

GO TO DEATH ON EXCURSION TRAIN.

Seven Persons Lose Their Lives and Many Hurt in Wreck at Horseshoe Curve--Condition of Injured.

KILLED.

NORMAN TUCKER, Flesherton.
JOHN THURSTON, Walter's Falls (single).
JAMES BANKS, Perm P. O. (married).
JAMES BULLER, Priceville.
W. A. ARMSTRONG, Markdale.
ROBERT CARR, Shelburna.
RICHARD BELL, Shrigley Post-office.

INJURED.

A. J. Robinson, Orangeville.
 H. Halbert, Orangeville.
 J. M. Davis, Markdale.
 Mrs. McCormick, Markdale.
 John Clayton, Markdale.
 Frank Graham, Markdale.
 G. E. Gray, Markdale.
 Harold Mercer, Markdale.
 S. Boggs, Geuph.
 A. McDonald, Shelburne.
 Mrs. McDonald, Shelburne.
 J. A. Jelly, Shelburne.
 Mrs. Dr. Caldwell, Flesherton.
 John Boyd, Flesherton.
 D. Madill, Caledon.
 James Brandon, Hornings' Mills.
 W. S. Webster, Hornings' Mills.
 Maggie Patterson, Badgerow.
 Sarah Patterson, Badgerow.
 Margaret McDougall, Dundalk.
 John Curry, Orangeville.
 Mr. H. Richardson, Flesherton.
 M. H. Bunt, Flesherton.
 John Treloar, Proton.
 G. Altin, Markdale.
 Mrs. C. Wright, Vandeleur, P. O.
 Mrs. J. C. Wilson and daughter, Markdale.
 B. J. Whitaker, Darmont, N. J.
 C. McMillan, Dromon.
 Annie Clark, Markdale.
 A. E. Clark, Priceville.
 G. Watson, Dundalk.
 Armstrong, Markdale.
 Dr. Smith, Black Point.
 Mrs. J. C. Wilson and daughter, Markdale.
 Robert Conn, Heathcote, P. O.
 H. Nicholls, Dundalk.
 D. Gillies, Dundalk.
 Annie McMillan, Dundalk.
 Mrs. R. Conn, Heathcote P. O.
 W. Greenwood, Toronto.
 W. Lumsford, Dundalk.
 A. Heid, Bremen, Toronto Junction.
 J. Ross, Bremen, Toronto Junction.
 G. Hodge, engineer, Toronto Junction.
 Mrs. Byer, Calvin, P. O.
 Thomas Snell, Calvin P. O.
 H. Holman, Calvin P. O.
 Bessie Jamieson, Shrigley P. O.
 Mrs. E. Wrigglesworth, Shelburne.
 Mr. Wrigglesworth, Shelburne.
 Wm. Douglass, Markdale.
 Mrs. Hanley, Ottawa.
 Mrs. Stewart, Flesherton.
 Mrs. John Knox, Swinton Park.
 Mrs. Mary McMillan, Cayton.
 Annie McMillan, Cayton.
 Mrs. James Rowson, Tillsonburg.
 Mrs. S. Mareler, Tillsonburg.
 J. S. Black, Pomona.
 Willie Wilson, Flesherton.
 Andrew Wilson, Flesherton.
 Mr. Deane, Dundalk.
 Mr. Knox, Markdale.
 J. Johnston, Dundalk.
 Mrs. Marshall, Hornings' Mills.
 Mrs. Wm. Douglass, Markdale.
 Herbert J. Armstrong, Markdale.
 Mrs. Mary McMillan, Flesherton.
 Mrs. E. A. Clark, Toronto, Ora.
 Robert Lyons, Markdale.
 Harold Armstrong, Markdale.
 Mrs. Mary Gough, Markdale.
 Carrie Connor, Dundalk.
 Wm. Brodie, Markdale.
 Mrs. Brodie, Markdale.
 Mrs. Orange, Shelburne.
 Mrs. John Duncan, Shelburne.
 Alfred Thistlethwaite, Flesherton.
 Mabel Thistlethwaite, Flesherton.
 Mrs. John Bouchner, Markdale.
 Mrs. John Erskine, Markdale.
 Miss Mabel Erskine, Markdale.
 Mrs. W.L.L. Wright, Flesherton.
 W. J. Robinson, North Bay.

lunately did not take fire, and in a very few minutes dozens of willing rescuers were dragging their less fortunate fellow-passengers from among the debris. The engine and fireman had jumped, sustaining severe but not dangerous injuries. The cars to the rear were safe, and long before any outside help was secured the bulk of the dead and injured were recovered.

News of the terrible disaster which had overtaken the Exhibition special at the horseshoe curve reached the C. P. R. officials in Toronto at about 10.30 yesterday forenoon in the briefest possible form, the short message coming from Mono Road station and being absolutely devoid of all details. The wrecking train, fitted with a huge crane for the lifting of the cars, was at once despatched, and accompanying the crew were Mr. James Osborne, general superintendent of the C. P. R.; Mr. A. Smith, district superintendent, and Mr. A. D. B. Shaw, trainmaster. At the time they started it was impossible for them to know the extent of the disaster, the engine in its wild plunge from the track having carried away the telegraph and telephone wires. Relief trains with nurses and doctors, were despatched from both Toronto and Orangeville, arriving on the scene at 11.30. The doctors had their hands full. In six cases, however, their aid could be of no avail, but they had fourteen serious ambulance cases to deal with and a whole host of minor injuries to attend to. Their work was accomplished with celerity, and at half-past 1 both trains were able to pull out with their freight of crippled and maimed.

Scene of the Accident.

A railway man said that there was only one other like it in Canada—the Rocky Mountain loop. Originally this piece of road was built by the old Toronto, Grey & Bruce Railway Company, and it is many years since the old narrow-gauge track was taken over by the C. P. R. About a mile in length, the curve is almost exactly the shape of a horseshoe, the extreme ends being about fifteen or sixteen rods apart, while one end of the section is fully one hundred feet lower than the other. It was at the centre of the shoe that the wreck occurred, and after hearing the stories of passengers as to the rate at which the train was travelling and seeing the mass of splintered wood and twisted ironwork that once composed five coaches and an engine, the first thought must be that nothing short of a miracle prevented the death roll reaching proportions which no words could adequately describe.

The train when it pulled out of Orangeville was full, but not excessively crowded. Every passenger had a seat, so that it will be apparent that there were about 400 persons on board. The train had been late in pulling out of Markdale, and was still at least behind the scheduled time when Orangeville was reached.

Saved His Life.

How strenuous had been the efforts of Engineer George Hodge to make up time is best told by the words of one of the passengers, David McCallum, of Shelburne, who left the train at Orangeville. He was travelling in the fifth car with the unfortunate Robert Carr, and speaking of the occurrence, he said: "She was going too swift for me. Once before we got to Orangeville I was flung across the car into a man's lap. I left the train at Orangeville and took the ordinary. I tried to persuade Carr to come as well, but he wouldn't. Yet another passenger, William Shepherd, who was sitting in the smoker at the time the wreck occurred, heard Conductor Walt Grimes say, on having lost time, that twenty-five minutes had been made up since leaving Markdale."

Eye-witnesses.

Two spectators, George Baxter and Allan McLeask, whose homes are situated within a stone-throw of the scene, witnessed the disaster. Both speak of the high rate of speed at which the train was running, and the appalling suddenness with which disaster overtook it. McLeask was standing in front of his house when he saw the engine shoot from the track, plough its way a few yards into his neighbor's field, and then the five following cars come pitching and twisting with terrible crashes afterwards. The pitching of the engine before it finally settled on its side saved the lives of Engineer Hodge and Fireman Herbert Martin, both of whom reside at Toronto Junction, for their cab was torn clean from its boltings, and they were flung clear of the wreck. Momentarily expecting the boiler to explode, they darted away, but the anguished cries of the injured recalled them to duty, and they rendered what assistance they could, leaving subsequently, together with Conductor Grimes and the brakeman, both of whom escaped injuries, but Martin had to be taken to the hospital.

The tender, after literally cutting its way through the first car, a composite baggage and smoker, and knocking it to splinters, turned turtle.

The second car turned turtle also and lay at right angles to the track. The third lay partly upside down, and partly on its side, looking as if its two ends had been gripped by giant hands and twisted in opposite directions. The fourth car, partially telescoped, was still on the tracks. The fifth was ditched. The sixth was slightly damaged, while the seventh escaped entirely, and was returned to Orangeville.

Miraculous Escapes.

With cars reduced to mangled wood and passengers pinned down by the wreckage, there was cause for thankfulness that fire did not add to the horror of the scene. Some of the escapes were miraculous. Sitting, as already stated, in the smoker was A. J. Shepherd, of Walter's Falls, with his bird man

that I saw the driver fall out of his cab and get up again. After giving some assistance, he remembered that No. 16 was due, and started out to flag her, but was stopped by a section foreman, who said Conductor Grimes had gone to do it. Witness was about 200 feet south of the point where the engine left the track when he first saw the train.

By the Coroner—Why did you get over the fence? "Because she was running at an unusual speed, and I shouted 'Boy, jump the fence, that train can hardly get round the curve.'"

By the Coroner—Could you tell whether she was being braked? "No, I could not say."

"You couldn't tell whether she was braked or running free?" "No."

Twenty-five years, witness said, he had worked on that section, and knew the curve well. Frequently had he seen trains come down, and that was the first time he had thought it necessary to jump the fence, but he could give no estimate as to speed. He didn't know the grade.

Mr. MacMurchy—Twenty-two feet to the mile.

Thirty-five Miles an Hour.

The Crown Attorney—There is a slow board there? Witness—Yes, near the head of the hill.

"Was the train making any unusual noise?" "No."

"Was the steam out off?" "Yes."

After the passengers had been taken out Mossop said he saw the engine, and asked if he had control of his engine. He replied that he had, and added that he was only travelling at fifteen miles an hour, but witness still thought the speed was great.

The Crown Attorney—What opinion did you form of the speed? "I would not say more than thirty-five miles an hour. Trains usually came down there at a slow rate."

Mossop added that it was about 9.30 when the accident occurred. About fifteen miles an hour was the usual speed for coming round that curve. Sometimes they went a good deal slower.

Expert Evidence.

John Fairbairn, C. P. R. divisional engineer, put in a plan of the curve and a sketch of the wreck. At the point of the wreck the grade was less than two per cent, and 1.8 was the greatest grade of the train as it passed over before the wreck occurred. The grade at the point the train left the track was 1.6. The curve was the greatest in his division. With regard to the safe passage of a train many things would have to be taken into consideration, such as the weight of a train and its distribution. The slow board, he said, was just over the top of the grade, 1.9 miles away from the wreck. Answering Mr. MacMurchy, Mr. Fairbairn stated that when he examined the track after the wreck he found a number of ties broken in the middle and some on the outside of the curve. The ties were not broken at the point where the engine left the track. These facts signified that the engine had been flung outward by the centrifugal action. The standard gauge on a level track was four feet six inches, and on a curve the extra half inch was given on account of the curve. Nothing more could have been done to make the track stronger than it was, and no portion in his division, the Ontario division, was better condition. There was everything to prove that there was no failure on the part of the track or running gear.

By the Coroner—What would be your opinion as to the cause of the wreck? "I should be of opinion it was excessive speed. I arrive at that by a process of elimination. The track was not responsible, and the running gear was not either."

The Driver's Story.

The engineer, George Hodge, Toronto Junction, a good-looking young man of between twenty-three and twenty-four years of age, was then called, and Mr. Robinette objected to his giving evidence, which in case of subsequent proceedings, particularly criminal, might be used against him.

The coroner ruled that all questions must be answered, but any incriminating statement to which witness or his representative took objection could not be used against him in subsequent proceedings.

Hodge then proceeded to tell his story. He said he left Markdale at 7.45, and had a good run to Orangeville, reaching there at 8.55, without any undue delays. Three cars were added there and Orangeville left between 9.05 and 9.08. Caledon was reached at 9.20, and then he received the orders to run an hour behind his original schedule. He left Caledon at 9.21 and used steam up to 150 yards north of the slow board. There steam was shut off, and running the first curve, the brake was applied, a seven-pound air brake, the air not being made, equivalent to seven pound pressure per square inch on the rails. That was a quarter of a mile from the scene of the accident. The brake pressure he used was sufficient, in his judgment, to stop the train in an emergency. He was about to release his brake, when he stated, "I felt the engine give a sudden lurch. My hand was on the brake valve. The jerk threw me to the other side of the cab, and naturally released the brake. I threw the brake over to the emergency point, and the next thing I knew the engine left the track. I was thrown out. My first thought was to clear myself of the wreck. When I found I was clear I looked at my watch. It was then 9.32."

His Second Run.

Replying to Mr. Robinette, Hodge said he was called to the stand, and he stated that he had been brought to Toronto from the scene of the accident, and made his will.

W. H. Allison, train dispatcher for the C. P. R. at Toronto, explained that the special train which started from Markdale was composed of engine 363 and four coaches. Replying to Mr. MacMurchy, witness said that the delay in starting was due to the engine having to be sent to Owen Sound to be turned. It ran to Orangeville about 4.30 p.m. in an hour and twenty minutes, besides stopping at four stations, each incurring a delay of two to three minutes. He did not consider it fast running.

The Crown Attorney—I see a regular train makes an hour and twenty-seven minutes to run 37 miles.

Replying to the Coroner, Mr. MacMurchy said that the distance from Caledon to the scene of the wreck was three and a half miles.

Witness stated that fresh orders were issued at Orangeville for the train to run an hour behind a regular train. It was a usual thing when a regular train was late to issue orders for it to run so much behind the scheduled time. The train between Markdale and Shelburne had made up thirteen minutes. The time between Markdale and Orangeville, made by No. 18, the regular train, was an hour and twelve minutes; the special took eight minutes more.

Answering Mr. MacMurchy, witness said the special was five minutes late under the fresh orders leaving Orangeville. As a matter of fact, the special was scheduled to run slower than the ordinary train.

Saw Danger and Jumped.

Simon Mossop, foreman carpenter, Orangeville, said he was engaged repairing a culvert, and stated: "As I thought she was going at a rather high speed I told my men to jump the fence. They did so. I saw the train give a lurch and then leave the track. We then went towards the wreck. Before

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PRESS CONSIDERS SITUATION IN MOROCCO IS VERY GRAVE.

Moors Brave and Insistent and Gen. Drude Has a Hard Time Keeping Them in Check.

Bath, Eng., Sept. 9.—Addressing the press to-day that another complication has arisen in the shape of grave disputes among the Senusian tribesmen near Oudja and the Algerian frontier. Oudja, which is in Morocco, has been occupied by a French force for some months. The military authorities, the paper declares, are most anxious and are preparing to send in troops from Algeria.

The newspapers to-day have adopted an altogether graver tone in discussing the Moroccan situation. The more comprehensive reports of the engagement of Tuesday show it to have been much more serious than was first stated. The correspondent of the *Matin* at Casa Blanca telegraphs as follows:

The engagement of Tuesday gave some idea as to the obstacles that an expedition into the interior have to encounter, and the number of men needed. The march made by the French troops on Tuesday was the longest one yet, and marks the utmost that General Drude can possibly do with the force, yet this strong force, made up of picked men, whose armament can be described as crushing as compared to that of the Moors, was heavily engaged throughout the entire encounter. It was compelled to give ground in three places at once, and

it was turned by Moors who got within a quarter of a mile of the camp.

It can now be said that the wild charges of the foreigners is due to ignorance of our forces. On the contrary they returned to the fray with greater courage and increased numbers after each engagement.

Important Statement.

Paris, Sept. 16.—A most important change, the Associated Press is informed, has occurred in the political aspect of the Moroccan question. France and Spain have the intention to occupy the littoral ports of Morocco with their own forces and establish police organizations. This contemplated action results from the official announcement of the Moroccan Government, through the War Ministry, that it is unable to guarantee the safety of the European instructors of the international police force, which under the terms of the Algiers convention are compelled to organize the international police, was submitted to the signatory powers, including the United States, and they all agreed that the situation demanded that France and Spain police Morocco themselves. France had planned to occupy Mazagan, Mogador, Safi and Rabat, and Spain is to occupy El Arish and Tetuan. France and Spain together will occupy Casa Blanca and Tangier.

KNOW BRIDGE WAS DANGEROUS.

EVIDENCE SHOWS THAT DEFECTS WERE NOT REPORTED.

One Inspector Says That If He Had Had the Authority He Would Have Stopped Work on the Bridge Until Defects Had Been Remedied.

Quebec, Sept. 9.—The coroner's inquest as to the cause of the collapse of the Quebec bridge has been adjourned pending the investigation by government experts which is now in progress, and the result of which will be made known at the hearing before the Government commission, beginning Monday next. Before adjournment to-day, however, evidence was presented amply proving that grave faults had developed in one of the main chords, and that there were also defects in the aboce of the main pier. It remains, therefore, but to determine whether the defects were sufficient to bring collapse, and when any special strain was put upon the outer end of the cantilever span.

On Wednesday it will be remembered Alexandre Guimet, a painter, testified that since May last he had known of a crack three-quarters of an inch wide and twenty inches long in the aboce of the main pier. He was called on to testify his evidence, and swore that the plate in question was six feet long and three-quarters of an inch in thickness; the crack was the full depth of the plate and twenty inches in length. There were bolts and rivets in the plate.

"I did not inform the inspectors of engineers of the bridge of it," said Guimet. In response to Mr. Stewart, advocate, he said he worked for three or four days about the pier and last noticed it in July. "I showed the defect to a man named LaFrance who was working with me."

Alfred Edmond and Zephirin LaFrance, to whom he had shown the defect, were both victims of the accident.

Believed Inspectors Knew It.

Raoul LaFrance was next called. He said he worked as a painter and did not hear Guimet's evidence. He also saw the crack, etc., and corroborated the evidence of the previous witness. "I told my cousin about it fifteen days before the accident. I did not report the matter, as I believed that the inspectors knew of it."

Asked by Mr. Delage, foreman of the jury, if he considered it dangerous, he said he could not say. In response to Mr. Davidson, advocate, he said the crack went right through the plate.

Not the Real Danger.

Mr. McLure, C. E., was recalled, and asked if he had noticed the crack referred to by Guimet. He said he had not, although he inspected the plate on different occasions. In reply to the Coroner he said the crack in question or any piece would naturally weaken the structure, but he did not consider it dangerous.

Mr. Techeron—Would the crack in the plate cause the wreck of the bridge? "Not at all. I have a record that the plate was bent, but it was not a fault, being cramped when it left the shops, some of the rivet holes were cut out later, and an enforcement plate used."

In response to Mr. Davidson he replied that it was possible for an inexperienced eye to take the crimp in the plate for a crack. It was intended for a wind brace.

In reply to Mr. Davidson, he said that it required to be of sufficient strength to resist the wind. To the best of his knowledge there was no crack there, and if it had existed he should have seen it had the crack been there it would have been a serious defect in the same. He would not have considered the crack of sufficient importance to have reported it to the chief engineer.

An Inspector's Evidence.

Mr. Kinlock, inspector for the Quebec Bridge Company, testified that he had made his last inspection fifteen minutes before the bridge went down. He found everything all right. The plate in question was crimped, but not cracked. He was entering the Phoenix Company's office door as the collapse came. The bridge was apparently going straight down.

"After it went a certain distance," he said, "I turned my back; I could not look at it any longer. It fell from panel 9 out."

He said that he would not have been on the bridge had he considered it dangerous.

In answer to a question he said he had twice gone to the plate said to be cracked and had found it all right. He had seen No. 9 chord since the accident, and it was bent almost in the shape of an "S." The pressure must have been at both ends to cause that state. It was bent in the same direction as it was before the accident. He knew of the deflection, having discovered it at 9 o'clock Tuesday morning, August 27. He reported it to Messrs. McLure, Yenser and Birks, the two latter now dead.

Should Have Been Reported.

Mr. Yenser and he considered it a serious matter. He knew that it should have been reported to headquarters at once. He had inspected that main chord probably a thousand times, and the day mentioned was the first time he discovered the trouble. He was employed as inspector when it was placed in position, and it was all right then. It was in the same condition as the others when placed in the bridge, except for a repair to one end, necessitated, he heard, as a result of its having fallen while being unloaded. He did not stop all work because he did not think it sufficient, so, and it was generally supposed that no more metal would be put on prior to receipt of engineering advice. The extra material placed on the bridge did not compare with what was removed.

"You mean the traveller?"

"You expressed the opinion that the traveller should not have been moved out. Are you of the same opinion?"

Not Immediately Dangerous.

Later Mr. Kinlock, recalled, said he did not consider the matter of immediate danger, and did not suggest that the work be stopped. In answer to a juror he said he would have stopped the work on the bridge when he found the defect to chord No. 9 had he the authority in response to another question, he said more steel was placed in position on the bridge the day it collapsed.

Mr. E. A. Hoare, who was recalled, said he had never been advised of the plate which had caused the discussion as having been broken. He said that if the defect existed it would not have been serious, nor have affected the solidity of the bridge. In answer to a juror he said that chord No. 9 had been reported to him as having the end damaged and subsequently repaired, and the report conveyed to him the impression that it was perfectly safe.

WROTE ASSASSIN'S NAME.

In This Way Titled Victim Ensured Assassin's Arrest.

Rome, Sept. 9.—A sensation has been caused in Venice over the attempted assassination last night of Count Kamorowski. While the count was dressing to go out for the evening a young man called and was allowed to go to the count's room. The young man had hardly entered the room when there was a report of firearms and cries for help were heard. Several persons rushed into the room. The count was found lying on the floor bleeding from several wounds. The assassin had succeeded in getting away, but the count was able to write his name, Nicholas Neumos, on a pad for the police. The count was taken to the hospital, where he was operated upon and is expected to recover. Neumos was arrested at Verona on the Milan express. He confessed to the attempt on Kamorowski's life. He said he had gone expressly to Venice for the purpose of settling a most delicate question with the count.

WANT NO OLD-AGE PENSIONS.

Paris, Sept. 9.—The Petit Parisien denounces the American Congress, now in session here, Messrs. Dempsey and Klappert, the delegates of the American Federation of Labor, to-day said that the American workmen intended hereafter to take a more prominent part in politics, and had lately made remarkably successful attempts in that direction. The United States, the American delegates added, did not want old-age pensions. The American workmen needed such wages as would enable them to retire on reaching the age of fifty, with an adequate income for the rest of their lives.

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