A Through Express Train Jumps the Track and Kills Many People.

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een.

Perhaps a dozen others were so badly messenger and baggageman in the car behind also escaped with but a few bruises.

chiefly American citizens. None of the dead the previous application of the air brakes. at present are known, which adds to the horror of the catastrophe. They were all through passengers, many of whom were en of 200 feet, minus her trucks, from which route from the west to the New York cen- she jumped. The baggage in this car was

The short space of time which it rook to work the awful destruction struck sudden awe into the hearts of old railroad men and where the great less of life occurred. Some sailroad officials. It just seemed to be a case twenty persons in them were kil ed outright of "One, two, three, and down to death." and then burned to a crisp. Not a soul in Nearly twenty of the killed were cut off any of the sleepers on the other two first-Rearry twenty of the kined were called a class carriages are known to have been so suddenly that they never knew what killed or even injured. Of course this killed them. Then their mangled bodies were cremated and charred the situation would indicate this theory. to a crisp-an awful sight for the The engine, after striking the tank, turned wreckers and reporters who were gathered over on her side, and nearly buried herself on the ground during the day. The de- in the sand. The tender jumped 10 feet struction was chiefly confined to two coaches: away from the main portion and the cab a smoker and an ordinary first-class carriage-but seven coaches in all, including two Wagner sleepers, were burned to their trucks, not a vestige of the handsome and the two lig figures, "52," her train numvaluable rolling stock being left but the ber, which she carried on her headlight. twisted iron-work. It is estimated that the main part of the destruction was over within a brief and short minute.

The Bu-fared St. Louis Express. It was the St. Louis express, from the west, due in this city at 6.55 this morning, that was so completely wrecked and left such an awful track of carnage. The acci. dent happened just about 7 o'clock, although it might have been five minutes one way or the other. The scene was just about one and a half miles west of the Hamilton railway station, and on the base of the triangle that forms the famous and ill-fated "ut" or "Y," commonly called the Junction Cut. The train was a remarkably heavy one, her eight passenger cars being well filled with people. Some of the cars were even crowded. The train was made up as

Engine No. 758 (formerly No. 220), in charge of Engineer Joseph Watson and Fireman Edwin Chapman, both of London.

A bonded baggage car.

A way baggage and express car, in charge of Express Messenger F. W. Dumas of Suspension Bridge and Baggageman James Welch, also of the Bridge.

Express messageman James
Bridge and Buggageman James
of the Bridge.
A smoking car.
Two first-class G. T. passenger coaches.
The Wagner car. "Fitchburg."
A through first-class Chicago and Grand
Frank massenger coach from Chicago to Buffalo.
The Wagner car. "Messina."
The Pullman car. "Eloise."
The Wagner car. "Montpelier."

day stoutly duty this, and claim ont. This with the seventeen and the whole neglect and the control of the whole nearly in the longing fluid the chigner are now who were an averal more who were and the whole nearly find the time of its and the chigner are now who were an averal more who were and the whole nearly find the time of its and the chigner are now who were an averal more who were an aver

three females were equally charred. One was recognized by a pair of corsets. These unforsumates must have been in the car just behind the smoker. Here and there a blackened coin or a piece of jewelry was fished out. A pocket-book or two were unearthed, but their contents were sadly mutilated or soorched.

Was all tight when the trains phased the rail and there from the jumped the track just before reaching the water tauk. This opinion was very generally expressed among those working around the wreck.

How the Train Was Hade Up.

The St. Equis express this morning was a very heavy train. She left Windsor at 1.40, being then composed of the engine, baggage

seum, Chicago." The envelope, it is supposed, contained some kind of an actor's insurance policy. All the papers and valuables on the charred bodies were consumed in the fierce flames. The remains of the three females were equally charred. One was recognized by a pair of corsets. These manies are equally charred. One was recognized by a pair of corsets. These manies which easily mounted the rail and the are just behind the smoker. Here and there a blackened coin or a piece of jewelry was fished out. A pooket-book or two were unearthed, but

self and the fireman crawled out, but I hardly the presentment that he had the night before way passenger train proceeding from Torento to Hamilton crashed through the bridge while lying in his berth. He feared the train was all the less of about seventy lives.

Neither Capt. Hall nor Mr. A.H. Dixon, who left Detroit together Saturday night, could get a berth in the sleeper until they had belied the provided with one. Then they were at once provided with one ally expressed among those working around or a piece of jewelry was fished out. A pooket-book or two were unearthed, but

The St. Douis express this morning was a possed on the charred bodies were consumed. The names of Mr. T. G. Shaughnessy

A smoking cat. Two first-class G.T. passenger coaches. The Wagner car "Richburg."

A through first-class C.T. passenger sheet. The Wagner car "Richburg."

A through first-class C.T. passenger sheet. The Wagner car "Montpole."

The Vagner car "Montpole."

The Vagner car "Montpole."

The Vagner car "Montpole."

The Vagner car "Montpole."

The train was in charge of Conductor William Poole of Suppension Bridge, and setted before she carried a heavy load of passengers.

Pearth at the Tank.

The train was moving along at the rate of passengers.

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Pearth at the St. George horror of myster of the write of mystery, but like the St. George horror of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of two months ago it seems to be a case of tw

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The Mason-Bouglas Accident, 1883. On February 15, 1883, a collision occurred

The morning's downpour militated agains a large attendance in the Park in the after

PRICE ONE CENT.

THE MANITOBA TRACEDY

FURTHER PARTICULARS OF THE HIGH BLUFF CRIME.

The Son Still Alive, but His Death Can

WINNIPEG, April 28.-Later details of the High Bluff horror show that the ter-

Date. Name. Reported at. From April 27.—Rugio. New York. Hamburg.

28.—Servia. Londoon. New York.

La Champagne.

La Bourgogne. New York. Ravre.

Ayrania. Laverpool

The temperature Saturday night fell to 30 at Calgary, 21 at Qu'Appelle, 16 at Alinpedosa