contert, builder, both hands burned while attempting to save H-rman Hans-ford; Perry Vanhouguton, Michigan Central R«ilway engineer, both hands burned; T. L. Hoyt, both hands burned; A. Austin, G.T.R engineer, shoulder dislocated; T. Robinson, fireman, badly burned about head; John Mc hreman, badly burned about head; John Bic Leod, face and hands scorched; Harry Bevia, hands and legs burned; L. Bennett, both hands burned; Wm. Foote, fireman, badly burned about face and hancs; Gardner, badly injured about face and hands; Gardner, backy injured in shoulder and side; Mr. Pretty, run over by hose reel, hurt about thigh, side and arms; Albert Hudson, St. Thomas, hands badly burned; Leonard Ferguson, burned about head and brutsed; Mr. Forbes, face and hands badly burnt; J. H. McCall had his leg broken by being run over by a horse which was frightened by the over by a horse which was frightened by the explosion. He was also burned atont the head and body. Mr. Blumfelt and Miss Clarke were severely bruised and slightly burned; Mrs. Bains, London, badly burned; Jno. McKeller, burnt on back of neck and head; Wm. Reath, arm severely burned and otherwise scorched; Wm. Joyce, Grand Trunk railway engineer, severely burned on back and head; Hon. severely burned on back and head; Hon. Allan Francis, United States Consul, run over by hose cart and seriously injured; Edmor. hands and face scorched; the seven-year-o'd daughter of Wm. Jeffers, severely burned about hands and face; Nelson Gladsby, burned on face and head; Dugald Sinclair, both ears burnt; and head; Dugsld Sinclair, both ears burnt; Thos. Doherty, hands, ears and neck badly burnt; Mr. Newcombe, badly burned on neck and ears; W. H. Donaldson, ears and neck scorched; Robert Edgar, air line fireman, hands burnt; A. Chudley, badly bruised by being run over by hose re-1. Mirs Arthur McKinnis, scorched about hands and face. Georgie an1 Frank Calley, sons of R. J. Calley, it is feared, are farally burnt, the faces and hands and bodies being terribly scorched; a little boy named Whitsell is severely burnt; department registrar Clark had his neck badly burnt; W. W. Disher had his legs badly cut; J. W. McKay received a severe cut on the knee; Baroey Reece, fireman, was badly burnt on neck and back; Wm. Barand on errors of propie were burned down and badly burnt on neck and back; Wm. Bar-lay this time some twelve or fifteen minutes had a lapsed and an immense throng had gathered. Besides the excursionists on the train hundreds of St. Thomas people had congregated.
The oil car, next the one that was destroyed, sbod in close proximity to the fire, and those who noticed this cautiously kept away. Misny, however, paid no attention to this, and were dose by when, with a roar, the tank exploded ind a frightful cloud of firer spray enveloped the heavens for a hundred yards around. Those near by were knocked down and badly burned, and one man, so it is reported, was killed. Scores of prople were burned by the falling o 1, some severely and some only slight-ly. As the cloud of fire flew heavenward the

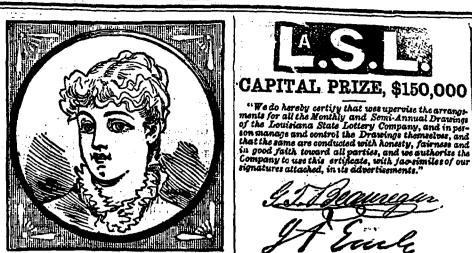
erccted there and they expect an average crop of at least thirty bushels to the acre. Mione-cosa is the only place reporting prospects now s good as last year

## THE U.S. CROP SITUATION.

THE U. S. CROP SITUATION. Rochester, N.Y., July 15.—The American Rural Home summarizes the present crop situa-tion as follows : During the first fourteen days rains have greatly benefitted the growing crop, but owing to a tack of reserve moisture in the ground the relief has been only temporary. Rains are sadly needed in Illinois and large portions of Ohio and Indiana. The corn crop is now earing, but continued rains are of vital importance to ensure a good crop. In Nebraska the prospects are good : but not equal to last year. Rains have improved the crop in Iows; but only temporarily. Kansas gives better promise them any State west of Missouri. It is impossible to estimate the final outcome, and while the crop is not in the danger line, it cannot be reported otherwise. Insects have damaged the spring wheat crop in Minnesota; as a whole, the rains have improved the condition somewhat, and the outcome will be a fair crop. In the Red River Valley from Fargo to the Missouri west the prospect is not so good. Threshings of winter are better than anticipated, although there is no uniformity of the yield. Kansas has the poorest crop. The oat crop will be about equal to that of last year. The meadows are in bad condition and many farmers are feeding hay. The wheat crop farmers are feeding hay. The wheat crop promises good in India and Southern Russia and farmers cannot expect high prices on account of short crop abroad.

A TORNADO IN NEW YORK BAY CAUSES MUCH DAMAGE AND NEARLY WRECKS . VESSEL.

NEW YORK, July 17.—A formado struck the lower bay last night, coming out of a cone shaped cloud and falling upon the BAy Ridge steamboat Eliza Haucex, which, with a thousand passengers, was entering the ferry slip at Bay Ridge. It blew her back, tore off her at Bay Ridge. It blew her back, tore off her smoke stack, and turning her almost on her beam ends, sent her round like a top, furniture went flying ab ut the decks and cabins, the fur-niture and pier glasses being smashed, as we e also light fixtures in the sa'con. Many passen-gers were injured, and there was an indescrib-able paric among the women and children. The men in the party righted the boat by moving the ballest hoves to the unrighted aid a grad then men in the party righted the boat by moving the ballast boxes to the uprighted side and then the big boat drifted helplessly before the storm and tide until near Bedlos's island, the site of the statue of Liberty. Directly upon them came a white cock pit yacht with sails set full and rushing before the storm. An at-tempt to tack sent the yacht over and her crew of four men out into the water, and they sank before help could be given them. A yawl then came in sight with three men in it, and it also was engulfed with its pas-sengers. Neither could be identified. After the gale's sub-idence the Hancox with diffisengers. Neither could be identified. After the gale's sub-idence the Hancox with diffi-culty got back to her slip without loss of life among her passengers. The air was very close this morning. Towards noon heavy clouds filled the sky. Without any warning a terrible wind and rain storm set in. It lasted nearly half an hour, and was accompanied with rapid factor of lighting and hours hour for Ward flas' es of lightning and heavy thun 'er. Thoushas es of highting and heavy thunder. Thous-ands of people out for a day's pleasure were cuight in the wild rush of the elements. Trees were torn up by the roots in Central Park and at the Battery. The fence arcund Castle Garden, south side, was blown down. Telegraph and telephone wires were prostrated. Along the river fronts and the bay the storm raged with great fury. Hun-dieds of sail boats and the small craft were out at the image. at the time. Their occupants experienced much difficulty in making a safe landing. The police patrol boats at orce steamed out on the bay to assist the unfortunates. The crew rescued about thirty occupants of capsized sailboats. It was thirty occupants of capsized sailboats. It was said that two sailboats containing eight men were capsized off Fort Hamilton, but no facts could be learned. The schooner Minnie Irving had a narrow escape. The crew, under com-mand of Capt. Thomas, were preparing for a voyage to Porto Rico. In the cargo was a quan-tity of baled hay and 150 kees of powder. Lightning struck a carboy of vitriol on deck and exulting it. The bloging light funged into the exploded it. The blazing liquid flowed into the ho.d and crept towards the powder and hay. The panic stricken crew took to the boats, leav-ing Capt. Thomas, his mate and a color d female cook on board. The woman picked up female cook on board. The woman picked up a main hatch and throwing it out jumped after it. She kept aff-at and was picked up shortly after by the revenue cutter. The crew were also picked up. The captain and mate suc-ceeded in quenching the flames before the powder was reached. The storm did great damage at St. George, Staten Island, where the scenery of the "Fall of Babylon" was struck by lightning and blown over by the wind storm.



A Early

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monly attendant upon functional and organio disease of the womb. It induces refreshing aleep and relieves mental anxiety and de-spondency. Dr. Piorce's Favorite Prescription is a legitimate medicine, carefully compounded by an experienced and skillful physician, and adapted to woman's delicate organization. It is purely vegetable in its effects in any condition of the system. For morning sickness, or nausea, from whatever cause arising, weak stomach, indigestion, dys-pepsia and kindred symptoms, its use, in small doses, will prove very bencficial. "Favorite Prescription" is a posi-tive cure for the most complicated and ob-stinate cases of leucorrhec, excessive flowing, painful menstruation, unnatural suppressions, prolapsus, or falling of the womb, weak back, "female weakness," anteversion, retroversion, bearing-down sensations, chronic congestion, inflammation and ulceration of the womb, in-flammation and the critical period of change from grilhood to womanhood. "Favorite Pre-scription" is a perfectly safe remedial agent, and can produce only good results. It is equally efficacious and valuable in its effects when taken for these disorders and derange-ments incident to that later and most critical period, known as "The Change of Life." "Favorite Prescription," when taken in connection with the use of Dr. Pierce's Golden Medical Discovery, and small laxative deses of Dr. Pierce's Purgative Pellets (Little disease. Their combined use also removes blood taints, and abolisbes cancerous and scrofulous humors from the system. "Favorite Prescription" is the only medicine for women, sold by druggists, under a positive guarantee, from the manu-facturers, that it will give satisfaction in every case, or money will be refunded. This guaran-tee has been printed on the bottle-wrapper, and faithfully carried out for many years. Large bottles (100 dosce) \$1.00, or six bottles for \$5.00.

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Sarmatian		" W. Richardson
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Peruvian		USPL J. G. Stenhenson
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Nestorian		" John France
L'FUSSIAN.	3.000	" James Ambury
Scandinavian		" John Park.
Buenos Ayre	an 3.80°	" James Scott.
Corean	4.000	" J. C. Menzies,
Grecian	3,600	" C. E. LeGallai.
Manitoban.	3.150	" W. Dalziel.
Uanadian	2.600	" John Kerr,
Phœnician	2,800	" D. McKillop.
Waldensian.		" D. J. James
Lucerne.		" W. S. Main.
Newfoundian	d1.500	<sup>10</sup> C. J. Mylins.
Acadian	1,350	" F. McGrath.

THE SHORTEST SEA ROUTE BETWEEN AMERICA AND EUROPE, BEING ONLY FIVE DAYS BETWEEN LAND AND LAND.

The Sicamers of the Liverpool, Londonderry and Mon-trent Mail Service, sailing from Liverpool on THURB-DAYR, and from Quebec on THURNDAYS, calling as Lough Foyle to receive on board and land Mails and Passengers to and from Ireland and Scotland, are in-tended to do dognatched

tended to be despatched FROM MONTREAL FROM QUEREC. Parisinu, Wednesday, June 221 Thursday, June 23 "Sarrinian, Wednesday, June 221 Thursday, June 23 "Sarrinian, Wednesday, June 211 Thursday, June 30 "Sarrinian, Wednesday, July 271 Thursday, July 17 "Parisian, Wednesday, July 271 Thursday, July 18 Passengers, if they sodcatre, can embark at Montrea after 8 p.m. on the evening previous to the steamor's salling. "These steamers carry neither cattle nor sheep. Rates of passage from Montreal or Quebec: -Cabir, Stor, 570 and 580 (according to accommodation) Inter-mediate, \$30. Steerage from Montreal, \$21.75; from Quebec, \$20.

The Stoamers of the Liverpool, Londonderry, Quebea and Montreal Extra Service, sulling from liverpool and Quebee on PRIDAYS, and calling at Derry to re-ceive passengers from ircland and Scotland, are in-tended to be despatched

Tended to be despirated \*Polynesian,......Thuraday, June 16 | Friday, June 17 \*Polynesian,......Thuraday, July 7 | Friday, July 8 \*Polynesian,......Thuraday, July 21 | Friday, July 22 \*Circassian.......Thuraday, Aug 11 i Friday, Aug. 12 Pascengers, 'f they so desire, cut emi-ark at Monitreat after S.p.m. on the evening previous to the steamer's saling.

aling, S.B. on the evening previous to the stoamer's aling, These steamers carry neither cattle nor sheep. Rates of passage from Montre or Quebec: Cabin, \$50, \$60 and \$70 (according to accorded)(a)(a) interma-clate, \$30; Steerage from Noutreal, \$21.75; from Quebec, \$20.

The Steamers of the Liverpool, Queenstown, St. John's, Halifax and Ballmore Mall Survice are in-tended to be despatched as follows:-

FROM .	HALIFAX.
Peruvian	June 20
Sova Scotian	July 18
Rates of passage betwee	en Halifax and St. John's :- te, \$15.90; Steurage \$4.00.
The steamers of the Gl and Boston Service are i follows, from Boston for	askow, Londonderry, Galway htended to be despatched as Glasgow direct:
FROM	BOSTON.
Prutsian Austrian Scandinavian	About June 18

Engineer Donnelly. Herman Ponsford (died of injuries).

## A PASSENGER'S EXPERIENCE.

Mr. J. W. Westervert, of London, was in the second passenger coach with his wife and little girl. He said to a reporter :--We felt a sudden jar, but not sufficient to knock us out of our sents. The car swayed to one side and seemed just about to turn over when it fell back seemed just about to turn over when it fell back on the rails all right again. I sprang to the window and looked out. The engine, bagrage car and car uext ours were already afire, although an instant had not pessed since the crash. There was a stampede towards both ends of the car, and the deors became blocked. I claubered through the window and helped my family out. We saw the second oil car there and the fire around it, and moved off about 100 yards for fear it would explode. Men Ware working at the dre and had go it pretty about 100 yards for fear is would explode. Men were working at the fire and had go it pretty well under contr. I, when suddenly there was a roar and one would have thought the whole heavens were ablaze. A cloud of fire rose up, till you couldn't see beyond it, and then it spread out till you would think it would cover the whole city. The crowd rushed back, knocking women and children down promiscu-ously. My little girl was trampled upon and some of her teeth knocked out, and my wife had ber shoulder hurt. It was over, however, in a her shoulder hurt. It was over, however, in a few seconds, but I think fully 300 must have been burned by plazing oil.

#### A HEART-BREAKING SCENE.

LONDON, July 17.-When the news of the catastrophe at St. Thomas reached here on Friday night the scene at the Grand Trunk station was one which has not been witnessed since the terrible Victoria disaster in 1881. The news of the disaster spread like wildfire through the usaster spread like wildre through the city, and in an hour after the accident fully 1,500 people were gathered on the platform waiting for a train to come in. When a car arrived there would be a rush for it, and the

GLOWING BEPORTS FROM C. P. R. AGENTS IN MANITOBA AND THE TERRITORIES

WINNIPEG, July 14 .- A few days ago a number of questions recarding the crop prospects were sent to agents of the Canadian Facific in storm. stated :-

THE VICTIMS. The names of the burnt, so far as ascentained, re as follows:-Mrs. J. W. Baynes and three children. Mrs. K. Gunther and child. Mrs. K. Gunther and child (Kilder and child (Kilder and child (Kilder and child 50 50 40 30 50 40 Barnsley ..... Barnsley ..... Elm Creek... 3,500 Stony Mtn.... 1,750 Shoal Lake.... Otterburne ..... 2,500 Glenbero ...... 10,600 50 90 50 90 50 40 heavy 50 35 45 50 50 9 45 50 40 35 55 40 50 50 40 40 45 50 40 40 45 50 40 40 45 50 40 50 40 50 Emerson Portage la P... 60,000 High Bluff.... Brandon.... Griswoid Wapella Solsgirth ..... 4,500 30 20 35 35 30 40 2530 25 Holland. ..... 6,000 Minnedosa .... 11,000 Boissevain .... 30,000 40 40 40 35 36 50 Morris ..... 10,000 Whitewood .... 7,000 80 45 • • 25 Virdin ..... 40 22 25 Oleacwater .... Indian Head... 25,000 35 32Oakland ..... Westbourne.... ۰. 50 3.5 Grenfell ..... 6,000 MapleCrezk.... 600 Gleichen ..... 375 40 40 15 25 20 15 • • 30 35 ••

\*Gretna reports the flax crop the heaviest ever known ; will average 20 bushels per acre.

All stations where acreage is omitted state that it is from a quarter to two-thirds greater than last year. At Gleichen flax is expected to yield twenty-two bushels to the sore. Calgary, which is somewhat differently situated to the other stations, reports: Although spring opened waiting for a train to come in. When a car arrived there would be a rush for it, and the passengers within could with difficulty get out. While there were many excited people on the platform, the great majority kept cool. A rumor was circulated to the effect that there was only one lady from London among the dead, and those who had relatives at the picnic comforted themselves with the idea that she belonged to somebody else. About 9 o'ciock an emity train of nine or ten coathes was sent down to bring up the passengers, and when this came back at 11 o'clock the picnickers on board were surrounded as soon as they stepped on the platform by times the present areage will be sown next o'clock the picnickers on board were surrounded as soon as they stepped on the platform by groups ager to hear the news. It was a peculiar sight (gree dozens of these groups scattered over the platform ione person in the centre re-lating what he or she knew of the accident and a dozen others clustered round, eagerly "insture. A go d deal of wheat has been sown peering over each other's shoulders to try and, there to supply the flouring mill now being



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and a second second