

St. Thomas' Greatest Railroad Disaster—Continued

Southern tracks, and two sheds facing the L. & P. S. tracks.

Mrs. King was one of the passengers in the first passenger coach, and tells the most connected story of the terrible occurrence. 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 the car struck just a moment after and the cries of the affrighted passengers were something dreadful. She handed her three children out of the window, and helped out Mrs. Drake and Mrs. Wegg, the latter's dress being torn from her body. She saw no one trampled upon. Mr. A. B. Roney and Mrs. Drake rendered great assistance towards rescuing the imprisoned passengers. Mrs. King says that Mrs. John King looked at her watch just before the crash and remarked that they were just fifteen minutes in coming from Port. She noticed that Mrs. James Smithers and her baby, Mrs. Fraine and Mrs. Zealand sat in the little cross seat in the very front of the car, and Mr. Zealand and his little son sat on the left hand side opposite them. The others she noticed were Mrs. Williams and two children, Mrs. Jennie Wilson and Miss Bessie, but all them escaped.

Too much cannot be said in praise of the fire department. In the face of a conflagration, the like of which was never seen before in the city, with appliances not too well adapted for the work, they bravely fought the flames in the face of the intense, scorching heat. Their efforts were well directed, and they deserved the thanks and more than thanks of the public for the noble way in which they battled with the flames. Many of them were severely injured in the struggle, but it is a cause for congratulation that only one 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.

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

Henry Angles, of London, was the fireman on the excursion train. The run was made to St. Thomas in between twenty and twenty-five minutes. When within about a mile of the M. C. R. crossing he noticed that the signal was out for the train to stop, but the engineer did not try to apply the air brakes until within about a quarter of a mile of the semaphore. Angles left the cab and went to the tender to see if the air valve there was all right, and found that it was. He then jumped on top of the baggage car and put on the brakes there. The train was nearing the crossing at a lively rate, and he saw that his services would be of no further avail and prepared to jump. Climbing down upon the tender, he sprang from it to the ground but did not sustain any severe injuries. After leaving the cab to apply the brakes, he saw no more of his mate until he was taken out from under the boiler of the engine.

THE DEAD

Mr. S. G. Zealand and two-year-old daughter, Mrs. J. Smithers and three-month-old daughter, Mrs. S. Fraine and three-year-old son, Mrs. J. Baynes and three children, Mr. Herman Ponsford, Engineer Harry Donnelly, Mrs. S. G. Zealand, fatally burned.

THE INJURED IN THE WRECK

Miss Charlotte Jeffrey, James Westerfelt, A. B. Remy.

INJURED BY EXPLOSION

O. Norsworthy, Mrs. McGinnis, Mrs. Unruh, Ald. Cochrane, A. Musselman, Mr. McKenney, D. McNichol, Samuel Bowhly, Conductor Matlock, R. Sanders, H. Smith, W. Calcott, F. Queen, O. Edwood, O. Allen, W. F. Martin, T. Comfort, P. Van Houghton, T. Hoyt, Alex. Austin, T. Robinson, John McLeod, Charles Dake, Harry Bevis, L. Bennett, William Foote, James Mickleborough, Mr. Geddis, Mr. Pretty, Albert Hutton, J. J. Andrews, L. Ferguson, Mr. Forbes, J. H. McColl, Mrs. Bumerfelt, W. H. Wolburn, Miss Bains, John McKellar, William Reath, William Joyce, Hon. Allen Francis, Ed. Moore, Nelson Gadsby, Dugald Sinclair, Thomas Dougherty, Mr. Newcombe, W. P. Reynolds, Robert Edgar, Mrs. A. McKinnis, Gordie and Frankie Cattle, Dep.-Registrar Clark, W. W. Disher, J. W. McKay, Barney Reece, William Barelay, William Morris, James Foley, William Palmerston, Alice Cabot, Dan McKechnie, James Garrow, Mrs. W. E. Howarth, Mr. Fairbrother, Charles Crowley, George Ackerman.

The coroner for the County of Elgin, William Van Buskirk, and his jury summoned to inquire into the cause of the wreck held their meetings in the city hall, July 16th, 1887. The jury was made up of W. T. Fairbrother, Daniel Mackintosh, Ed. Sangano, A. J. Black, Thomas E. Ballie, Asa J. Wood, Fred Doggett, Edwin Pavey, G. Penwarden, L. McGill, L. Ferguson, John Hobler, George Bennett, Mark Bowie, E. Bennett.

The finding of the coroner's jury was that the dead came to their untimely end by the criminal carelessness of the officials of the Grand Trunk Railroad Company, in the several following ways:

First, in that it is evident that the engineer was unfit for his duty as shown by the speed with which he ran his train into the city limits; Second, the negligence of the conductor in not examining the air brakes before leaving the Port; Further, had there been an inspector, as there should have been, at the Port, the serious consequences would probably have been avoided.

The company was scored for not providing sufficient seating accommodation for their passenger traffic and for allowing the practice of running trains within the city too fast for the safety of the public.

The verdict was signed by all but Messrs. Mark Bowie and E. Bennett.



Shipping Scene at Port Stanley, St. Thomas' Lake Port