

TOTAL NUMBER OF DEAD IS NOW TWENTY-EIGHT; PNEUMONIA THREATENS NUMBERS OF THE INJURED

Danger to People in the Hospital Now Is Not So Much From Their Wounds as From the Results of Exposure--- Superintendent Costello, of the Grand Trunk, Tells Interesting Story of the Accident and of the Work Done After It---Agent Carson, of Watford, Is Blamed for Causing It---Why Did He Not Deliver an Order He Received to Have Trains Cross at Wanstead?---His Explanation of Why He Kept It---Railroad Authorities Do Not Understand His Failure to Do So---Full List of the Dead and Injured---Awful Situation of Passengers in First Day Coach---Newest Details of the Wreck.

The following official list of dead, in which 28 fatalities are accounted for, was handed out at 5 p.m. on Sunday by the G. T. R. officials:

MR. ALEXANDER STEWART, PETROLEA.
MRS. ALEXANDER STEWART, PETROLEA.
MR. A. RICKETTS, SARNIA (fireman on train No. 5).
MR. J. GILLIES, SARNIA (engineer on extra 773).
MISS ELLEN TROTTER, PETROLEA.
MR. H. P. LAWRENCE, WATFORD.
MR. THOMAS KELLEY, STOUFFVILLE.
MR. NICHOLAS JEFFREY, LONDON.
MR. CLEM BODLEY, PORT HURON, MICH.
GUY DE PENCIER, LACROSSE, WASH.
MR. PENWARDEN, GRAND RAPIDS, MICH.
MRS. PENWARDEN, GRAND RAPIDS, MICH.
J. H. BROCK, CHICAGO.
O. B. BURWELL, PORT HURON, MICH.
WILSON MORTON, CHICAGO.
ALEX. CAMERON, STRATHROY.
MISS NELLIE GEDDES, SARNIA.
ED DE BEAUS, PRESCOTT, ONT.
MRS. J. BODLEY, PORT HURON, MICH.
MISS LOTTIE LYNCH, PORT HURON, MICH.
GEORGE BURKHOLDER, SARNIA.
A. DOUGLAS, ALVINSTON.
J. H. LUCAS, SARNIA.
ROBERT STEPHENSON, WYOMING.
MISS VIOLET BROCK, CHICAGO.
MRS. J. BARNES, WOODSTOCK.
GEORGE D. SOUTHERN, LOCKPORT, N. Y.
MISS TOINI BAANANEN, FINLANDER, EN ROUTE TO DULUTH.

The awful accident on the G. T. R. at Wanstead, 40 miles west of London, has had the result of making this city the center of a larger share of public attention than has been the case for many years. Even more interest cen-

ters here than at the scene of the wreck itself. There the only thing to be seen is the debris of the shattered coaches and the two helpless engines lying one upon the other. London, however, holds all but a few of the wounded, while the dead were also brought here for identification and preparation for burial. Here, too, are to be found the officials of the railroad, to whom the disaster brings a legion of responsibilities and duties. Every incoming and outgoing train bears its quota of sorrowing relatives of the dead or anxious friends of the injured, while since Saturday night hardly a passenger train has departed whose baggage coach did not hold one or more caskets containing victims of the wreck. London has been the Mecca for fully a score of newspaper writers and illustrators, who after paying a visit to the scene of the wreck, make London their headquarters for the sending of their reports. Today, however, the scene of greatest interest shifts to Wyoming, where the coroner's inquest opened before Dr. A. E. Harvey, whose nephew was among those seriously injured.

Some of the fatalities were particularly sad because of their attendant circumstances. Two of the victims were returning from the funerals of near relatives, O. B. Burwell, of Sarnia, having just buried his brother, the late Beverley Burwell, of this city, at the Burwell family cemetery, near Mount Brydges, while Miss Eliza Trotter was going to her home with her married sister in Petrolea, after being present at her father's burial in Kingston. The case of Guy de Pencier, of Lacrosse, Wash., was also a singular one. In the same hour that he met his death, the Boake Manufacturing Company's mill at Toronto, in which Mr. de Pencier's immediate relatives own a half interest, was being devastated by fire, with a resulting loss of \$20,000. Sad as these circumstances appear, they are perhaps no more pitiful than are the deaths of those who were journeying home with pleasant recollections of a merry holiday spent with friends. Most of the travelers were on their way home from Christmas visits.

The local doctors are commenting upon the curious fact that not a single amputation was found necessary among the score and a half of injured patients at the hospital. There was not even a finger or a toe to be cut off. This is explained by the fact that most of the deaths and injuries were due to the impact of the baggage coach floor, which was driven almost the length of the day coach just above the

level of the top of the seats. Most of the passengers were therefore struck around the head and upper portions of the body.

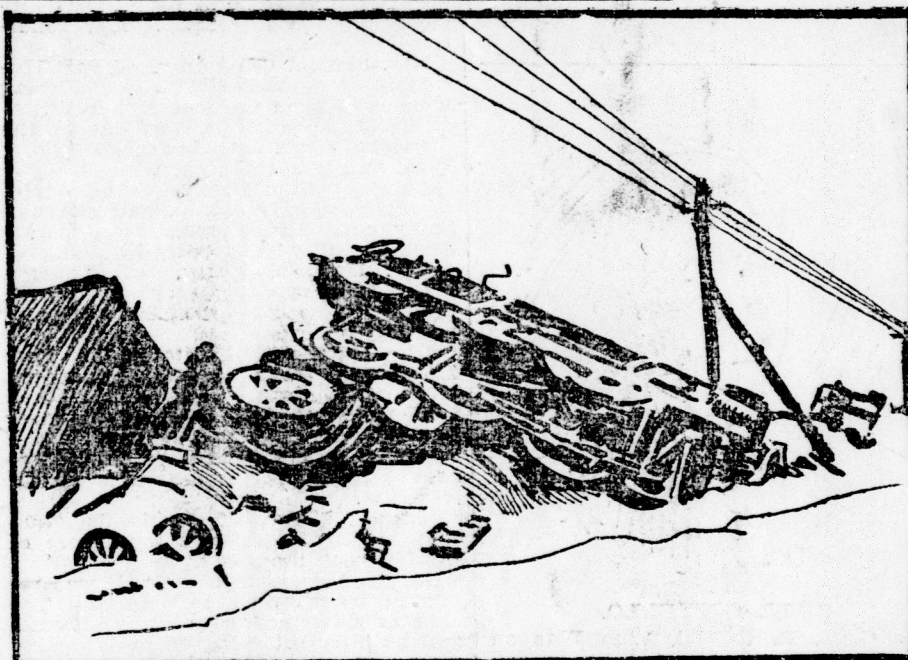
The body of A. W. Ricketts, of Sarnia, fireman of the Pacific Express, was the last to be recovered from the wreck. It was not removed until 9 o'clock on Sunday morning. The body was not so badly mangled as was expected, the worst injury being the loss of the arm, which was discovered on Saturday morning in the snow on the south side of the track, while the body lay beneath the two engines on the north side. The arm, which was frozen stiff, was recognized as Ricketts' on account of the heavy leather working glove upon the hand. Ricketts' body was first placed in a section house, and later taken on an auxiliary engine to Wyoming where it was prepared for burial. It was left at Wyoming until this morning, when it



H. P. LAWRENCE, OF WATFORD.
Well-known Lumberman, Who Was Killed.

was viewed by the coroner's jury, after which it was taken to Sarnia for interment. Ricketts was an Englishman and had no relatives in Canada.

The explanation of how the accident occurred will come out at the inquest. In the meantime, Andrew Carson, agent at Watford, is suspended, and the blame



Picture from photograph, showing position of the wrecked engines.

for the whole dreadful affair is placed upon him. It is claimed that the cause of the accident was that Carson did not deliver an order which he received from Dispatcher Kerr, of this city, and which was not subsequently canceled.

It is understood that Kerr issued an order to both Wyoming, for the freight, and to Watford, for the express. This order, No. 83, which is copied here, said:

"For Wyoming, Watford, to conductor and engineer, extra 773, to Conductor and engineer, No. 5: No. 5, engine 980, and extra east, engine 773 will meet at Wanstead."

This was received by Carson at 9:43 and "O. K.'d" by him. If it had been delivered to Conductor McAlliff, of No. 5, he, too, would have signed for having received it. It was not signed by McAlliff.

It is understood that as the freight did not seem to be making the time expected of it, it was thought advisable subsequently to hold it at Wyoming, so as not to delay the express. It is believed that he called up the agent at Wyoming to tell him to hold the extra there. When Wyoming answered the freight had gone on and the order above quoted had been delivered. It is understood that Dispatcher Kerr then called up Watford to stop the express, but when Watford replied the express had gone past, but the order quoted had not been delivered.

It is believed that as soon as this was known, both Kerr and Carson tried to catch the agent at Kingscourt Junction, the former on the regular line, and the latter on the commercial line. They did not get him before No. 5 had passed. The Wanstead man was not supposed to be on duty, but it was thought that he might be at the station. He was not there, but was at his house and saw the two trains crash together. When he rushed over to the station he found the London office calling him.

It cannot be understood how it was that Carson failed to deliver this order. He claims that after receiving it he got another order telling him to "bust" it, and upon the order which he received, the word "busted" is written. The G. T. R. authorities here say that such an order as this was not issued. There is no trace of it in the London office, while all other orders sent out are recorded. Even if it were sent out, if it had been received by Carson, it would have been a violation of one of the strictest rules in the service for him to have been influenced by it. "Form L" of the company's rules declares that an agent is to cancel only

as though it bore upon a new matter, giving the time received and the time repeated back. This was not done in the case of the alleged "bust" order.

DANGER OF PNEUMONIA.

Doctors Fear Result of Exposure Even More Than Bodily Injuries.

The full effects of the accident upon the injured now in Victoria Hospital cannot yet be determined. They all suffered exposure while in a weakened condition. A cold wind was blowing, and it was snowing heavily. Under ordinary circumstances and in cases of men having all their strength to support them, such exposure would almost inevitably have resulted in pneumonia. This is what is feared, and if it develops it will go very hard with numbers of those now at the hospital. As far as their surgical injuries are concerned, they are all doing as well as possible, but the danger is yet to come.

A doctor who was on the auxiliary, speaking of this phase of the situation to The Advertiser, said that it could not be determined for a few days after such an experience what would be the result. It would take some time for the pneumonia to develop. He said that it has frequently happened that patients have gone to the hospital, seemingly not suffering from very severe injuries, but in some hours pneumonia has set in, with dire results.

The case then becomes very grave, and it is feared that this will be a serious feature at this time.

Even yesterday some of the patients were showing signs of pneumonia. This physician said that he was greatly afraid that this would have very serious results.

The patients this morning were all reported to be doing nicely. They had all rested fairly well, and most of

THE TELESCOPED CARS.
* The passenger coach in which were the dead and injured.
* The baggage car which telescoped into the day coach.

orders which have been canceled by the message, "Order No. — is annulled." The only reason for Carson failing to deliver the first order, authorizing the train to meet at Wanstead, would have been the receipt of a message, saying:

"Order No. 83 is annulled."

He did not get such a message.

It is understood that in all the messages that Carson has received during the past year, all of which have been examined, every cancelling order is worded according to the prescribed formula. None are worded in the irregular way which he claims was the case in this instance. Also it is the rule, not only to write across the annulled order, the word "annulled," showing that it was canceled, but to record it separately and repeat it back

The following is a complete list of the injured:

A. M. STEWART, WINGHAM.
ROBERT JACKSON, PETROLEA.
WILLIAM MORSE, SARNIA.
MAMIE MORSE, SARNIA.
FRANK E. BAKER, LONDON.
THOMAS COOTE, CHICAGO.
MRS. THOMAS COOTE, CHICAGO.
JAMES A. RAMPLIN, TORONTO.
MRS. J. M. STEWART, OSHKOSH, WIS.
EARL STEWART, OSHKOSH, WIS.
HOBART STEWART, OSHKOSH, WIS.
JAMES BARNES, WOODSTOCK.
JOHN BIRD, CHICAGO.
JOHN J. CUTHBERTSON, PORT HURON.
MRS. JOHN J. CUTHBERTSON, PORT HURON.
MISS FLOSSIE CUTHBERTSON, PORT HURON.
J. A. LAMONT, WYOMING.
JAMES NORTHEY, YOUNG'S POINT, ONT.
MRS. HATTIE NORTHEY, YOUNG'S POINT, ONT.
RUSSELL QUINN, CHICAGO.
DR. BASIL HARVEY, CHICAGO.
MRS. SAMUEL CUMMINGS, PORT HURON.
GEORGE STACEY, WANSTEAD.
MISS GOTT, STRATHROY.
MRS. W. GOTT, STRATHROY.
J. W. SHOWLER, STRATHROY.
W. H. COLE, FLINT, MICH.
MRS. W. H. COLE, FLINT, MICH.
R. K. McDONALD, STRATHROY.
MRS. J. N. BYRNES, SARNIA.
A. SINCLAIR, KOMOKA.
MRS. PUGSLEY, LONDON.

them had enjoyed refreshing sleep. Those who were most seriously injured were slightly worse last night, but rallied again this morning.

No one can say what the final result will be, but the doctors look very grave indeed when speaking of what may happen when the full effect of the exposure becomes apparent.

CONDITION OF INJURED.

Several Are in Unsatisfactory State—Others Doing Well.

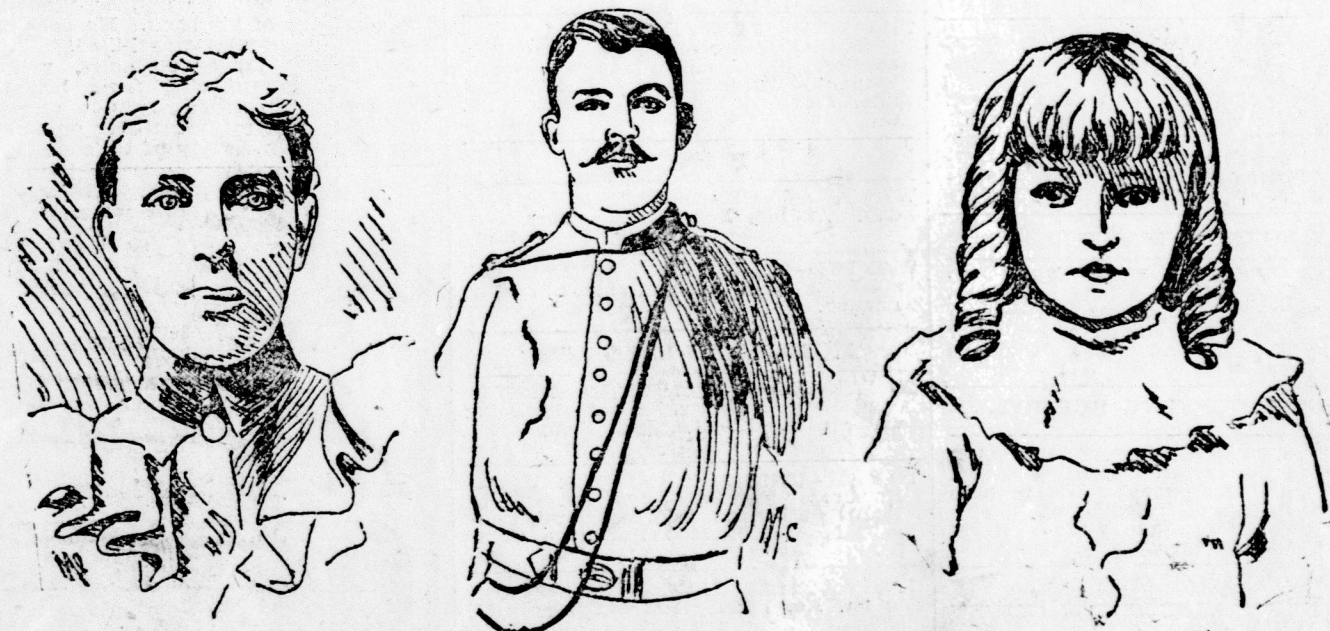
A. M. Stewart, of Wingham, who was slightly injured, his face being cut, is still at the hospital, but probably will not have to stay long. His injuries are painful, but not dangerous.

Robert Jackson, a Petrolea man, had

(Continued from Page 2.)



ENGINEER GILLIES, OF SARNIA.
Engineer of the Freight, Who Stuck to His Post and Was Killed.



THREE GENERATIONS BEREFT.

Mrs. Edward Bodley, of Port Huron; her son, Clement Bodley, a Cuban war veteran, and her granddaughter, Lottie Lynch.

GRAND TRUNK RAILWAY SYSTEM

TELEGRAPHIC TRAIN ORDER No. 93

(Form 94.)

From London 12/26 1902

31 For Wyoming to C88 Ex 773
Watford C88 No 5

No 5 Eng 980 and extra East Eng
773 will meet at Wanstead
NMB

CONDUCTOR AND ENGINEER MUST EACH HAVE A COPY OF THIS ORDER.

Time Received 948 M OK Given at 948 PM