## THE ST. GEORGE ACCIDENT.

# Additional Details of the Disaster.

TEN KILLED AND THIRTY WOUNDED.

Descriptions of the Heartrending Scenes at the Terrible Wreck.

STATEMENTS OF EYE-WITNESSES,

Victims-Grand Trunk Know-Nothingism-A Sample "Fast" Train With the Injured-Opening of the Inquest-The Engineer's Statement, Etc.

The lengthy account of the terrible catastrophe at St. George, which appeared in yesterday's Free Press, occasioned a great deal of surprise to thousands of city groaning from pair. It was a heartrend-was killed, and when Miss Nicholson arreaders, very many of whom heard the news through this medium for the first time. In consequence extra editions had to be printed to supply the craving for in- She struggled through one of the formation regarding the disaster. During the forenoon there was no cessation in relief of those imprisoned in the car. She were worked off. Representatives were sistance to the injured. "From what I despatched to the City Hospital and Grand Trunk Railway depot to secure the latest those I saw were most seriously injured." items from the scene, and their work will

be found appended:possible was done for their comfort, the

the killed. Mr. E. R. Bains' remains were taken to Ferguson's undertaking establishment. His injuries consisted of a broken collar bone and leg, but he was not

Yesterday afternoon a message from the Hospital stated that Johnston is getting along nicely. The second cook, Charles Crump

wounded, but not seriously.

(colored), of Chatham, was killed No information is obtainable from the

Fireman H. Angles had a narrow now his medical attendant entertains the bridge. but slight hopes of his recovery. Just after the locomotive reached the bridge the rails commenced to spread, and Angles came to the conclusion that the engine would low, and in order to save himself from apparent death he endeavored to leap to the ground, but the engine was alfrightful violence against the heavy stones of the abutment, injuring his head and the left side of his face in a terrible way. Strange to say, he reached the ground below, a distance of over fifty feet, without any other injuries. He is one of the oldest been in two previous accidents—the St.

It is a notable fact that the G. T. R. moves slowly. Such was the case yesterday morning when a special train left St. George bearing Henry Angles, fireman of and R. W. Knight, of Woodstock. The miles, and the run was accomplished in the is little better than twelve miles per hour. It was remarked by some of the doctors that it was a shame the way the Company disregarded the comfort of wounded. At Paris and Woodstock considerable time was lost in taking Mr. Knight off and getting beef tea, but the crowning act was the the order to meet 52 Express and No. 4 at Patton's Siding and Waubuno respectively, also let 51 Express pass at Dorchester.

The delay to the traffic will be a great loss to the Company, but will be remedied as soon as possible. In the meantime trains are being run around by way of Brantford. The most energetic steps were taken to repair the bridge, a gang of men being sent out to Komoka Wednesday night and three cars loaded with timber to temporarily repair the bridge.

A railway man of long experience said the accident would be one of the most costly in the history of the Grand Trunk. It they settle with the injured passengers at an average of \$3,000 each, that will be \$90,000. They will have to pay not less than \$60,000 to the families of the

vesterday afternoon were:— Mrs. Higgins, of Toronto.

CHARLES CRUMP, of Chatham. SURVIVORS OF THE WRECK.

Messrs. J. C. Gilroy, traveller for Wyld, Grassett & Darling; T. L. L. Lewis, of the Crompton Corset Co., and C. A. De Liste, all commercial men, left the Grigg House here and took passage on the St. Louis Exthe smoking car, about a dozen of us in all. The porter had just passed around with dinner tickets, and we were about going in to dinner when we heard a terrible noise and the train comdoor we found we were safely on one side dent, and was sitting on its wheels below. back to the assistance of their fellow-pasdead bodies out, but I cannot tell their names. Miss Nicholson, of Hamilton, THE DEAD AND DYING. was amongst those in the passenger car. windows, and, finding she was not seriously injured, was the first to commence the George Margetts, of Niagara Falls, the

superintendent of the dining car (and a The reported death of Mr. Henry Angles brother of Mr. W. H. Margetts, of the Free Press Office), was kept down by the at 12.30 Wednesday night was unfounded. weight of a portion of the cooking ap-He and Hamilton Johnston were brought paratus resting upon him, and was scalded here early yesterday morning on a special by steam. He was held in the position for three-quarters of an hour, during which and several children. train. Mr. Knight, of Woodstock, time he could be heard imploring the also arrived home on the same rescuers to make haste. Though his injur-The three men were in ies are very painful, he will likely recover. charge of doctors, and while everything All the rest who were in the car were more or less scalded and bruised, and some of them were got out of the wreck four hours occupied by the journey was only after the most strenuous exertions on very trying on them. Angles was taken the part of the workers. To add to the Detroit who was a victim, had lived in that to his home on Grey street. He is in a very critical condition.

Angles was taken the part of the workers. To due to the learn to the horror of the scene, the interior of the dining car caught fire before the victims member of the firm of McLean & Beecher, of 193 Larned street west. He had been Johnston, the colored cook of piteously begging their rescuers not to let associated with Mr. Beecher for the past dining car, was taken to them turn to death. Water was luckily two years. He was 36 years of age, and burned. All but three of the passengers the City Hospital. He is also very seriously injured. Mr. Knight, of Woodstock, bore the journey better, and talked of leaves the could gain headway. One of the waiters escaped from the car of the journey better, and talked of leaves three children, two boys and a girl. His wife died several years ago.

Mrs. R. C. Jennings, wife of the manager of the Bank of Commerce, Paris, is also of the Bank of Comme walking from the station to his house on said, as he emerged from the debris, said, as he emerged from the debris, 'Hello! I'm glad to see myself!" It is two places and her chest severely bruised. the arrival of the train at Woodstock, but wonderful how any of those in the dining-was not allowed to do so by wonderful how any of those in the dining-training two places and her chest sectors. This lady's little daughter is but slightly hurt. those in charge of him. A second owe their escape to the fact that the seats special arrived here soon after 8 and other material formed a barrier bea. m., conveying the remains of those of tween them and the cooking apparatus, and prevented its great weight from crush

ing them to death. Arthur L. Sendell, of Detroit, was in the smoking car when the accident occurred. and his wife was in the coach behind the had occurred at their very doors. The first badly marked, and his fatal injury was most probably internal.

The remains of Mr. Wemp were also taken smoker—the one that went over the sade of the bridge Mr. Sendell said:—"When library room. There on the floor, with their glassy eyes staring up at the volumes that I would take a smoke, and I left that I would take a smoke, and I left that lined the walls, lay three dead to Ferguson's. His forehead was crushed, her and went into the smoker. I asked and there were several bruises, showing the brakeman the time, and was setthat he had been knocked around consid- ting my watch when the crash came. erally. The remains of Mr. T. J. Mc- It was just three minutes past six identity. They were Mr. Wemp, of Lon-Lean, of Detroit, were also brought o'clock. All I know is that I with don, Mr. Leggatt, of Mitchell, and a here in a coffin and forwarded to his the other passengers in the smoker were dining car waiter named Crump. Next home on No. 53. Frank McLaughlin, a terribly thrown about, and I remember brakeman on the train, was reported making for the end of the car to get out. I got out just in time to see the next coachthe one my wife was in-toppling over the side of the bridge; it poised for a moment, and then fell with a great crash to the ground. It seemed to fall flat on its side. By the time I got down to the ground they were taking my wife out. She is severely officials, and it is understood an order has hurt Her scalp is torn badly, and she is been issued closing their mouths under pain hurt internally-1 don't know how much. She answered me when I spoke to her, but remembers nothing about the affair now." escape from instant death, and even Mrs. Sendell is lying in a small house near

Robert Millard was an eye-witness of the catastrophe. He said:-"I was standing a couple of hundred yards from the bridge. When I heard the train coming I noticed topple over the bridge into the chasm be- that the noise it made was much greater than usual. I looked up and saw a cloud of dust and splinters flying from the train, which was going along at a good speed. I ready almost on the bridge. He fell didn't realize what was the matter, however, short, and falling head first struck with until the train was on the bridge; then I saw that it was off the track. I saw the big piston-shaft loose, flying about, and banging the bridge with blows like a trip-hammer. Every time the driving-wheel made a revolution, the shaft struck the bridge. No doubt this weakened the bridge confiremen in the employ of the road, and had siderably. I could see the engineer, with one elbow half out of the window, and his Thomas and Merritton calamities—and al hand on the throttle. The engine clattered though the engineers were killed on each over the bridge, and the baggage car and occasion he escaped without injury by emoker followed. The first coach, jumping from the cab. On this occasion following the smoker, had got nearthe order was reversed, and while the ly over the bridge when I saw it suddenly engineer escaped unhurt he received in heaved up and driven over the south jaries which, it is feared, may result fataliside, and it fell to the ground sideways. The body was attired in a heavy bearskin I pulled my coat off and helped to carry The parlor car that followed the ceach had been scraping and ripping up the ties and irons on the track and accumulating them in front of it, and at last the mass of stuff forced the coach and the parlor car apart, the ill-fated train, also Hamilton Johnson and R. W. Knight, of Woodstock The While the parlor car was between the distance from St. George to London is 54 fourth and fifth piers from the west end of the bridge, I noticed the iron work giving head protruding through the bottom of the man. As we carried him out the blood and conveyed home to brantford. At the remarkably slow time of four hours, which way, and in a moment a great mass of debris came tumbling down, leaving a gap between the two piers. The end of the parlor car seemed to break off and fall with the wreck of the bridges. The dining car, following on, pushed itself half ed, as you see it, leaning against the pier. All this took place in two or three seconds. When the end of the parior car broke off I saw two men fall with the mass of timber and iron. One of them was taken out dead a little while after I saw another man fall, but it appeared to me that he walked out of the open end of the parlor car; probably he was so excited that he didn't know what he was doing. He fell on the wreck, and was badly hurt, but not, I think, dangerously. Very soon after the affair the people began flocking to the scene from all directions, and the work of helping the poor creatures out of the wreck was vigorously carried on. I helped to take out several persons both from the

coach and the dining car." ANOTHER EYE-WITNESS' TESTIMONY.

ful almost for words to convey an idea of. There were, according to the porters, seven

A BRAVE GIRL'S WORK.

One of those who did noble work for the suffering was Miss Aggie Nicholson, of Hamilton. Miss Nicholson was in one of the cars that were whirled over the via- ties. The fireman jumped, but he stuck to menced to hop most uncomfortably. Suddenly the engine stopped and we all made a rush to the rear. On opening the down near her and crawled out of the car. dow near her and crawled out of the car. of the bridge, while the Pullman car was A faintness began to come over her, but amongst the debris on the bridge two hundred yards from us, the dining car stood face with snow. Losing not a mo-Arrival of the Remains of the London leaning against one of the abutments below ment, the brave girl gave all her "I left Hamilton for London Wednesday the bridge, while the passenger car, which attention to the wounded, working morning, and was returning on the St. was crowded with passengers, was evidently turned over several times after the accievery available piece of garment she could All the men in the smoking car hurried spare, which she tore up in strips and bound train consisted of an engine, baggage and around the limbs of the sufferers. Such a smoking cars, day coach, drawing room sengers. It was a frightful scene. Not heroine deserves more than passing mening and sickening sight. We took three rived in Hamilton Station she carried the menced to pitch, and the seats flew up all

Dr. Swan practised medicine in Wood stock for nearly a quarter of a century and served as Councillor for several years in the town whose interests he did so much to promote. He was First Deputy-Reeve the demand, and many thousands extra worked heroically and rendered great as were worked off. Representatives were sistance to the injured. "From what I week to Mr. Fred. Cox, of this city, son have seen," said Mr. Gilroy, "there will of Mr. George A. Cox. Dr. Swan was be many deaths following the accident, as about 55 years of age.

Reeve A. W. Francis was publisher of Times, and was a widely-known and respected citizen. He had figured a good spected citizen. He had figured a good many years in the municipal politics of the many years in the municipal politics of the first person I extricated was a bride, town and county, and was Mayor of Wood-stock year before last. He was a man of 55 or 60 years of age and leaves a widow the was badly cut about the head and injured internally. Her husband was unhurt, but he was so excited he

Mr. Joseph L. Peers was a member of a man of family.

Mr. Thomas G. McLean, the resident of

THE ACCIDENT AND SURROUNDINGS. following description of the accident:-'All St. George was in wild excitement, and no one seemed to know anything definitely except that a dreadful calamity men. No one knew who they were, but a rapid search through the bloody papers on their persons revealed their door to this hall was George Beemer's hotel, and here one of the most distressing sights imaginable was to be witnessed. Every room in the hotel was full of wounded men and women, on chairs, on cushions, beds, shakedowns, and everywhere. The four local doctors and two doctors from Paris were hard at work, giving temporary relief to the injured people, and about a hundred noble women and girls of St. George were doing their utmost for the sufferers. It was a terrible experience to pass through these rooms. In one of them four or five blood-stained, crushed and moaning women lay. On one bed two women lay one a young girl with her head dreadfully hurt and an ominous gray pallor on her peaceful face; beside her a middleaged woman, raving in delirium and rolling her head from side to side on the blood-sopped pillow. On the floor lay a

skill and firmness that one would never expect quiet country girls to manifest when suddenly called upon to act in such a terrible emergency Across the road at the fine residence of Dr. Kitchen lay Thos. N. Doutney, the wellknown temperance lecturer, and a Mr. Marshall. Mr. Doutney said he had been Commercial hotel Dr. Swan, of Wood- were uninjured

gray-haired woman patiently waiting for

medical help, and making suggestions

to the brave young girls who were

tending the more serious cases with

way across the gap, and then, tilting, plunged straight to the ground and remainwhich was a temporary hospital. In as if I had been working in a slaugnter Mr. Dwyer, who, beyond a few slight the freight depot four dead men house. From the very bottom of all this bruises, is not injured, passed through and one woman lay on the bare wreckage we dragged Miss McLeod, of London yesterday for Detroit with the body boards. Some reverential villager had Ingersoll. She was slightly cut about the of Mr. McLean. covered their faces with clean white towels. At that time only Mr. Baines, of the Grand spread. In a very short time the good Trunk stores department, had been identi- people of St. George were on hand with fied. Two fine looking, full-bearded men sleighs and bandages, and three phylay side by side, one with his arm thrown sicians. As the injured were carried over the other as if they might have been out of the ruins they were placed in the sitting that way in the seat. In a few minutes Rev. J. C. Farthing, John Peers and Dr. McKay, of Woodstock, arrived the citizens did everything in their power to and a heartrending scene took place as the alleviate the sufferings of the injured. Fortwo dead men were identified as A. W. Francis, editor of the Woodstock Times, and Joseph Peers, Councillor of Woodstock. These two gentlemen had lett as part of a deputation to the Local Legislamany were killed? We'l, I cannot say, ture in regard to electric lighting. A but I am satisfied that fifteen or twenty Mr. De Lisle said that there were but travelling companion identified another persons were dragged out of the first-class

The additional dead up to three o'clock It is my first and only railway accident, and on being told that an Army officer was esterday afternoon were:—

but it is such a terrible one that I cannot among the dead she went into the shed imagine any to have been more frightful. and tearfully identified the body as that of Of the wounded I believe twenty will not Capt. (Miss) Moore, of Woodstock. The live ill morning. I cannot begin to girl's relatives live in Brantford and she describe the scene. It was one too fright- was doubtless on her way to visit them when a violent death cut short her self The shricks and groans of the wounded sa rifleing career. In the waiting-room were so awful that after aiding in removing live more injured men were lying on the the forms of five I was compelled to desist. floor. One of them was Angles, the fireman. In an adjoining room sat William press, intending to go to Toronto Mr. Gilroy gives a thrilling account of the accident. He says:—We were sitting in accident. The passenger coach was according to the porters, seven passengers in the dining car and three in the Pullman. The passenger coach was accident. He says:—We were sitting in crowded." the bridge the side rod of his engine had come crashing through the cab, and the train rushed on to the bridge at a speed of nearly 50 miles an hour bumping on the stand on the track right side up.'

> Mr Wm. Somerville, jun., commission ill-fated train, tells the following story:-Louis express. We were running at a very fast rate, and had just passed through St. George when the accident occurred. The car, and dining car. I had been riding in the coach, and just before we reached St. George I went into the smoker. When just beyond St. George th. smoker comaround us. I ran to the rear door of the car, and as I reached it the train stopped. When I looked out of the door I saw that the coach, dining car, and drawing-room cars had left the track. The two former had pitched down about 80 feet into the ravine near the bridge, and the drawing-room car was hanging half way down the bank. The dining car stood completely on its end, and the drawing-room car was minus its floor. I at once ran down the bank, and commenced to rescue the people from the the Conservative paper of Woodstock, the sight. Some were alive and not much hurt, others were crushed almost beyond recogcould render no assistance. Miss Nicholthe Town Council of Woodstock and second Deputy Reeve, and was going to Toronto as one of the deputation referred She was brave enough to help me to carry Toronto as one of the deputation referred out the dead and wounded, however. to. He was an elderly retired farmer, and While we were getting the people out of the coach a fire started within a foot of a they could not move. Their screams were heartrending, but with the aid of over coats, sealskin sacques, and snow, we ex tinguished the flames before anyone was of the drawing-room car were in the dining car when the accident occurred, and I think the majority of them are either killed or seriously injured. Of the three left in the drawing-room car, one jumped and was killed, another broke an arm, and the third sat still and was unhurt. The conductor was in the dining car, and he is badly injured. The engineer stuck to the engine, but the fireman jumped and The Hamilton Spectator reporters were struck his head against a stone abutment, and has a big gash in his head. Th engineer escaped unhurt The cause of the accident was the breaking of a driver

### SAVED BY A BOOK.

Mr. T. S. L. Lewis, of Chatham, who represents the Crompton Corset Company was among those who escaped. Mr Lewis said:—We left Paris at 5.50, on time. Our train was composed of engine, baggage car, smoker, first class dining car and Pullman I was seated in the smoking car reading. and the brakeman was just righting the lamps. Mr. Gilroy was also in the car. Mr. Gilroy rose and asked me to go into the dining car to dinner. I said, "Just wait one minute until I finish reading this risburg to take the uninjured passengers page, and I'll go." He said, "All right," and then the bumping and crash came, and the train stopped. We rushed out, and the sight we witnessed was enough to chill the blood. The first class coach had rolled over a bridge down into the valley below, fully a distance of fifty feet. The dining car was standing on end up against one of the stone piers, and the Pullman car had broken in two; one to the scene immediately on receiving the half was in the ravine, a shapeless mass, and the other half on the embankment above. The first-class coach was well filled with passengers, possibly forty persons being on board. There would be and furniture piled in the bottom end about a dozen in the dining car, and I heard there were only seven in the Pullman. The bridge crosses a little ravine apparently rolled over in the air and about a mile this side of the village of St. George. When the accident occurred we smashed. The parlor car was still on the would be travelling at about fifty miles an bridge. Mr. Larmour considers it hour. They say the tire of one of the drive miracle that any of the seven passengers in wheels of the engine burst, the rails were the dining car escaped death. He declares torn up and spread, and although the entorn up and spread, and although the engine, smoker and baggage car passed over gards it a wonder that a single life was safely, they brought destruction to the cars that followed. The first-class car in going over rolled endways and lighted on the wheels, but it was smashed almost to

atoms. The scene was terrible. THE GROANS, MOANS, AND CRIES break his leg to get him loose. At the half a mile away. Those of us who room. His head was dreadfully crushed, of the coach and began to pull the wound. At a little frame house on the car crying for God's sake take her out. car. Mrs. Evans, matron of the children's seemed to pour out of him all over. with a very small sleigh and a very big and cries were terrible, and will ring in head. It did not take the alarm long to sleighs and taken to the town, about a mile off. The hotel was thrown open, and tunately the car did not catch fire and add the horrors of a conflagration to the scene. We kept throwing snow on the car stoves.

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cannot say how many persons were in the Bank at Napanee; the other sons being W. dining car that were injured. Mr. Forbes, B. Baines and Harry Baines, of Toronto. friends in London, was in the dining car, and he escaped with a slight scalding. After a lapse of about two hours the Grand Trunk sent a train from Haron. We came on it to Hamilton. Some of the uninjured passengers were so unnerved by the shocking scene that they did hardly anything to clear the wreck. Others worked like Trojans. The excitement was something terrible. MR. LARMOUR'S STORY.

Assistant Superintendent Larmour, who with other officials of the road, hastened first int lligence, in an interview, emphatically contradicted a rumor that the debris caught fire. When he arrived the dining car was standing on end, with dishes, range Anyone in the bottom end must have been jammed to pieces. The passenger car had alighted right side up, but considerably

A DETROIT MAN'S EXPERIENCE. Mr. Jas. Dwyer, manager of the Penin-

sular Stove Company, Detroit, was travelling in the parlor car. Mr. McLean and that place yesterday afternoon. Mr. Yates, of Brantford, were the only stuck in the wreck and the rescuers had to of the wounded and dying might be heard other occupants, excepting the porter. Were going along at a good rate, when the hastened to the car suddenly began to jolt, the chairs and stock, was lying on a stretcher in the bar- rescue. We smashed in the windows other movables flew around and the roof portion was cut off as evenly as if overcoat, and he appeared to have been out three dead men and a number of it had been sawed. After much diffiuninjured, with the exception of the fatal wounded. I heard a female voice in the culty Mr. Dwyer crawled over the wreck with the porter, who escaped serious inmain street George Margetts, the well- Another man and I tried our best to get at jury, and got onto the track. He met Mr. known rifleman, was found. He is badly the unfortunate woman. From a pile near Yates coming up. His face was covered scalded about the neck and arms, and was the end of the car we first removed the with blood and he seemed scarcely able to imprisoned in the wreck of the dining car | zinc that surrounded the stove; then the | walk. As Mr. Dwyer reached him he fell for nearly three quarters of an hour, his wreck of several seats; and then a dead to the ground. He was placed in a sleigh foot of the hill Dwyer found the body of Home in this city, was also there. She is Then we dragged two injured men from Mr. McLean. He had apparently been cut on the neck and on the cheek, but not seriously hurt. The reporter found a man hurt. As we carried them out their groans wreckage, and death must have been instantaneous. There was no great mass of coffin across it, and after a sharp ride my ears for days. Their blood spouted all debiis, and the work of releasing those

SYMPATHY AT PARIS.

Paris, Ont., Feb. 28.—Our town has borne a holiday appearance to-day, not as a matter of pleasure, but sympathy from every direction for the friends of the killed and injured in the disaster at St. George. Every vehicle of the town and country that could be obtained was engaged at any cost to assist or witness the result of the catastrophe. Mrs. Jennings and daughter are improving nicely. Doctors from this town were on the spot soon after the accident, and gave valuable assistance.

STRAY NOTES PICKED UP.

Egerton Robert Baines, of this city, one killed. The injury to the locomotive and train will not be less than \$37,000, and the bridge, and loss occasioned to the traffic, will foot up a total of \$200,000 or more. It is a good that no poor employe can be biamed and worried for responsibility for the accident

In De Liste said that there were but train will not be less than \$37,000, and the bridge, and loss occasioned to the traffic, will closely clip-ped dark hair, and on her collar shows the accident

It is a good that no poor employe can be biamed and worried for responsibility for the accident

In De Liste said that there were but seven in his car, only one of whom was body as that of Mr. McLean, Detroit. The fifth body was that of a healthy looking young girl with closely clip-ped dark hair, and on her collar shows the with a looking young girl with closely clip-ped dark hair, and on her collar shows the work and on her collar shows the with single to the work, the fight to be to a finish car, only one of whom was that of Mr. McLean, Detroit. The fifth body was that of a healthy looking young girl with closely clip-ped dark hair, and on her collar shows the work and of the stance of the seats were were dead. The darkness and the form the closely clip-ped dark hair, and on her collar shows the work and of the seath were dead. The darkness and the form the seath was about one-half were dead. The darkness, and of Dr. Allem and C. C. Baines, brokers, and of Dr. Allem and the work the fight between the seath was about one-half were dead. The darkness and the form the seath was about one-half were dead. The darkness, and the fifth body as that of Mr. McLean, Detroit. The fifth body as that of Mr. McLean, Detroit. The fifth body as the son of the st. George disaster, was the son of the st. George disaster, brown the seath was the son of the st. George disaster, and of the succion occurred some of the seath was the son of the st. George of the victims of the st. George of the victims of the st. George of the victims of the stance of the seath was the son o of the victims of the St. George disaster,

of New York, who had been visiting and R. A. Baines, of Chicago; the daughter is unmarried. The deceased's mother, aged 74, is also living in Toronto. The de ceased gentleman was educated at Upper Canada College and in England, and was connected with the Great Western Railway, and Grand Trunk Railway for twenty-five years, being purchasing agent for the Grand Trunk Railway since the amalgamation of the two roads, and before that with the freight department at Hamilton. He had been a resident of this city for several years, and was warden of the Memorial Church. He was on his way to Montreal when the accident occurred. He was a genial, well read man, with many friends

The Mr. and Mis. Budden, who were among the number of injured in the St. George railway accident, were married the same day at the City Hotel, and when driving past Dorchester Station in the forenoon with a sprightly pair of bays they little thought of the fate that awaited them. Mr Budden owns a brick and tile yard about two miles from Dorchester Station. His bride was a Miss Deasham. His neice, who accompanied Mr. Budden when on a trip to England last fall, along with his younger brother, acted as bridesmaid and best man respectively at the marriage ceremony. Immediately after the accident Mr. Budden sent a telegram to his younger brother that he and his wife were badly bruised, but not dangerously. They still remain at St. George. His brother left for

### LATEST FROM THE SCENE.

St. George, Feb. 28. - Mrs. Higgins died this morning at six o'clock. Miss Andrews appeared to cave in. McLean was in the and Miss McLeod are in a very critical smoking compartment of the car. This | condition, as also Dr. Le Quesne, of Cleveland, Ohio. The attending physicians are not over sanguine about their recovery.

Karu and Peacock have gone to their homes. All the others are progressing

The bodies have all been sent to their homes with the exception of Mrs. Higgins. Her remains will be forwarded to Toronto this afternoon. Her husband reached here before she passed away.

Mrs. Evans, of Hamilton, is improving, and will be sent to her friends this after-

In most cases their friends have arrived, and are giving them every attention.

THE CORONER'S INQUEST.

The coroner opened the inquest about 3 a.m., and after viewing the remains adjourned till 10 this morning. The evidence so far goes to show that it was purely an accident and could not have been prevented.

Mr. Blackwell was the driver, he having taken charge of the train at London. The engine had been examined by driver at Paris. The tire of the driving wheel was found on the opposite side of the track in the adjoining field. This had broken near the station, about 30 or 40 yards from the bridge and evidently something else had broken, as the sign and lamp on the station building were knocked down.