## And Bi ter Mourning in Many Homes.

Fourteen Lives Sacrif!ced

By Someone's Blunder or Someone's Crime-

Frightful Accident to an Excursion Train.

Which Euns Into an Oil Train and Twelva Passengers are Barned,

At the Crossing of the M. C. R and L. & P. S. Railroad in St. Thomas.

In Dreadful Sequence an Explo plosion Follows, Killing and Wonading Several Others

And a Lady Falls In'c the Lake at Par

A calamity fell upon St. Thomas last night, the like of which never occurred before in the history of the city—a cal amity so sudden in its fell destruction

HORRIBIE IN ITS DETAILS. so terrible in its results, that the per falters as it attempts to tell the tale and the mind is stricken with borror as it recalls the heart-rending incidents of ha nataatro ihe

At ten minutes past seven last night long expursion train on the London & Port Stanley Railway, heavily loaded with home returning excursionists. RAN INTO A FREIGHT TRAIL

on the Michigan Central railway at the crossing of the two roads in this city The engine of the passenger train plunged into two oil cars of the moving freight, breaking the tank of Instantly the oil gushed out in a torrent, swept over the engine, and in an instant of time the flames shot upward with terrific force, belching their black smoke high into the heavens, and envel oping in a golden shroud the cars that had plunged after the engine into the wreck. Covered by that shroud from mortal view, their bodies buried deep among the twisted and broken timbers and wheels, ten souls took their flight to

HORROR STRICKEN AMAZEMENT by onlooker and excursionist. Then the living stream poured forth from the excursion cars, from whence but a exoursion cars, from whence but a moment before gaily the children had been flirting their handkerohlefs at the pedestrians upon the streets, and in another moment scores of jumped to the sid of those in the burning care, impelled in their heroic work by the screams of those who had escaped, and the groups of those within. Windows were torn from their fastenings, and strong hands pulled through the casement the limp forms of the terrified women and child ren. Within two minutes from the crash the fismes had entirely enveloped baggage oar and ht cars, and were freight cars, as acjacent freight cars, and were greedly devouring the forward passenger car, in which were still im-prisoned men, women and children. But their heroic resourer battled on, caring naught for the flames that threatened them with a horrible death, no long as the helpless women and their babes were rescued. At the forward end of the car where the fire was greed ily creeping, several women were im-prisoned by broken seats. The rescu-ers tore out the windows and literally illed the prisoners from the very jaws death. Those who did this noble service say that not a soul within that can was lost. If this be true the victims must all have been upon the front plat form. It is a certainty, however, that some of them were in the car, as a wong the missing are ones wi ones who were seen sit

Up to this time no one had any con Up to this time no one had any conception of the true nature of the tragedy. It was known at one from the story of the fireman, who had ascaped, that the engineer had died at his post and that his buy was under that horribl, losping wal of fisme. Other atories there were of loss of life, but all were only conjecture or idle rumor. The fearful fismes, fed by the oil and wooden cars, effectually prevented all investigations and kept the crowd at a respectful distance.

THOSE OF THE INJURED

who had been succored were promptly taken into the houses that abutted on

hat now lighted the heavens for miles found. To those to whom this mel-sucholy satisfaction was forbidden, the ancholy satisfaction was forbidden, the minutes dragged like hours, and their horrer will dwell forever as the memory of a Korrible dream. Loved ones on the train or at the Port, and no word! No word to tell whether wife, or husband, sister or brother, mother or father or children were alive or dead. Oh, the suspense was awful! And many a one, rather than face the possibility of the secret being first disclosed by the sinking of that towering flame, turned their face homeward, there to await in agony the return of the absent once, or

agony the return of the absent ones, or the news that they would never again cross the, threshold of their homes Others rau frantically, with streaming tears, from man to man, asking pitcouely for news of loved ones.

And still the fire burnt on. There

seemed no rest for it—no satisting of its greed. Never has there been a more terrific cooflagration in St. Thomas. At the point where the two roads intersect there is a space clear of buildings to the south and west. To the north there were a number of werehouses and coalsheis, and to the east a frame house owned by Mr. John Campbell. The crossing, in the centre of this space, was all this time one vortex of billowy fire. The oil burned long and fiercely, sending up a flame intensely crimson. Though the manbole in the top of one of the tanks poured continuously a flame, white and fiercer than the surrounding fire, creating the appearance of gigantic and varicolored fireworks. The cars that still remained on their trucks, on both lines of track, south and west. To the north there on their trucks, on both lines of track, were drawn to a place of safety at the earliest possible moment. The passenger cars on the L. & P.S.R. were pushed away from the fire by the main

pushed away from the fire by the main force of hundreds of hands. The freight train, which had nearly crossed the track, when struck, was drawn out by its engine, and an engine from the M. C. R. yards was Juickly caupled to the few rear freight cars and drew them away. And still the fire burnt on, great volumes of flames aweeping on the gentle northerly breeze to the warshouses to the north. and sweeping on an gentic northerly breeze to the north, and Campbell's house to the east, enveloping them so completely that resistance by the firemen was almost useless, the streams of water poured upon the fire appearing to have no more effect than so many enpay source. so many penay squirts. All that could be done was to prevent the fire's spread, it appearing probable that the Dake House and Elliott & Reath's stable

House and Edilott & Reath's stable would fall before its steady advance. On these and adjacent buildings the firemen played, while dozens of men ascended the roofs, and kept them drenched with water handed up by the pail brigades. By half past seven warehouses Nos. one and two, two large coal sheds and Campbell's house, were beyond saving. Then came

THE DREADFUL SEQUEL
to the holocaust of half an hour before. The fates had not yet worked their worst Without warning, in the twink-ling of an eye, the heavens, black until that moment with densest smoke, were illuminated as by a flash of lightwise. lluminated as by a flash of lightning, a full smothered sound smote the ear, and

dul emothered sound smore the ear, and all eyes, turning upward at the ominous sound, beheld a sight at once beautiful and horrible. All along the side of the cloud of smoke which edged it like a functal pall rolled upward as an unfolding soroll, or the rising billows of a sea of fire, a flame of saffron and of crimson. Reaching its lighest point, it spread until it appeared to oever all who looked upon it. But they who looked stood only a moment, and mad race, the one object being to reach a place where those hellish-looking flames could not touch. The crowd names could not touch. The crowd instinctively knew that the oil tank had burst, and dimly comprehended what it meant to be caught in that descending shower of fire. The first concussion, slight although it was in sound, knocked account of proper upon the attracts. scores of people upon the streets and broke even the heavy plate glasses in the windows of the stores on Talbot street, a full block away. Handreds more tumbled to the ground as they rushed, terrified and panio-stricken from the spot. And then the fiery

stream came down, carrying with it death and horrible sufferiog. On the roof of Elliott & Reath's livery stable, stood Herman Ponsford. Him the stood Herman Ponsford. Him the flames enveloped as it sped on its vay, and for a moment he stood there, a statute of fice. Then his friends statute of nec. Then his friends bade him jump, and down he came, his coat being torn from his back as soon as he reached the ground, and the flames extinguished. Horribly burned, so as to make the men sick who looked upon him, he was yet able to walk, and supported by two friends, he went to the Dake House. Passing up Railway street, in all his pain, the poor fellow was still able to recognize his friends. and meeting Mr. Upper he call "Good by Uopper." From the Dake House he was conveyed

From the Dake House he was conveyed to his own bome on Hughes street, where he was attended by Dr. Kains, At an early hour this morning it was feared that he would not live, he being almost a mass of burns, the upper portion of his trunk especially being severely ir jured.

But Ponsford was only one amongst a host whom the explosion injured. Its force was felt most severely north of the scene of the wreck, and men, women and children standing between the track and Talbot street were the track and Talbot street were caught by the wave and burnt. As full a list of those injured by this means as can be gathered at this writing is given below. It is necessarily incomp but shows the dreadful nature of explosion's work. The firms from this explosion did not spread. They spent their force, and subsided as quickly as

they rese. MRS. EMITHER The wife of Mr. J. Smither, dry goods merchant, was a young lady with hosts of friends in this city and Toronto. She was before her marriage Miss Birkenshaw, of the latter oity, where she had hoped scon to return. With her child and hus-band she had been to the Port, they being active members in the Baptist church. Mr. Smithers waited for the last train, and had not heard of the accident until nearly 11 o'clock, when he at once drove to this city, there being no evidence that the G.T.R. authorities had any idea of starting

train. Mrs. Smithers would be aged were attended to by the many physicians present. To the friends of theer it was a positive relief from the horrible uncertainty of the hour to know at least that their fate was not that if instant death within the probably 35 years.

of the Baptist church, and had a wide

THE BURNING CARS

THE BURNING CARS

the oil and the warehouses were in large past consumed by 8 o'clock, and the fire began to subside. The firemen then turned their attention to the spot where the co lision took place, where the where the co heloa took place, where the engine and cars, what remained of them, lay in a piled-up mass. Under this, if anywhere, were the budies of the unfortunates, and every effort was directed to so reduce the fismes at this point as to make investigation possible. The streams of water were steadily The atreams of water were steadily played upon the mass, until the blockstened frames and wheels began to peer from out the glowing furnace, and then, a few moments afterward, the dreadful whisper went around the expectant crowd, round the expectant crowd

It was too true. One by one the charred limbs of victims of the fire and wreck were pulled from the debris, until in a ghastly pile there lay upon a few boards hastily collected, a strong and ghastly odor, telling all too plainly how they died the remains of SEVEN POOR MORTALS.

These were conveyed to a vacant space in the vicinity, and decently covered with a sheet, the while the search went on for other victims. Three more were found. Two children and the engineer other train, Henry Donnelly. Mayor, Midgley ordered all the bodies to be taken to the fire hall, where they now are, awalting, if possible, that identification which can only be complete when the roll call is made in the morn-

ng.

But the recovery of these ten bodies brought no solace to hundreds, or even proved that their worst fears were rue. Yesterday was the day on which the regular bathing train went to the Port, leaving London about 4, and, returning, leaving the Port at 9 20. For it scores of those who went down on the excursion train would wait, and the uncertainty regarding who had waited to it, and who had cast in their leaves with the cases of the port of the post lots with the passengers on the ill-fated train, made the mental tension on those with absent friends

In many cases husband had placed wife and children on board the first train, and stayed himself for a bathe or a fish, natil the later train. Families had parted at the Port, expecting to met again in a few hours. Who had come and who had not? Which had been taken and which had been taken and who had not?

again in a few hours. Who had come and who had not? Which had been taken, and which left? No one could answer! The wires to the Port were down, and telegraph communication was therefore impossible. Surely the train would come soon, for were those at the Port not in as great an asy, once they had heard the news as those who gathered around the week in St. Thomas? But it came not. Mins o'clock passed; ten—eleven—twists—and the mingivings of the walking ones turned into indignation at the heartleseness of the Railway Company which could keep them in such suspense when there existed no necessity for so doing. One o'clock came, and still no train; and it was nex useful to the station here, and the fears of some were confirmed and the hopes of others proved to be well counted.

SCORES OF PEOPLE

Left at the Port had driven up to town, but still the train was heartly to the station here, and the fears of some were confirmed and the hopes of others proved to be well counted.

scomes of Freque left at the Port had driven up to town, but still the train was heavily loaded. The scene as it drew in at the station flere was heartending, the station being crowded with acxious friends.

The car next to the engine of the passenger train was an ordinary box car, used for baggage. Next to it were the ordinary passenger cars. At the time of the collision the first of these followed the engine and baggage can about as far as the track of the M. C. R.; here it tipped partly over, the front rising off its trucks, and striking against the end of the baggage car. The rear end remained on its trucks. This car end remained on its trucks. This car was mostly filled with women and children, and it was among those at the front end of it that all the fatalities occurred. Among those seated at this end were Mr and Mrs. S. G. Zesland, their son Best and infant child. Mrs. their son Bert, and infant child; Mrs. J. Smithers and infant. Mrs S Fraine and child, Mrs. W. King and Mrs. Crock.
According to Mrs. King, Mrs. Zesland
and infant, with Mrs. Smithers and
Mrs. Fraine, wells seated on one side in
the extreme end seat, which ran crosswise of the car, and Mr. Zaland and the baby were in the opposite seat. WHEN THE CRASH CAME the most terrible confusion reigned for

a time, and nothing further was seen of a time, and nothing further was seen of each other by the occupants until they met in safety outside. Many were rescued, but of those in the car who met a horrible fate it is even yet too early to speak with authority. Probably the last one to escape was Mrs. Zealand, who managed to crawl through one of the windows, and fell down among the trucks, from where ahe was seen to crawl, and was immediately taken by kind hands and conveyed to the house of Mr. Samuel. to the veyed house of Mr. Samue Armstrong, brakeman, Centre street. Here she at once found medical attend ance, and her wounds were dressed. Her leg was broken in two places, and neck and back burned, and her arms and hands very severely burned. Mc. Joseph Mickleborough, for whom Mr. Zealand worked, at once instituted a search for him, believing that he must have been with his wife. The search proved unavailing, and in a few hours it was proved beyond doubt that Mr. Zealand was among the lost. When the remains of those found in the wreck had been conveyed to the fire hall, Mr Hugh Black made a careful search for which the full published in the state of the state of

objects of identification, and found A PAIR OF SCISSORS beside one of the bodier that were known to have belonged to Mr. Zealand. In the meantime, Mrs. Zealand, mand. It see measuring, ars. Zeatand, who was quite conto our, was seen by Mr. Mickieborough, and to him she said: "Oh, can you find Mr. Zeatand, and baby and Bert?" Again she said: "MRS SMITHERS IS DURNT.

I saw Mrs. Smithers burnt," This was the first corroboration of the fear that Mrs. I Smithers and child were that Mrs. J. Smithers and child wer also among the unfortunates—a fear that results have shown to be too well founded.

For one more lady and her child constant inquiry was being made—Mrs
S. Fraine was known to be on the
train, and no trace of her could be
found. Mr. Fraine was at the Port in
dreadful agony of mind, until the first
train from the north arrived this morning at one, when he was informed of the fear that his wife and child wa

seems that we mount of the three bytes were among the NALE BODIES FOUND IN THE WRECK.

The place where all the remains, except those of the engineer, were found, appeared to be about in the position where the platform of the first passenger would have rested, and it is evident that either the victims were on this platform, or at the extreme end of

this platform, or at the extreme end of the car.

ARE THEY THE OTHER VICTIMS.

Mr. Oswaid Baynes, of London, arrived in the city on the last train for the Port, and was making enquiries for his son's wife and her three children. He had heard that his son, Mr. John Baynes, had been looking for his wife and family and could find no trace of them. Mr. Baynes called at the fire hall but could not see the bodies, the Coroner baving issued an order that no one should see the charred remains until the morning. one should see the charred remains un til the morning.

THE THREE REMAINING VICTIMS...

IDENTIFIED

Mr. Johr Baynes, moulder, of London, was seen at 3,30 a. m. by a JOUR-NAL reporter, and from his statement it leaves no doubt that the remaining victims of his wife and three children. He leat his wife and fore children here. time Je his wife and three children. He lost his wife and four children, but after a search of many hours found his sop, 7 years old, in London. The lad told his father that a man pulled, him out of the first coach window and as he got out he saw some burning timbers fall upon his sister Edna and his mother. Mrs. Raynes being a very large woman, and one of the charred tranks being that of a large adult there is not the that of a large adult, there is not the slightest doubt but that the three hitteric unidentified victims are Mrs. Baynes and her three children.

THE BURNED PROPERTY

It is impossible at present writing to
give a detailed list of the value of property destroyed by the fire, but the following is a list of the buildings:

Richard Gilbert's, No. 1 warehouse,
in which was stored \$4000 worth of
groceries belonging to I. H. Prica. The

groceries belonging to J H. Price, The building is probably worth \$2000.

The brame building on the corner of Moore and Centre streets, coupled by Mr. John Campbell. All, his farniture, etc, was also destroyed. The house be-longs to Mr. L. Campbeil, F. Griffin's coal shed, facing the C.S

F. Griffia's coal shed, facing the C. B. track and two sheds facing the Great Western track, in which there were thirty tons of blacksmithe' coal.
F. Griffia's shed, containing sleighs,

boxes, etc.
Griffin's No. 2 warehouse was partially destroyed. It contained plaster, salt, cement, cets, etc., and the building was valued at about \$3,000
There were four cars on the M. C. R.

There were four cars on the M. C. R' train consumed, the two flat cars on which were the oil tanks, a box car loaded with general merchandise and a car loaded with carsings.

There were also, besides the engine, four G.R. cars burned, the baggage car and first coach of the passenger train and two of a number which stood at the siding. A couple of other cars on the siding were also badly scorched. WHO'S TO BLAME.

who's To Blame.

On spmeene's been rests the awfelresponsibility for the frightful loss of
life and prope. (\*) that has taken place,
and upon whose shoulders that blame
must be placed, cannot be positively
determined until after the inquest
True it is that the semaphore south of
Wellington street crossing was turned
against Engineer Donnelly, and that
he should have stopped his train until
the semaphore was changed in his favor.
The semaphore at the M. C. R. crossing
was also turned against him, and the
freight train blocked the track. The
M.C.R. freight train and semaphore M.C.R. freight train and semaphor there could be seen from Wellington street, and the reason why the dead engineer did not stop his train seems incomprehensible unless indeed it be a fact, as stated, that the engineer could not handle his train engineer could not handle his train. It this be true, then the responsibility is shifted to other shoulders. Then why did not Logineer Donnelly whistle for hand brakes; and if he did whistle, why were not the brakes applied? These were not the brakes applied? Thee are matters that definite information could not be obtained about in the excitement of the calamity. But there is another atatement made, and made boldly too, which if true leaves no doubt at whose door the awful doubt at whose door the awfu responsibility must be laid. Mr. R Good win states positively that he saw Good win states positively that he saw the engineer belows the train started and that he was manifestly under the influence of liquor. Journal reporters had the statement of Mr. Goodwin corroborated in so far that several ladies stated that they heard before leaving the Port that the engineer and firemental been drinking considerably. It this

plain and fourteen lives and an im mense amount of property have been sacrificed to the Demon Drink. THE EXCURSION TRAINS."

That the excursion was run in a, to say; the least, most unusual manner ems incontrovertible. Mr. Ernes seems incontrovertible. Mr. Ernest Skinner, & Löndon, states that in conversation with Engineer Donnelly, the latter said to him, "Come with me, Ernie, faud I'll give you a shaking np.". One lady says that she timed the run from the Port to this city, and that it was made in fitteen minutes, much to her surprise. Mr. Darby, son of of J. Z Darby, who lives just this side of the bridge, states that he has been in the habit of waiting for these trains and jumping on them when they slacker for the semaphore. Last night he was in waiting but the train rushed over the bridge without stopping, and passed him at a rate of speed that made it impossible for him to get an all the walk in the best of the semaphore. possible for him to get on. He heard no whistle blown and observed no eforta made to lessen speed.

be true then the cause of the accident i

forts made to lessen speed.

Mr. John Milligan was standing on Railway street with his daughter when he noticed the train passing at an ucusual rate. He did not think much of that fact, and heard as whistle. He heard a slight sound, audurning round saw the black smoke spurt in ward.

upward. train from the College windows, and thought that it was going at a slow

Mr. John Gaffney, G. T. R. dray-man, saw the collision and the ap-prosching train. He says it was moving about eight miles an hour, that the engine was reversed, that the whietle was blown for brakes, and that a man was on top of the forward cars tightening the brakes.

THE ILL FAVED TRAIN.

The ill fated train consisted of eight

coaches and one baggage car, next to the engine. It was in charge of Conduc-tor Respecting Engineer Harry Donnelly, engine 754, Fireman H. Angels. It was an excursion train from

seems that two mothers a father and the Port to London, and the annual Sunday school pionic of the Centre NIEE BODIES FOUND IN THE WRECK street Baptist church, being held at the Port to-day, a large number came home by this train. Two eemaphores were turned sgainst the train, the one at the Wellington street crossing and the one at the M C R crossing. Eye-witnesses of the accident state that the train came down at a very rapid rate of speed from Wellington street, the wheels of the accident cave a whit and a whit and a surpress of the accident cave a whit and a wheels of the engine gave a whiz and a whirr as if the lever had been reversed and the engine dashed into the M. C. R. train and the coal oil took, fire and blazed up in a moment. The M. C. R. train was a west bound freight and two rain was a west bound reight and two full oil tanks were on flat cars on the rails just at the L. & P. S. crossing, and it was into one of those that the engine dashed. Rallroad men on the train state that they are positive from the peculiar motion of the cars that the engineer applied the air brake, but it would not work. The firman H. would not work. The fireman, Angels, jumped before the crash, and Angols, lumped before the crash, and escaped unburt, but Engineer Donnelly was buried beneath the wreck, and his remains burned to a cinder. The conductor and fireman of the train both state that the

AIR BRAKES FAILED TO WORK and that this fact was the cause of the accident. The conductor was seen by a reporter, but declined to tell what he knew. The fact that the car used for knew. The fact that the car used for a baggage car was an ordinary box car, it is said by railroad men, would cause the rubber of the air brake to burst, and it was very likely this fact that caused their failure to work.

INJURED IN THE WRECK, who was in the first cir was badly burned about the legs and arms befor getting out of the wreck getting out of the wreck.

James Westerfelt of the Forest City
business college, London, had his leg
badly injured in jumping out of the

econd car.

Mr. A. B. Ramey, jeweller, had his arm out and burned by the glass of the car window while assisting the afflicted people from the first passenger car, MRS, W. H. KING INTERVIEWED.

Mrs. W. H. King was one of the passengers on the first passenger coach, and tells about as connected a story of the terrible occurrence as anyone seen. She says that she happened to look out of the car window to see if the train was going to stop at Wellington street, and just a moment after the cara struck, and the ories of the affrighted passengers was something dreadful. She handed her three children out of the window, and belped out Mrs. Del, Drake and Mrs. Wegg, the latter's dress being about torn from her body. She saw no one trampled upon. Mr. A. B. Remey and Mr. Del, Drake A. B. Remey and Mr. Del, Drake rendered great assistance towards reaccing the imprisoned passengers. Mrs King says that Mrs. John King looked at her watch just before the orash, and tremarked that they were just fifteen minutes in coming from the Port Bhe acticed that Mrs. James Smither and her baby; Mrs. S. Fraine and Mrs. Makund est in the little cross seat at the very front of the oar, and Mr. Samuel J Zealand and his little son sat on the left hand side opposite them. The others, she noticed, were Mrs. Hugh Williams and two children, Miss Jennie Wilson and Miss Bessie, but all of the latter escaped.

ly burned, back and hands.

Hon. Allen Francis, U. S. consul,
was c. Moore serves as the time of the
explosion, and the hose cart ran over
him, injuring his head severely, there
being a lump on the temple as big as
an egg. His injuries are serious.

Ed. Moore, of the Red Foundry,
hands and face scorobed. hands and face scorched. but all of the latter escaped. CLEARING THE WRECK

As soon as the flames had sufficiently subsided the M. C. R. steam wrecker was brought out and set to work clear ing the track. It was but the work of burned cars to the side of the track, and a gang of men, hardly before the ground a gain of men, hardly before the ground had got cool, were at work laying the rails, which had been warped and turned in fantastic shapes by the collision, and the intense heat. At 10 o'clock one line of rails were laid, and communication was opened up three hours after the accident occurred. The gang of men kept at work, and about two o'clock the second line of track was relaid. The Grand Trunk auxilary was also brought out at once and the work of relasing their rails was completed at 12 30. The scene pre-sented was one long to be remembered The smoke curling up from the burning rains, scores of busy men working at the track, others with lanterns in their hands directing operations and around them being a circle of citizens anxiously awaiting the arrival of the train from the Port to find out whether loved relatives or friends were safe or were amongst the unrecognizable victims.

THE FIREMEN'S BRAYERY.

Too much cannot be said in praise of

the fire department. In the face of the fire department. In the face of a conflagration, the like of which was never seen before in this city, with appliances not too well adapted for the work, they bravely fought the flames in the face of the interve, scorching neat. Their efforts were well directed nest. Their efforts were well directed, and they descree, the thanks and more than thanks, of the public for the noble way in which they battle with the flames. Many of them haveen severely injured in the strugg'e but it is a cause for congratulation that none of them lost their lives. They went to work with a will, did it well, showed that they were made of good stuff, and did not flinch from doing their duty, though they carried their lives in their hands.

TELEGRAPHIC COMMUNICATION CUT OF The wires of the M.C.R. and G.T.R. were all melted by the heat and twisted into coils, and telegraphic communica-tion by the M.C.R. to the west and G. TR. to Port Stanley was cut off. Great Northwestern Company did not have a wire until late at night, and it swas impossible to com nunicate in any way with the Port. Large numbers' drove down to satisfy themselves whether their dear ones were amongst the victims or not. At 11 o'clock the Great Northwestern got a wire in use, and a great many anxious hearts were made glad and others serrowful by the nessages flashed across the wire. As were able to run trains on their line b rending the dispatcher on the western fivision up to the Church street station. Thus there was very little delay to traffic.

INJURED BY THE EXPLOSION. O. Norsworthy, scalp and ears burn-

Mrs. McGinnis hadly burned, and nkle sprained. Unrow cut in the face and Wrs. urned

Ald. Cockram had both hands singed A Musselman neck burned. Mr. McKinney instep bruleed and one of foot broken.

D. McNicholl had his hands burned

burned.

H. Smith bruised and burnt.

W. Calcott, Centre street, hands, face and arms scalded.

F. Queen head, wrists and neck Orin Etlwood badly bruised, hands,

oack, neck and shoulder burned.

Oscar Allen wrists and hands
corched.

W. F. Martin badly burned about the hands and face.

Mr. T. Comfort, builder, had both hands burned while attempting to save

terman Fousiord.

Perry Van Houghton, M.C.R. enlacer, had both hands burned,
T. H. Hoyt, M.C.R., had both

Mr. Alex Austin, G. T. R. engineer, ad his shoulder distocated.
Thomas Robinson, fireman, was bady burned about the head.
John McLeod had his face and hands had his shoulder del Charles Dake, who was back of the

barn at the time of the ex-plosion was badly burned about the head and face. Hary Bevis had his hands and legs L. Bennett had both hands burned.
Wm. Foote, fireman, badly burned,
face and hands.

James Mickleboro, nephew of Joseph Mickleboro, neck badly burnt. Mr. Gardner, Yarwood st., fell and was badly mjured in shoulder and side. Mr. Pretty, run over by a hose reel, hurt about thigh, side and arms. Albert Hutson, aupt. of St. Thomas Gemetery Improvements, hands badly

bemetery improvements, hands badly burned.

J. J. Andrews, of the American Express Office had the same leg that was injured on a toboggan slide last fall badly jammed in a tence.

Lernaré Ferguson, burnt about head and bruised.

Mr. Forces, blacksmith M. C. R., hadly burnt aver face and hands.

bady burnt over face and hands.

Mr. J. H. McColl, of the firm of McColl & McLellan, was run over on Talbot street by a dray horse frightened by the explosion. His leg was broken, and he was burned about the head and

Mrs. Blumerfelt and Miss Clark were knocked over from the force of the exaplosion and both were severely bruised and slightly burned.

W. H. Walbourn, chief of the fire department, who was on Railway street

at the time of the explosion, had his right arm, hands and face severely burned. Mrs. Bains, of London, was bally John McKellar, burned on the back f the neck and head.

or the neck and head.

Wm. Reath, liveryman, of the firm
of Reath & Elliett, arm severely burnod and otherwise scorched.

Wm. Joyce, G. T. R. engineer, severe
ly burned, back and hands.

hands and face scorohed.

A seven year-old daughter of Mr.
William Jeffers, Scott street, was
severely burned about the hands and
face.

Nelson Gadsby, blacksmith, burned
on-the face and head.

Dogald Sitclair, both ears burned.
Thomas Daherty, printer, JOURNAL
office, hands, cars and neck hadly

hands, ears and neck badly burned Mr. Newcombe, of the firm of Ed wards & Newcombe, badly burned on the neck and ears.

W. P. Reynolds, of the Molsons W. P. Reynolds, of the Molsons Bank, ears and neck scorched. Robert Edgar, Air Line fireman,

hands burnt. Mr. A. Chudley, shoemaker, was badly bruised by being run over by the hose reel.
Mrs. Arthur McKionis, street, was scorched about the hands

Gordie and Frankle Cattley, sons o Mr. Robt. J. Cattley, Opecha street, were on Railway street at the time of the explosion. The clothes of both lads took fire and they were, it is feared; fatally burned Their face, hands and hefore fatally burned Their face, hands and bodies were terribly scorched before their clothing could be extinguished. A little boy named Whitesell was

Deputy Register Clark had his neck badly burnt, and several teeth kicked W. W. Disher, in endeavoring to escape at time of explosion, was tripped and fell, severely outling one of his

Tegs.

J. W. McKay, fruit dealer, received a severe cut on the knee

Barney Reece, fireman, badly bnrned wm. Barclay, fireman, scalded back

and chin and badly bruised Wm. Morris, fireman, badly burnt about the hands and back. Jas. Foley, fireman, severely burnt ill over the body. Wm. Palmerston, superintendent of

the St. Thomas street railway, was standing on the main line at the time of the explosion and was atruck by a plank and thrown twenty feet. A man caught him and pulled out of the reach the flames, but not was severely burnt about the head. Miss And Cabot, side of face

Dan McKechnie, feet and lege badly James Garry, feet and legs badly

Mrs. Wm. E. Howarth. 50 Sept

breet, was struck and run over by the hose reel and received a bad cut in the eye, and her legs were badly bruised. Mr. Fairerother badly burnt on fac-Charles Crowley janitor central school sars and back burnt, his vest being Geo. Ackerman, painter, both hands and neck soo ched. LIST OF THE KILLED

The following, so far as can learned, is the list of the killed: Mrs. J. Smither and child.
Mrs. S. France and child.
Mr. S. G. Zaaland and child. Mrs. J. Baynes and three children.

Mr. H. Ponsford, fatally injured.
Miss Thompson drowned.
Mr. B. Ponsford, fatally injured.
Mrs. S. G. Z-aland, fatally injured.
Making a total of 14 lives lost. AT THE PORT. The excitement at the Port was omething awful after it was learned that an accident had occurred. About

Samuel Bowlby, fireman, hands burned.
Conductor Matlock hands burned.
R. Sanders. Wellington street, hands burned.
The sanders wellington street, hands burned. cation with the city was learned, and the anxious crowd became aware that something serious was the matter, and all acts of rumors were in circulation. About 11 celeck a couple of parties arrived from the city, and the first fact in regard to the terrible catamity were learned, and those who had relatives and friends on the train were almost frantic. No telegram could be sent or received, and every rig that ould be hired was secured and numbers drove to the city to dispol their fears or find their worst suspicions more than real.

to the city to dispot their tears or find their worst suspicions more than realized. After telegraphic communication had been received no news could be got regarding friends in many cases, and the weary wait till after one o'clock for the train to start was a veritable porgatory to many a-one.

THE PRECEIT TRAIN

The PREIGHT TRAIN
The M. C R. train was an extra west,
Conductor Fastz Engineer O'Shea with
engine 366, brakemen Ruckle and Quinn
and Fireman R. Tremaine. It left the
station at 7 O'clock, and the collision
must therefore have, taken place about
five minutes past.

must therefore have, taken place about five minutes past.

ALOW THE GIL TANKS carried on this train would hold from 3500 to 5000 gallons of cil, and the one that exploded must have contained nearly the latter quanty. The intense heat from the burning tank that had been broken by the impact of the engire generated so much gas in the other that the faucet, even if open, could not give vent to it, and as a consequence the explosion occured.

THE M C R had their derrick at work in a short time and the track was cleared and trains passed over it at half past ten. The first L & P S' train passed south at 1.20 this morning.

NOTES,
Mr. Sharon, of Aylmer, brother of
Mrs. S. Fraine, arrived in the city last John Doyle, grocer, got out of the rear of the first passenger oar a num. ber of spoons and forks marked M. G.

W.
The police have in their possession dozens of hats lost in the race for life at the time of the explosion.

Mrs. C. Wegg was the last person to get out of the car on which the nine persons were burned to death.

The first steps toward holding an inquest into the cause of the accident will be taken this morning.

The charred trunks of the victims were taken to the first hall by Strong &

were taken to the fire hall by Strong & Co. undertakers, and placed in a shell:
A rumor was in circulation that the county judge was one of the victims, but it was afterwards learned that he was at the Port.

Knox church choir plonicked at the
Port yesterds, but none of the party
returned by the in-fated train.

Miss Esston, of Tecumseh. Mich.,
was instrumental in saving Dr. Penwarden's little son. She with Miss
Penwarden and the lad were on the first
opendy. was at the Port.

A detachment of the fire department remained at the scene of the fire all night throwing water upon the smoldering

ruins.
Mr. Atkins, son in law of Harry
Donnelly, the engineer, arrived in the
city by special from London early this

morning.

The norse attached to the hook and ladder wagon became soared at the explosion and ran away, breaking the rig somewhat, but was eaught before

Among other who were in the first CME were Mrs. C E. Williams and two obliden, Mrs. Fred Uaruh, Mrs. Wilson, Mrs. E. McCrone, Mr. W. Westlake, all of whom were pulled out of the windows. A nurse girl with Mrs. Smithers escaped.

Mr. A. Chudley, shoe-maker, who was injured by being run over by the hose reel, the wheels passing over his stomach, vook very bad during the night and fears are entertained of his recovery. Reports were received in the city that Mr. James Smithers had also been in the oar which has barned and was probably a yietim, but later the report was proved univae by the appearance of Mr. Smithers in the city, he having driven to town. Mrs Zealand, it is stated, said that

her husband, son, Mrs. Smither and baby, Mrs. Fraine and child, sat in the first coach near where she sat and, if so there is little doubt but that they are all amongst the victims.

Mr. A. B. Remey, jeweller, and Mr. Del Drake, of the M. C. R., were in the

first passenger coach, and stated to a Journal reporter that when they left the car it was empty. They must have been mistaken in this as the burned bodies found in the ruins would show unless the parties were riding in the front platform the car. front platform the car. The list given above of those injured The list given above or those injured is of necessity an uncomplete one. The city physicians attended to numbers of injured parties whom they did not know nor whom they did not know nor whom they did not ask their names. The physicians are certainly deserving of the highest praise for the self assatisfied manner in which

for the self sacsificing manner in which they responded to the call of duty, attending to the injured until late in the night, in the great majority of cases their services being without reward. When the large tank of oil exploded and the clouds of fire burst forth in all directions, reeming to envelop and lick up in its rapacious jaws the fleeing multitude, to many minds flashed the thought that St. Thomas was to have the experience of the wretched multi-tude m Chicago's great fire. For a minute or two it seemed as if the whole oast end of the city was to have been food for the flames.

ANOTHER FATALITY .- A YOUNG LADY DROWNED.

Miss Thompson, a young lady belonging to London, met her death by
drowning at one o'clock this morning,
at Port Stanley She with another
young lady, her cousin, tired of waiting
for the train to start for home, took a
walk down on the west nier and sat walk down on the west pier and sat down to wait for its starting. At one o'clock, when word was received that it was about to start, one o'clock, when word was received that it was about to start, she got up and not realizing that she was as near the edge of the pier as she really was, stepped off into the water and was drowned before assistance arrived. The body was recovered in a less minufes just at the spot where she fell in and was taken to London on the train which reached this give at 2.2 a. train which reached this city at 2 a. m.
A young men from London fell off A young men from London fell off the pier a: Port Stanley last night, but escaped with a bad ducking.