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The Toronto World

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of Toronto, Limited.

27TH YEAR

PROBS: Some showers; not much change in tem-
perature.

TWELVE PAGES—WEDNESDAY MORNING, SEPTEMBER 4, 1907—TWELVE PAGES

ONE CENT.

7 Killed and Scores Hurt in Train Wreck Due to Over-Speeding

TRAIN OF EXCURSIONISTS AT SIXTY MILES AN HOUR DERAILED AT DEADLY CURVE

Five Coaches Wrecked and Lives of 400 Pas-
sengers Are Endangered—How Great Majority
Escape With Comparatively Slight Injuries is
Miraculous—Conductor's Coolness Saved
Many.

SEVEN ARE DEAD; OTHERS MAY DIE
GRAPHIC STORIES OF AWFUL SCENES.

FAST RUNNING.

Superintendent James Oberne handed the follow-
ing statement to The World at the scene of the wreck
late last night:

"We have examined everything. Our experts, Mr.
Smith and Mr. Fairbairn, the C.P.R. track engineer,
have carefully investigated every inch of track. Per-
sonally, I examined the rolling stock, as did Mr. Fair-
bairn. The rolling stock was perfect, and there was
not a defect in the rails.

"The cause of the accident must have been fast
running." Sgd. Jas. Oberne,
General Superintendent."

CALEDON, Sept. 3.—(Staff Special.)—
Running at 60 miles an hour, down
the famous horseshoe curve grade, a
C.P.R. excursion special, with 400 ex-
cursionists aboard, jumped the track
here to-day.

Six were killed outright, one died
at the Western Hospital, Toronto; a
dozen are seriously injured, and scores
were cut and bruised and badly shaken
up.

That 100 people were not crushed
to death is marvelous.

The train, composed of six passen-
ger coaches and one combination
smoker, with engine 855, was made
up at Orangeville on the arrival of a
four-coach special from Markdale,
carrying hundreds from the north to
the Toronto fair.

Engineer George Hodge was at the
throttle, with Fireman Herb Martin
on the opposite seat. Conductor
Matthew Grimes was in charge of the
train. All are residents of Toronto
 Junction.

The train left Orangeville some
twenty minutes late, and a lengthy
stop was made to take on passengers
at Caledon.

Commencing a couple of miles just
out of Caledon the "horseshoe curve,"
the only one of its kind in America,
extends for nearly a mile.

It has long been regarded by rail-
way men as one of the spots where
care is especially required. The curve
is, roughly, in the shape of a horse-
shoe, the distance from one cork to
the other being 600 feet, but, so sweep-
ing is the detour made, that trains
must travel about 1600 yards in mak-
ing this descent of the Caledon slope.

There is only a slight grade, on leav-
ing Orangeville, but as the loco-
motive enters upon the turn, the speed
rapidly increases, and it has been
customary for trains to sway sharply
one side being considerably uplilted,
or, at least, it so appears to the pas-
sengers. There are few sections of
railway line in the province where
the passenger, who is inclined to tim-
idity, has more reason to feel uncom-
fortable, but the long immunity from
accident at the point has made it
appear that the danger was more ap-
parent than real, and that a train
traveling at ordinary speed could be

trusted to make the curve without
risk of jumping the rails.

There is, all told, a grade of 100 feet
to the bottom of the mountain.

Speed Increased.

As the train approached the curve,
people on board noticed that the mo-
mentum was gaining in perfect leaps. A
sudden pitch forward was felt as the
first turn was being made, and on
approaching where the curve grows
sharper the engine left the rails, plung-
ing into the ditch, turned turtle, threw
the cat with its occupants a distance of
20 feet and stopped dead still, with its
coupled wheels cut on the grass and its
mechanism a twisted mass.

The combination coach, the first car,
was smashed to kindling wood. The
first passenger coach, full of people,
turned turtle, stood up and fell back-
wards.

The third coach jumped into the ditch
and fell on its side.

The fourth kept the track, as did
the fifth, but both ends were ground
out and the seats and windows smashed
in the collision with the front cars.

The sixth coach also kept the rails,
with its end smashed. The seventh,
which was full of Orangeville people,
was uninjured, and later taken back to
Orangeville.

Injured Sent to the City.

On arrival of the wrecking and relief
trains from Toronto, the injured and
slightly injured were hurried to the
city. Several Orangeville people, who
were hurt, were taken back to that
town. Half a hundred rigs were soon
on the spot, many from Orangeville, ten
miles away.

That the train was traveling at a
great rate of speed is borne out by
every passenger.

Lee MacCallum of Orangeville, with
two friends, including young Carr, who
was killed, caught the special for To-
ronto. The speed of the train between
that town and Orangeville frightened
him. He asked the conductor if it was
not a good clip, and the official told
him that they had "pulled up" 25 min-
utes since leaving Markdale, at that
time being an hour late.

MacCallum begged young Carr to get
off at Orangeville and take the regular.
He claimed that the train was going as
fast as the Hamilton special, and was
not going to travel the rocky, hilly road
on a mile-a-minute clip. Young Carr
fast as the Hamilton special, and was
not going to travel the rocky, hilly road
on a mile-a-minute clip. Young Carr
fast as the Hamilton special, and was
not going to travel the rocky, hilly road
on a mile-a-minute clip.

Alex McLeach, a farmer, whose house
was struck by the train, was killed.

SCENE AT THE WRECK: Showing overturned engine and telescoped cars in which the loss of
life occurred.

THE WRECK.

Train—C. P. R. Exhibition
Special.
From—Markdale, Ontario.
To—Toronto.
Scene of Wreck—Horse Shoe
Curve, 2 1/2 miles east of Cale-
don.
Killed—Six.
Died—One.
Ambulance Cases—Fourteen.
Slightly Injured—Thirty-Five.
Passengers—Estimated 400.
Cause—Fast Running.
Time Train left Orangeville,
9.15.
Time of Wreck, 9.35.
Distance from Orangeville to
Scene of Wreck, 9 1/2 miles.
Estimated speed at scene of
wreck—Sixty miles an hour.

directly faces the spot where the wreck
occurred, saw the whole thing. To The
World he stated that he could not say
how fast the train was traveling.

"All I know is that I was standing in
front of my place when I saw the train
coming down.

"I thought nothing of it, but just
stood and watched it. Like a shot the
engine crunched, leaped and the cars
plunged up. I was stunned. It was like
a flash of lightning. Then the shrieks!
I thought five hundred were killed. I
rushed to the spot and men, women
and children seemed literally to flock
out of that pile of wreckage, clamor-
ing, shrieking, yelling, crying. It was
terrible. I shall never forget it."

The Rescue Work.

The work of rescuing the people in
the cars did not take long. Out of all
the people in the doomed train not a
soul emerged from the wreckage with-
out some mark, but miraculously, the
actions of the different cars did little
or no crushing.

W. J. Shepherd, who carries a cou-
ple of long scars and a stiff neck, was
in the smoker sitting with his man
Thurston, who was killed. How he got
out does not know.

"All the way down to Orangeville
we were going very fast," he said.
"Everybody in the passenger car,
which I left at Orangeville, remarked
that the speed was excessive. When
we got to the curve John said to me,
"God, we are going an awful lick now."
"Yes," I replied. "All right—just sit
still and we will be all right."

"The crash came and that was the
last word he said to me."

"I know two men who got off at Or-
angeville because they thought the
train would come to grief.

"When I came to I was under a
truck with a wheel pressing in on my
body. I shoved it away and pulled the
boards off my shoulders and crawled
out. How I escaped and poor John
was killed I do not know."

Tragic Honeymoon.

Robert Conn of Heathcote, and his
wife, to whom he was married yester-
day, were on their way to Toronto on
their honeymoon. They were in the

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SURVIVORS TELL OF WRECK HORRORS MEASURES FOR RELIEF WERE PROMPT

Engineer Sent Passenger to Drive
to Town for Doctors and Stimu-
lants—Physician's Wife Played
Noble Role as Nurse.

Harry Thompson of Mitchell was one
of the fortunate occupants in the third
car from the engine, and describes his
impressions as follows:

"I had been up north on an outing.
The train was composed of about seven
coaches, as near as I can remember.
I boarded the middle one. It was for-
tunate that I chose the one I did, for
in the crash about a mile from Caledon
the two coaches ahead of mine, and the
one back of mine, were almost torn
to splinters.

"The train had on board some 300
passengers when it arrived at Orange-
ville, and only a score or more got on
at that station. Among them were: E.
C. Clark and S. B. Griggs, both of Or-
angeville, and they got in the same
coach as myself. They were uninjured,
and did not come on to Toronto, their
destination.

"When the crash came I was badly
startled, but involuntarily I braced
myself and didn't leave my seat. Many
of the other passengers in my coach
were thrown half the length of the car,
and I was badly shaken up. None were
injured in this coach, however, and it
was pretty well filled.

"This coach was undamaged, except
the rear-end, which cannoned into it,
running half its length and crushing
many people. Only one in this, the
fourth coach, I believe, was killed.

"The women in my car were in hy-
sterics, and the men almost like wild
terriers, and no one can describe
the terrible cries and moans of the in-
jured. Their pitiful, shrill, heart-rend-
ing calls for help and water were fear-
ful to hear.

"Two of the first persons I saw on
jumping from the car were the engineer
and fireman. The men had, I was
told, had not jumped from their engine,
but had stuck to their duty manfully.
How the engineer escaped, God only
can tell.

"The train was running faster than
it should have around the sharp horse-
shoe curve.

"The engine was turned completely
over, and the crew found an opening
through which they could crawl. With
the thought of the possible explosion of
the boiler, or being scalded to death by
steam, they were terror-stricken when
I first saw them.

Engineer's Plea.

"The engineer spoke to me: 'For God's
sake, young fellow, get a horse at that
house, pointing to a farmer's house
within a stone's throw, and bring some
doctors and whiskey from town.'"

"Another man and myself ran to the
farmer's, whose name is McCrae, and
readily got the horse and everyone.
It seemed, ran or drove to the scene.
Every physician, who were three, I
believe, ran their horses to the wreck,
and the station agent telegraphed for
the regular train, which was running
back of ours, about half an hour, to
bring relief from Orangeville.

"A few minutes must have seem-
ed ages to the injured and those who
were pinned underneath the wreckage.
I couldn't have been more than 20 min-
utes, however, when the first relief ar-
rived from Caledon.

"A short time afterward the regular
train arrived from Orangeville and
brought seven or eight more surgeons.
In the meantime the crew and sur-
viving passengers did all in their power

Continued on Page 6

Dunlop Won.

Dunlop again proved his ability, this
time by winning the first prize in each
of the six classes for artistic arrange-
ment of cut flowers, at the Toronto In-
dustrial Exhibition, a demonstration of
the class of work done at his store, 95
Yonge-street.

Picture framing, Geddes, 431-433
Oscar Hudson & Co., Chartered Ac-
countants, 5 King W. M. 4786 135



40 OF INJURED BROUGHT TO CITY

Painful Scenes Witness-
ed as Half-Dozen
Ambulances Trans-
fer Wounded to
Hospital.

Forty of the injured were brought
to Toronto on a special train, which
arrived in the city at 4.30 o'clock in
the afternoon. A number of these were
but slightly injured and disappeared
in the crowd upon alighting from the
train. The others were taken to the
Western Hospital in police wagons and
ambulances.

The train was due to arrive at 3.45
o'clock and a crowd of several hun-
dred people gathered at Dupont-street
and Bathurst-street, where the ambu-
lances were drawn up. The three city
ambulances were on the spot, even that
one in use at the exhibition grounds
having been pressed into service.

Harry Ellis had an ambulance and
three men, and Bates & Dods had
two men and an ambulance, as did
B. D. Humphrey. In addition to these
the patrol wagons from Nos. 3 and 4
police stations were there to remove
those suffering from lesser injuries.

As the train drew in, white faces
peered from the car windows. In the
last coach, tourist No. 1044, were the
more seriously injured. These lay
upon beds improvised of seats.

The pitiful procession to the ambu-
lances began. With ice-cream
with pain and clothing stained with
blood, men and women were loaded on
the waiting stretchers and borne to the
end of the uncoupled coach to the
waiting ambulances. Others staggered
out with bandaged heads and dis-
heveled clothing, leaning on the arms
of doctors, constables and clergymen,
some of whom had come down with
the relief train, while others had gath-
ered from the neighborhood to lend a
helping hand.

Several clergymen's wives were pre-
sent to assist the wounded.

At the hospital, when the hurrying
ambulances began to arrive, the sad
but busy scenes were repeated. Quiet
nurses and silent-footed doctors in
white coats moved about among the
cots where the more seriously injured
were placed, while in the emergency
ward stitches were put in and splints
or plasters applied with unhurried
speed.

The injured were patient. Although
many must have suffered untold agony
no word of complaint was heard. A
low groan when a stretcher jolted, un-
avoidably or a stifled scream as an
arm was set or a dislocation reduced
was the only protest against almost
unendurable pain.

Upon receipt of word of the disaster
here Assistant Superintendent F. G.
Martin arranged for the despatch of
a relief train bearing Dr. E. Byrnes
of the Western Hospital, with Nurses
Misses Alderson and McFarlane, two
city doctors. This train met the
bearing the injured to the city just be-
yond Bolton Station and returned with
it.

Dr. H. A. Beatty, C. P. R. Chief Sur-
geon, met the train and supervised the
transfer of the injured to the hospi-
tal.

Inspector Dilworth and Sgt. Mac-
farlane of No. 7 division handled the
crowd at the train with a squad of
men.

EGERTON CROSBY WINS.

First McAllister Scholarship for Year's
Tuition Is Awarded.

The first winner of the scholarship
instituted by the date Principal Mc-
Allister, for competition among the
boys of Ryerson School, is Egerton
Crosby of 81 Oxford-street.

This scholarship entitles the holder
to a year's tuition at the Harbord-
street Collegiate Institute.

ONTARIO'S BIG HOLT.

The feature of the summer of 1907 from
the farmers' standpoint was the Province
of Ontario, was the long-continued and
persistent drought, and the late harvest
consequent thereon. We do not remem-
ber of having seen so many sunburnt
pastures throughout the month of August or
so many grasshoppers in possession of
the parched sod; and it is a long while
since there were so many oats stacked
in the fields as there was towards the
end of the month. Nevertheless the crop,
on the whole, while not an average one,
will be a fair one and prices ought to
show a decided upward tendency. Wheat
must go up, oats must go up, hay will
be dear, and potatoes ought also to bring
an advanced price. How much feed will
there be for the situation and the strength
of Ontario as a farming country is that
we can raise such crops as we have
raised in view of the long and lasting
drought. Nature here finds a way in
the night time by dew, by vapors and
by cool air conditions to take the place
of the ordinary rainfalls. It is not every
country that is similarly blessed.

FINE DISPLAY OF FURS.

There is profit as well as pleasure
in a visit to Dineen's just now. The
winter fur style grand opening at the
famous fur establishment, corner
Yonge and Temperance-streets, com-
menced on Monday. It is inaugurated
with a special ten days' sale of the
rare and costly Canadian and foreign
furs, which are being shown, and there
is no more varied or more handsome
display anywhere on the continent.

You will be sure to find, whether you
want to purchase or not, Dineen's re-
putation for quality, style and reli-
ability is known from coast to coast.



PREPARING TO RECEIVE THE INJURED—Ambulances and Patrol Wagons Awaiting Arrival of Special
Train at Bathurst and Dupont Streets.