

A FATAL PLUNGE.

STREET CAR AT BRIDGEFOOT GOES FROM A FORTY-FOOT TREMULA

And Bank in the Flats Below—Thirty-Six Dead Bodies Taken From the Wreck and Many Persons So Injured That They Will Die—List of the Dead.

BRIDGEFOOT, Conn., Aug. 6.—The most frightful catastrophe recorded in Connecticut for nearly half a century, occurred shortly before 4 o'clock this afternoon on the Stratford extension of the Shelton Street Railway Company, when a loaded car went off the trestle over Peck's mill pond, at Oroquoque, about six miles north of Bridgeport, and sunk in the flats, 40 feet below. Thus far 36 people are known to be dead, and several more injured. Only two persons are known to have escaped.

The scene of the accident is midway between Shelton and Bridgeport. The car was north-bound, running toward Shelton. It was in charge of Conductor John Carroll, of Bridgeport (who was among the killed), and Motorman Hamilton, of Bridgeport. The latter escaped by jumping.

The trestle is forty-four feet long, of iron, with stone foundations, and was not protected by any guard rail. South of the trestle is quite an incline, on which the car ran at very high speed. After it ran onto the trestle, for about ten feet, the trucks left the rails. The car continued on the trestle about seventy-five feet, then off the trestle, down into the pond below, overturning completely and up-ending. When the car struck the water, which weighed four tons, and the heavy trucks crashed in it, instantly killing many of the passengers.

Doctors Lynch, Ives and Johnson, of Bridgeport, who were passengers on a car a short distance behind, were quickly on the scene and rendered all possible assistance to the injured.

Word was quickly sent to Bridgeport and three ambulances and a police wagon were hurried to the scene, and the injured were taken to the hospital.

A number of other conveyances were also pressed into service to convey persons to the hospital.

Medical Examiner Cogswell, of Stratford, improvised a morgue in the main room of the tavern hall at Stratford, and in a very short time 23 bodies were laid out, awaiting identification.

The accident was witnessed by Miss Frances Reek, who resides about 400 feet from the bridge. She was up stairs at her room as the car was passing, and she claims it was running at an unusually high rate of speed.

Frank Cramer, who was bathing near the bridge, states that the passengers were all singing and in the most joyful mood as they passed his vicinity.

The road, which is practically controlled by the Bridgeport traction company, was opened for traffic last Thursday. President Andrew Radell was in Derby when he received news of the catastrophe, and he immediately drove to the scene.

He was completely prostrated when he saw the wreckage, and he was killed in the accident. The identified dead are:—

John Galvin, Ansonia. Margaret Farrell, New York. Joseph Hotchkiss, Bridgeport, engineer of fire department. William McCullough, Stratford. Henry O'Connell, Bridgeport, aged 60, board of education. Orlando B. Wells, aged 63, shoemaker. Elias B. Bradley and wife, Milford. Wm Osborn, Stratford. Mrs. Arthur H. Jones, Stratford. Daniel Galvin, Ansonia. Conductor John Carroll, Bridgeport. B. Banks, Shelton. Mrs. McDonald, Bridgeport. Winton Leathner, motorman, Bridgeport. Beattie Toomey, 22 years of age, Bridgeport. William H. Harvey, 37 years of age, Bridgeport. Mrs. J. E. Bogg, Stratford. Mrs. Frank Biew and two children—boy aged 8 and girl aged 6—Stratford. William McCullough, Stratford. Thomas McNally, 30 years of age, Bridgeport (identification not positive). Peter Ring, 28 years old, Bridgeport. Patrick McDermott, 50 years of age, Bridgeport. Frank Kraft, 25, Bridgeport. Mrs. Patrick Brennan, 50, Bridgeport. Alfred Pitt, 22, Bridgeport. William Cotter, 25, Bridgeport. (Identification not positive). Irving Dornes, 23, Bridgeport. Mrs. William H. Harvey, Bridgeport. Among the seriously injured at the Bridgeport hospital are:—Margaret Brennan, scalp wound. Mrs. Sidney A. Pitt, Bridgeport, right leg fractured twice. George Hamilton, scalp wound, injury to leg. Frank Kraft, Bridgeport, contusions about body, left leg crushed. Fred Hilleross, scalp wound, bruised about body. Matthew Olin, scalp wound, out and bruised generally.

Undertaker Curtis, of Stratford, was notified almost immediately after the accident, and he utilized all sorts of conveyances to convey the dead to the improvised morgue.

Nearly the entire medical force of Bridgeport responded to telephone calls sent in, but when the doctors arrived they were unable to render much assistance, as so few escaped instant death.

The case of the accident will probably not be known until Coroner Doten conducts an investigation. Motorman Hamilton, who escaped death, is suffering from such a severe shock that it is impossible to learn anything from him tonight.

President Radell stated that it was impossible for him to account for the accident. Immediately after his arrival at the scene he made a thorough inspection of the tracks on the trestle, but could see nothing wrong, and the cars were running over the trestle as usual soon afterwards. He denied that the cars were being run at a high rate of speed and claimed that every possible precaution had been taken to prevent such an occurrence.

One theory advanced is that faulty construction was responsible for the accident. At the point where the cars leave the road for the trestle, it is alleged, the rails had sunk a little, and though the forward trucks took care rails all right, the rear trucks did not connect, and jumped the track, which caused the forward truck to also leave the track.

It is believed that if proper guard rails had been placed on the trestle, the cars would have been prevented from lopping over.

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The Maine Central railroad today ran excursionists to Bar Harbor from all sections of its line in Maine, the attraction being the wharves which were expected today. All the forenoon long trains, packed with excursionists, were running to Bar Harbor, the last of which left Bangor at 8.35 consisted of 12 cars, jammed with people. At Mount Desert Ferry, the terminus of the line, the train left the wharf at 10.15 for a night-mile sail to Bar Harbor. The train ran out on the wharf, and it is but a step from the train to the boat. The wharf is owned by the Maine Central Railroad and the boat is a part of its system.

From the wharf a slip, or gang plank, 40 feet long, was laid up, and was supported by chains, by which it was fastened to the wharf. The plank was 12 inches wide, and was supported by two-inch planking.

It is said that there was no support for the plank between the hinges at its outer end.

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The boat supporting the plank broke in the middle. The hinges held up one end, and the chains at the other held up the other end. The plank dropped, and a struggling, screaming mass of humanity was plunged into the water, fifteen feet below. The wharf was on the left, the boat on the right, and the water on both sides.

Another Mysterious Fire, This Time in a Ware House—Civil War Veterans Drops Dead—Delegation of the Maine Press Association in Town.

ST. STEPHEN, Aug. 2.—A warehouse in connection with the retail grocery store of Mr. H. W. Stewart, on Washington street, Calais, was badly damaged by fire this forenoon. The loss is probably \$2,000 and is fully covered by insurance.

The cause of the fire is a mystery. A distinguished party of railroad men arrived over the C. P. R. last night in the private car of President Shanghnessy of that railroad. Besides the president, the party consisted of Messrs. Thomas Tait, general manager; H. P. Finnamore, division superintendent; Chief Engineer Peterson; General Traffic Manager, G. M. Bosworth; and J. N. Sutherland, freight agent of the Atlantic division. This morning, the party enjoyed a buxard ride through the four towns of Mt. Croix, after which they left for St. Andrews. They are on an inspection tour of their road.

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A large delegation of the Maine Press Association arrived on the noon train of the W. O. R. A. committee of the Merchants' Association, the St. Croix Club, and local newspaper men met the train at Milltown, and, on arrival at Calais, escorted the ladies and gentlemen of the party to the hotels. After dinner the party went on a glass ride on the electric cars and buxards to and about Calais, St. Stephen and the two Milltowns. In the evening a reception will be tendered the visitors in the rooms of the St. Croix Club. Tomorrow morning a sail will take place on the Rose Standish to St. Andrews and Eastport where the night will be spent, after which the return journey home will take place.

Deaths and Burials. The remains of the late Mr. John Corbett, who died at Millstream, Kings county, Sunday, were brought to the city yesterday and the funeral was held from the depot, a large number of friends attending. Rev. D. J. Fraser, B. D., conducted the services and the remains were interred in Forest Hill. Deceased was 80 years of age. Mr. Samuel A. Corbett, of Messrs. George Robertson & Co., and Mr. Edward Corbett, of the I. C. B. freight office, are sons.

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Advertisement for LEA & PERRINS' SAUCE, featuring a signature and the text 'THE ORIGINAL WORCESTERSHIRE'.

Advertisement for Dr. J. Collis Browne's Chlorodyne, describing its benefits for various ailments like coughs, colds, and asthma.

Advertisement for 'The Gentlewoman' magazine, highlighting it as 'America's Greatest and Best Journal for Women'.

Advertisement for TELEGRAPH PUBLISHING CO., listing various departments like Special Departments, Working Home Dressmaking, and Fashioning.

A collection of news snippets from Montreal, Boston, New York, and Paris, covering topics like the French warship, the Liberal Candidate, and the Col. du Paty de Clam.