" Hose ......8, 120 " Grey " 2 pair for.... Balbriggan Hose, 150 pair at J B. HILL & CO'S.

VOLUME 6. "

And Bi ter Mourning in Many Homes.

Fourteen Lives Sacrificed

By Someone's Blunder or Someone's Crime-

Frightful Accident to an Excursion Train,

Which Euns Into an Oil Train and Twelve Passengers are Barned,

At the Crossing of the M. C. R and L. & P. S. Railroad in St. Thomas.

In Dreadful Sequence an Explo plosion Follows, Killing and Wounding Several Others

And a Lady Fails In'o the Liks at Par Stauley, and is Drowned

A calamity fell upon St. Thomas last night, the like of which never occurred before in the history of the city-a cal amity so sudden in its fell destruction

HORRIBUS IN ITS DETAILS. so terrible in its results, that the per falters as it attempts to tell the tale and the mind is stricken with borror as It recalls the heart-rending incidents of the natastro the

At ten minutes past seven last night long excursion train on the London & Port Stapley Reilway, heavily loaded with home returning excursionists. RAN INTO A FREIGHT TRAIN

on the Michigan Central railway at the crossing of the two roads in this city The engine of the passenger train plunged into two oil cars of the moving

ST THOMAS. ONTABIO, SATURDAY. JULY 16, 188,.

hat now lighted the heavens for miles around. To those to whom this mel-moholy satisfaction was forbidden, the circle of friends. THE DURNING CARS." THE DURNING CARS." the oil and the warehouses were in large past consumed by 8 o'clock, and the fire began to subside. The firemen then turned their strention to the spot ancholy satisfaction was forbidden, the minutes dragged like hours, and their horrer will dwell forever as the memory of a horrible dream. Loved ones on the train or at the Port, and no word! No word to tell whether wife, or hueband, singler or brother, mother or father or children were alive or dead Oh, the suppone was awful! And many a one, rather than face the possibility of the scoret bong first disclosed by the sinking of that towering flame, turned their face homeward, there to await in agony the seturn of the absent ones, or where the co lision took place, where the engine and cars, what remained of them, lay in a piled up mass. Under this, if anywhere, were the badies of the unfortunates, and every effort was directed to so reduce the flames at this point as to make investigation possible. The streams of water were steadily Ine streams of water were steadily played upon the mass, until the black-ened frames and wheels began to peer from out the glowing furnace, and then, a few moments after-ward, the dreadful whisper went around the expectant crowd, agony the return of the absent once, or the news that they would never again orose the threshold of their homes. Others ran frantically, with streaming tears, from man to man, asking pitcously THEY CAN SEE PEOPLE IN THE BUINS for news of loved ones. And still the fire burnt on. There It was too true. One by one the charred limbs of victims of the fire and and suit the first output of a first or a first or a first of a fi

FUNERAL FYRE

Snared limbs of victims of the fire and wreck were pulled from the debria, until in a ghastly pile there lay upon a few boards hastly collected, a strong and ghastly odor, telling all too plainly how they died the remains of south and west. To the north there SEVEN POOR MORTALS.

south and west. To the north there werea number of warehouses and coal shecis, and to the east a frame house owned by Mr. John Campbell. The crossing, in the centre of this space, was all this time one vortex of billowy fire. The oil burned long and fiercely, sending up a flame intensely crimson. Though the manbole in the top of one of the tanks poured continuously a flame, white and fiercer than the surrounding fire, creating the appear-ance of gigantic and vari-colored fire-works. The oars that still remained on their trucks, on both lines of tracks. SEVEN POOR MORTALS. These were conveyed to a vacant space, in the vicinity, and decently overed with a sheet, the while the search went on for other victims. Three more were found. Two children and the engineer found. Two children and the engineer of the train, Henry Donnelly. Mayor, Midgley ordered all the bodies to be taken to the fire hall, where they now are, awalting, if possible, that identifi-cation which can only be complete when the roll call is made in the mora-

ng. But the recovery of these ten bodies brought no solace to hundreds, or even proved that their worst fears were on their trucks, on both lines of track, were drawn to a place of safety at the earliest possible moment. The passen-ger cars on the L. & P.S. were pushed away from the fire by the main force of hurddraft of budd. The rue. Yesterday was the day on which the regular bathing train went to the Port, leaving Loadon shout 4, and, returning, leaving the Port at 9 20. For it scores of those who went down on the excursion train would wait, and the uncertainty regarding who had waited for it, and who had cast in their leaving the parameters on the ill state pushed away from the fire by the main force of hundreds of hands. The freight train, which had nearly crossed the track, when struck, was drawn out by its engine, and an engine from the M. C. R. yards was built out by the main of the track of the drawn them away. And still the fire sweeping on the gentle northerly breeze to the warehouses to the north. and tots with the passengers on the ill-fated train, made the mental tension on those with absent friends

to the warehouses to the north, and Campbell's mouse to the cast, envelop-ing them so completely that resistance by the firemen was almost useless, the streams of water poured upon the fire appearing to have no more effect than so many nears contras. All that could STILL MORE TERRIBLE. In many cases husband had placed wife and children on board the first train, and stayed himself for a bathe for a fish, until the later train. Families had parted at the Port, expecting to meet again in a few hours. Who had come and who had not? Which had been so many penay squits. All that could be done was to prevent the fire's spread, it appearing probable that the Dake House and Ellott & Reath's stable again in a tew hours. Who had come and who had not? Which had been taken, and which left? No one could answer! The wires to the Port were down, and telgraph communica-tion was therefore impossible. Surely the train would come soon, for were those at the Port not in as great at the Port not in as great at the Port not in as great and by a start of the second the wreak in St. Thomas? But it came not. Mins o'alook passed; ten-eleven -tweet and the migrings of the walking sees three diato indignation at the heartleeman of the Railway Com. pany which could keep them in such suspense when there existed no neces-sity for so doins. One o'clock came, and still no train well twa net net two o'clock this morning that the long-looked-for, train seamed into the station here, and the fars of some were confirmed and the hopes of others proved to be well comed. SCORES OF PROPLE left at the Port had driven up to town, but the train was haven by the town.

House and Ellott & Resth's stable would fall before its steady advance. On these and adjacent buildings the firemen played, while dozens of men ascended the roofs, and kept them drenched with water handed up by the pail brigades. By half past seven ware-houses Nos. one and two, two large coal sheds and Campbell's house, were beyond saving. Then came THE DREADFUL SEQUEL to the holacaust of half an hour before. The fates had not yet worked their worst Without warning in the twink-ling of an eye, the heavens, black until that moment with denset smoke, were ill pminated as by a fash of lights are an lluminated as by a flash of lightning, a full smothered sound smote the ear, and dui smothered sound smote the ear, and soll eyes, turning upward at the ominous sound, beheld a sight at on e beautiful and horrible. All along the side of the cloud of smoke which edged it like a funcral pall rolled upward

SCORES OF PROPLE left at the Port had driven up to town, but still the train was heavily loaded. The scene as it drew in at the station flore was heartending, the station being crowded with acxions friends. as an unfolding scool, or the rising billows of a sea of fire, a flame of saffron and of crimeoa. Reaching its highest point, it spread until it appeared to over all who looked upon it. But they THE VICTIMS. who looked stood only a moment, and

of the Baptist church, and had a wide

Journal.

seema this two housers, a ther and three bpbes were among the NIE BODIES FOUND IN THE WRECK . The place where all the remains, except those of the engineer, were found, appeared to be about in the position where the platform of the first passenger would have rested, and it is evident that either the viotims were on this platform, or at the extreme end of

this platform, or at the extense end of the car. ARETHEY THE OTHER VICTIMS. Mr. Oswald Baynes, of London, ar-rived in the city on the last train for the Port, and was making enquiries for his son's wife and her three children. He had heard that his son, Mr. John Baynes, lad been looking for his wife and family and could find no trace of them. Mr. Baynes called at the fire hall bit could not see the bodies, the Coroner baving issued an order that no ore should see the charred remains un-til the morning. THE THREE REMAINING VICTIMS.

IDENTIFIED Mr. John Baynes, moulder, of Lon-don, was seen at 3,30 a. m. by a JOUR-NAL reporter, and from his statement it leaves to doubt that the remaining vic-tims of this wife and three children. He loat his wife and three children het time are his wife and three children. He lost his wife and four children, but after a search of many hours found his soor, 7 years old, in London. The lad told his father that a man pulled, him out of the first coach window. and as he got out he easy some burning timbers fall upon his sister Edna and his mother. Mrs. Haynes being a very large woman, and one of the oharred trunks being that of a large adult there is not the that of a large sdalt, there is not the slightest doubt but that the three hitterfo unidentified victims are Mrs. Baynes and her three children.

THE BURNLD PROPERTY It is impossible at present writing to give a detailed list of the value of pro-perty destroyed by the fire, but the fol-lowing is a list of the buildings : Richard Gilbert's, No. 1 warehouse, in which was stored \$4000 worth of groceries belonging to J. H. Prica. The in which was stored \$4000 worth of groceries belonging to J H, Price, The building is probably worth \$2000. The trame building on the corner of Moore and Contre streets, occupied by Mr. John Campbell, All, his farniture, other more the darkers.

etc, was also destroyed. The house be-longs to Mr. L. Campbeil, F. Griffin's coal shed, facing the C. S F. Griffic's coal shed, facing the U.S. R. track and two sheds facing the Grast Western track, in which there were thirty tons of blacksmiths' coal. F. Griffic's shed, 'containing sleighe,

Griffin's No. 2 warehouse was par-tally destroyed. It contained plaster, asit, coment, octs, etc., and the build-ing was valued at about \$2,000 There were four cars on the M. C. R

There were four cars on the M. C. R' train consumed, the two fist cars on which were the oil tanks, a box car loaded with general merchandise and a car loaded with castings There were also, besides the engine, four GiT.R. cars burned, the baggage car and first cosch of the passenger train aid two of a number which stood

the siding. A couple of other cars on the siding were also badly soorched, wHO'S TO BLAME.

who's to BLAME. Who's to BLAME. On spmene's head rests the aviatu-responsibility for the frightful loss of life and orops. ( that has taken playe, and upon whose shoulders that blame must be placed, cannot be positively determined until after the inquest True is is that the semaphore south of Wellington street crossing was turned sgainst Engineer Donnelly, and that he should have stopped his train until the semaphore was ohanged in his favor. The semaphore at the M. C. R crossing was also turned against him, and the freight train blocked the track. The M.C.R. freight train and semaphore

seems that two mothers, a father and the Port to London, and the annual three babes were among thes NIKE BODIES FOUND IN THE WRECK Street Baptist church, being held at the Port to-day, a large number came home For to day, a targe number came nome by this train. Two eemaphores were turned against the train, the one at the Wellington street crossing and the one at the M C R crossing. Eye witnesses of the accident state that the train oame down at a very rapid rate of apeed from Wellington street, the wheels of the accident eave a whit and a wheele of the engine gave a whiz and a whirr as if the lever had been reversed

1887

and the engine dashed into the M. C. R. train and the coal oil took, fire and blazed up in a moment. The M C. R. train was a west bound freight and two Frain was a west bound relight and two full oil tanks were on flat cars on the rails just at the L. & P. S. crossing, and it was into one of those that the engine dashed. Railroad men on the train state that they are positive from the pecalisr motion of the cars that the engineer applied the air brake, but it would not work "Dhe firman. H would not work. The fireman, H. Angels, jumped before the crash, and

Angels, jumped before the crash, and escaped unburt, but Engineer Donnelly was buried beneath the wreck, and his remains burned to a clader. The conductor and fireman of the train both state that the AIR BRAKES FAILED TO WORK

and that this fact was the cause of the accident. The conductor was seen by a reporter, but decined to tell what he knew. The fact that the car used for

Knew. Inclasting the car used for a baggage car was an ordinary box car, it is said by railroad men, would cause the rubber of the air brake to burst, and it was very likely this fact that oaused their failure to work. INJURED IN THE WRECK. ss Charlotte Jeffrey of London,

Miss who was in the first cir was badly burned about the legs and arms befor getting out of the wreck James Westerfelt of the Forest Clty business college, London, had his leg badly injured in jamping out of the

econd car. Mr. A. B. Ramey, jeweller, had his

arm out and burned by the glass of the car window while assisting the afflicted people from the first passenger car. MRS. W. H. KING INTERVIEWED.

Mrs. W. H. King was one of the passengers on the first passenger coach, aud tells about as connected a story of the terrible occurrence as anyone seen. She says that she happened to look opt of the car window to see if the train was going to stop at Wellington street, and just a moment after the cara struck, and the ories of the sffrighted passengers was something dreadful. She hauded her three children out of the window, and belped out or the window, and belped out Mrs. Del, Drake and Mrs. Wegg, the latter's dress being about corn from her body. She saw no one trampled upon. Mr. A. B. Remey and Mr. Del, Drake

A. B. Remey and Mr. Del. Drake rendered great assistance towards reacoling the imprisoned passengers. Mrs King says that Mrs. John King looked at her watch just before the orash, and tremarked that they were just fifteen minutes in corring from the Port She acticed that Mrs. James Smither and her baby; Mrs. S. Fraine and Mrs. "Asknod est in the little cross sets at the very front of the car, and Mr. Samuel J Zealand and his little son sat on the left hand side opposite them. The others, she noticed, were Mrs. Hugh Williams and two children, Miss Jennie Wilson and Miss Bessie, but all of the latter escaped. but all of the latter escaped.

CLEARING THE WRECK. As soon as the flames had sufficiently subsided the M. C. R. steam wrecker

was brought out and set to work clear

ice,

hands burnt.

and face.

hose reel. Mrs. Arthur McKionis,

aok

buryed

Samuel Bowlby, fireman, hands burn-d. Conductor Matlock hands burned. R. Sanders. Wellington street, hands unrned. burned. H. Smith bruised and burnt. W. Osloots, Centre street, hands, face and arms scalded. F. Queen bead, wrists and neck

Orin Edwood badly bruised, hands, pack, neck and shoulder burned. Oscar Allen wrists and hands coorched. W. F. Martin badly burned about

the hands and face. Mr. T. Comfort, builder, had both hands burned while attempting to save Herman Ponsford. terman Frougiord. Perry Van Houghton, M.C.R., on-lineer, had both hands burned, T. L. Hoyt, M.C.R., had both

nan is burned Mr. Alex Austin, G.T.R. engineer, had his should ar diel

ad his shoulder dielocated. Thomas Robinson, fireman, was bad-y burned about the head. John McLeod had his face and handa corched. Charles Dake, who was back of the

barn at the time of the ex-plosion was badly burned about the head and face. Hary Bovis had his hands and legs urned,

L. Bennett had both hands burned. Wm. Foote, fireman, badly burned, face and hands.

James Mickleboro, nephew of Joseph Mickleboro, neck badly burnt. ~ Mr. Gardner, Yarwood st., fell and was badly mjured in shoulder and side. Mr. Pretty, run over by a hose reel, hurt about thigh, side and arms. Albert Hutson, supt. of St. Thomas Gemetery Improvements, hands badly

Genetery improvements, nands badly burned. J. J. Andrews, of the American Ex-press Office had the same leg that was injured on a toboggan slide last fall badly jammed in a rence. Lernate Ferguson, burnt about head and bruised. Mr. Forces, blacksmith M. C. R.

bady burnt over face and hands. Mc. J. H. McColl, of the firm of McColl & McLellan, was run over on Talbot street by a dray horse frightened by the explosion. His leg was broken, and he was burned about the head and body Mrs. Biumerfelt and Miss Clark were

knocked over from the force of the exa plosion and both were severely bruised and slightly burned. W. H. Walbourn, chief of the fire department, who was on Railway street

at the time of the explosion, had his right arm, hands and face severely burned. Mrs. Bains, of London, was baily

John McKellar, burned on the back f the neck and head.

Wm. Reath, liveryman, of the firm of Reath & Elliett, arm severely burn-ed and otherwise scorched. Wm. Joyce, G. T.R. engineer, severe ly burned, back and hands.

ly burned, back and hands. Hon. Allen Francis, U. S. consul, was c. Mouré sarces at the time of the explosion, and the hose cart ran over him, iojuring his head severely, there being a lump on the temple as big as an egg. His injuries are serious. Ed. Moore, of the Red Foundry, hands and face scorbed

hands and face scorched.

hands and face soorched. A seven year-old daughter of Mr. Willam Jeffers, Scott street, was severely burned about the hands and face. Nelson Gadsby, blacksmith, burned on-the face and head. Dogald Sitclair, both ears burned. Thomas Dinerty, printer, JOUNAL Office, hands, care and neek badly

much damage was don WH

cation with the city was learned, and the anxious crowd became aware that something serious was the matter, and all sorts of rumors were in circulation. About 11 c'eleck a couple of parties ar-rived from the city, and tho first face in regard to the terrible calamity were learned, and those who had relatives and friends on the train were almost frantic. No telegram could be sent or received, and every rig that could be hired was secured and numbers drove to the city to dispet their fears or find their worst suspicions more than realto the city to ampli their tears or ind their works suspicions more than real-ized. After telegraphic communication had been received no news could be got regarding friends in many cases, and the weary wait till after one ciclock for the train to start was a veritable pol-gatory to many some. "HE FREIGHT TRAIN "HE FREIGHT TRAIN The M. C R. train was an extra west, Conductor Fastz, Engineer O'Shea, with engine 366, brakemen Ruckle and Quinn and Fireman R. Tremaine, I left the station at 7 o'clock, and the collision must therefore have taken place about five minutes past.

CORSETS, 25c, 35c, 50c, 75c & 1 pair.

J. B. HILL & CO'S.

No 271

COTTONS from So yard up. GLOVES, fine Lisle, 100 pair, at

must therefore have, taken place about five minutes past. Like THE GL TANKS carried on this train would hold from 3500 to 5000 gallons of oil, and the one that exploded must have contained nearly the latter quantity. The intense heat room the burning tank that had been broken by the impact of the englise generated so much gas in the other that the faucet, even if open, could not give vent to it, and as a consequence the explosion occured. THE M C R

THE M C R and their derrick at work in a short time and the track was cleared and trains passed over it at half past ten. The first L & P S' train passed south at 1.20 this moments at 1.20 this morning.

NOTES, Mr. Sharon, of Aylmer, brother of Mrs. S. Fraine, arrived in the city last

night. John Doyle, grocer, got out of the rear of the first passenger oar a num. ber of spoons and forks marked M. G.

W. The police have in their possession dozens of hats lost in the race for life at the time of the explosion. Mrs. C. Wegg was the last person to get out of the car on which the nine persons were burned to death. The first steps toward holding an in.-quest into the cause of the accident will be taken this morning. The charred trunks of the viotime were taken to the in a hall by Strong A

The charted trunky of the violims were taken to the firs hall by Strong & Co., undertakers, and placed in a shell: A rumor was to clroulation that the county judge was one of the vlotims, but it was afterwards learned that he was at the Port.

was at the Port. Knox church choir plonieked at the Port yesterday, but none of the party returned by the H-fated train. Miss E-ston, of Teoumseh. Mich., was instrumental in saving Dr. Pen-warden's little son. She with Miss Penwarden and the lad were on the first goodb.

A detachment of the fire department remained at the scene of the fire all night throwing water upon the emoldering

ruins. Mr. Atkins, son in law of Harry Donnelly, the engineer, arrived in the city by special from London early this

morning. The norse attached to the hock and ladder wagon became scared at the explosion and ran away, breaking the rig somewhat, but was eaught before

freight, breaking the tank of one Instantly the oil gushed out in a torrent, swept over the engine, and in an instant of time the flames shot upward with terrific force, belching their black smoke high into the heavens, and envel oping in a golden shroud the cars that had plunged after the engine into the wreck. Covered by that shroud from mortal view, their bodies buried deep among the twisted and broken timbers and wheels, ten souls took their flight to

One instant of

## HORROR STRICKEN AMAZEMENT

by onlooker and excursionist. Then the living stream poured forth from the excursion cars, from whence but a excursion cars, from whence but a moment before gaily the children had been flirting their handkerchiefs at the pedestriaus upon the streets, and in another moment scores of men jumped to the aid of those in the burning care, impelled in their heroic work by the screams of those who had escaped, and the growne of those within. Windows were torn from their fastenings, and strong hands pulled through the casement the ling forms of the terrified women and child ren. Within two minutes from the orash the fismes had entirely enveloped baggage o oar and ht cars, and were engine. freight cars, and devouring the adjacent greedily adjacent freight cars, and were greedily devouring the forward passenger car, in which were still im-prisoned men, women and children. But their heroic resourers battled co, caring naught for the fismes that threatened them with a horrible death, babes were rescued. At the forward end of the car where the fire was greed ily oreeping, several wonder in a great prisoned by broken seats. The resou-ers tore out the windows and literally illed the prisoners from the very jaws death. Those who did this noble service say that not a soul within that can was lost. If this be true the victime below. It is necessarily incomp bat shows the dreadful nature of must all have been upon the front plat form. It is a certainty, however, that some of them were in the car, as a uong the missing are ones while ting in the front seats. ones who were seen sit they rese.

Up to this time no one had any con Up to this time no one had any oon-ception of the true nature of the tragedy. It was known at one from the story of the fireman, who had as capsd, that the engineer had died at his post and that his b. dy was under that horribl, looping wal of flame. Other stories there avere of loss of life, but all were only conjscure or idle rumor. The fearful flames, fed by the oil and wooden cars, effectually prevented all investigations and kept the crowd at a respectful distance. investigations and respectful distance.

## THOSE OF THE INJURED

who had been succored were promptly taken into the houses that abutted on were attended to by the many physi-oians present. To the friends of these incortainty of the hour to kacw at least that their fate was not that if instant death within the probably 50 years of age She had been two married, her first huebaad of Mr. Ballah, of South Dor-chester. Bhe was a prominent member

for thei Man women and children joined in one a place where those hellish-looking fames could not touch The crowd fismes could not fouch. The crowd instinctively knew that the oil tank had burst, and dimly comprehended what it meant to be caught in that descending shower, of fire. The first concussion, slight although it was in sound, knock-of neories of neonly none the strates scores of people upon the streets and broke even the heavy plate glasses in the windows of the stores on Talbot street, a full block away. Hun-dreds more tumbled to the ground as they rushed, terrified and pano-strick-en from the spot. And then the flory stream carry with it

etream came down, carrying with it death and horrible sufferiog. On the roof of Elliott & Reath's livery stable, stood Herman Ponsford. Him the stood Herman Ponsford. Him the flames enveloped as it sped on its v. sy, and for a moment he stood there, a statute of fice. Then his friends statute of nee. Inen nis riends bade him jump, and down he come, his coat being torn from his back as soon as he reached the ground, and the flames extinguished. Horribly burned, so as to make the men sick who looked upon him, he was yet able to walk, and supported by two friends, he went to the Dake House. Passing up Railway street, in all his pain, the poor fellow was still able to recognize his friends. and 'meeting Mr. Upper ho call "Good bys Upper." From the Dake House he was conveyed

wise of the car, and Mr. Zsaland and the baby wore in the opposite seat. WHEN THE CRASH CAME the most terrible confusion reigned for a time, and nothing further was seen of a time, and nothing further was seen of each other by the occupants until they met in safety outside. Many were rescued, but of those in the car who met a horrible fate is even yet too early to speak with authority. Prob-

aby the last one to escape was Mra. Zealand, who managed to etawl through one of the windows, and fell down among the tracks, from where she was seen to crawl, and was imme-diately taken by kind hands and con-vered to the house of Mr. Samuel From the Dake House he was conveyed to his own home on Hughes street, where he was attended by Dr. Kains, At an early hour this moraing it was feared that he would not live, he being almost a mass of burns, the upper portion of his trunk especially being severely ir jured. But Ponsford was only one amongst a host whom the explosion injured. Its force was felt most severely north of the scene of the wreck, and men, women and children standing between the treek and Talbot street were to the veyed house of Mr. Samue Armstrong, brakeman, Centre Street. Here she at once found medical attend Here she at once found medical attend-ance, and her wounds were dressed. Her leg was broken in two places, and neck and back burned, and her arms and hands very severely burned. Mc. Joseph Mickleborough, for whom Mr. Zealand worked, at once instituted as bearch for him, believing that he must have been with his wife. The search proved unavailing, and in a few hours the track and Talbot street were a list of those injured by this means as caught by the wave and burnt. As full a list of those injured by this means as can be gathered at this writing is given it was proved beyond doubt that Mr. Zsaland was among the lost. When the remains of those found in the wreck had been conveyed to the fire hall, Mr. Hugh Black made a careful search for objects of identification and found the explosion's work. The finne from this explosion did not spread. They spent their force, and subsided as quickly as objects of identification, and found A PAIR OF SCISSORS

MRS. EMITHER

The wife of Mr. J. Smither, dry goods merchant, was a young lady with hosts of friends in this city and who was guite onroo ous, was seen by Mr. Mickleborough, and to him she said: "Oh, can you find Mr. Zasland, and baby and Bert?" Again she said: "MRS SMITHERS IS FURNT. I saw Mrs. Smithers burnt," This was the first corroboration of the fear that Mrs. I Smithers and oblid meet Torontc. She was before her marriage Miss Birkenshaw, of the latter ty, where she had hoped oity, where she had hoped scon to return. With her child and hus-band she had been to the Port. they being active members in the Baptist church. Mr. Smithers waited for the that Mrs. J. Smithers and child wer also among the unfortunates-a fear that results have shown to be too well founded. last train, and had not heard of the accident until nearly 11 o'clock, when he at once drove to this city, there being no evidence that the G.T.R. authorities had any idea of starting

train. Mrs. Smithers would be aged probably 35 years.

killed.

The victume. The car next to the engine of the passenger train was an ordinary box car, used for baggage. Next to it were M.C.R. freight train and semaphor there could be seen from Wellington street, and the reason why the dead engineer did not stop his train seems incomprehensible unless indeed it be the ordinary passenger cars. At the time of the collision the first of these followed the engine and baggage can about as far as the track of the M. C. a fact, as stated, that the R.; here it tipped partly over, the front rising off its trucks, and striking against angineer could not handle his train engineer could not handle his train. If this be true, then the responsibility is shifted to other shoulders Then why did not Logineer Donnelly whistle for hand brakes; and if he did whistle, why were not the brakes applied? These the end of the baggage car. The rear end remained on its trucks. This car end remained on the baggage car. The rear end remained on the trucks. This car was mostly filled with women and children, and it was among those at the front end of it that all the fatalities occurred. Among those seated at this end were Mr and Mrs. S. G. Zesland, their son Bart and infant child. Mrs. were not the brakes applied? Thee are matters that definite information are masters that dennite information could not be obtained about in the excitement of the calamity. But there is another statement made, and made boldly too, which if true leaves no doubt at whose door the awful their son Bert, and infant child; Mrs. J. Smithers and infant. Mrs S Fraine J. Smither and infant, Mrs S Fraine, and child, Mrs. W. King and Mrs. Crock. According to Mrs. King, Mrs. Zealand and infant, with Mrs. Smithers and Mrs. Fraine, weigh seated on one side in the extreme end seat, which ran cross doubt at whose door the awfu responsibility must be laid. Mr. R Good win states positively that he saw Good win taskes positively that he saw the engloser before the train started and that he was manifestly under the influence of liquor. Journal reporters had the statement of Mr Good win corroburated in so far that several ladies stated that they heard before leaving the Port that the engineer and firemen had been drinking considerably. If this be true then the cause of the accident i plain and fourteen lives and an im mense amount of property have been saoriliced to the Demon Drink. THE EXCURSION TRAINS," That the excursion was run in a, to

say; the least, most unusual manner ems incontrovertible. Mr. Ernes seems incontrovertable. Mr. Ernest Skinner, % Löndon, states that in con-versation with Engineer Donnelly, the latter sail to him, "Come with me, Ernie, faud I'll give you a shaking on,". One laty says that she timed the run from the Port to this city, and that it was made in fitzen minutes, much to ber surprise. Mr. Darby, son of of J. Z Darby, who lives just this side of the bidge, states that he has been in the habit of waiting for these trains and imputing of the output and jumping on them when they slacker for the semaphore. Last algo the was in waiting, but the train rushed over the bridge without stopping, and passed him at a rate of speed that made it im-usable ice him to get on the head possible for him to get on. He heard no whistle blown and observed no eforta made to lessen speed.

fortw made to lessen speed. Mr. John Milligan was standing on Rallway street with his daughter when he noticed the train passing at an ucusual rate. He did not think much of that fact, and heard no whistle. He heard a slight sound, audiurning round saw the black smoke spurt in word. beside one of the bodier that were known to have belonged to Mr. Zaa-land. In the meantime, Mrs. Zealand, upward. s. B. F. Austin was watching the Mra

train from the College windows, and thought that it was going at a slow Mr. John Gaffaey, G. T R dray-man, saw the collision and the ap prosching train. He says it was mov-

ing about eight miles an hour, that the For one more lady and her child engine was reversed, that the whistle was blown for brakes, and that a man S. Fraine was known to be on the train, and no trace of her could be found. Mr. Fraine was at the Port in dreadful agony of mind, until the first train from the north arrived this was on top of the forward cars tighten-ing the brakes. THE ILL FAVED TRAIN. The ill fated train consisted of eight

conches and one bagg ore oar, next to the engine. It was in charge of Conduc-tor Re-Spettigue, Enguneer Harry Donnelly, engine 754, fireman H. Angels. It was an excursion train from morning at one, when he was informed of the fear that his wife and child wa killed. This also, at the present writ-ing, is believed to be true, and thus it

ing the track. It was but the work of burned cars to the side of the track, and a gang of men, hardly before the ground a gain of men, hardly before the ground had got cool, were st work laying the rails, which had been warped and turned in fantastic shapes by the collision, and the intense heat. At 10 o'clock one line of rails were laid, and communication was opened up three hours after the accident occurred. The game of men kant at work and hours siter the source over the second line gang of men kept at work, and about two o'clock the second line of track was relaid. The Grand Trunk auxliary was also brought out at once and the work of relaxing their rails was completed at 12 30. The scene pre-sented was one long to be remembered The smoke curling up from the burning rains, scores of busy men working as the track, others with lanterns in their bands directing controller hands directing operations and around them being a circle of citizens anxiously awaiting the arrival of the train from what did ble strival of the train from the Port to find out whether loved relatives or friends were safe or were amongst the unrecognizable victime. THE FIREMEN'S BRAVERY. Too much cannot be said in praise of

everaly burnt badly burnt, and several teeth kicked the fire department. In the face of the firs department. In the face of a conflagration, the like of which was never seen before in this city, with appliances not too well adapted for the work, they bravely fought the flame in the face of the intense, scorching out W. W. Disher, in endeavoring to escape at time of explosion, was tripped and fell, severely outting one of his J. W. McKay, fruit dealer, received a severe cut on the knee Barney Recce, fireman, badly bnrned neat. Their efforts were well directed

heat. Their efforts were well directed, and they descree, the thanks, and more than thanks, of the public for the noble way in which they battled with the flames. Mary of them hav, been severely injured in the strugg'e battled and chin and badly bruised but it is a cause for congratulation that none of them lost their lives. They went to work with a will, did it well, all over showed that they were made of good stuff, and did not flinch from doing their duty, though they carried their lives in their hands.

the explosion and was struck by a plank and thrown twenty feet. A man caught him and pulled out of the reach TELEGRAPHIC COMMUNICATION CUT OF The wires of the M.C.R. and G.T.R. wres all melted by the heat and twisted into coils, and telegraphic communica-tion by the M.C.R. to the vest and G. the flames, but not was severely burat about the head. Miss Auce Cabot, side of face T.R. to Port Stanley was cut off. The Dan McKechnie, feet and lege badly ourned.

Great Northwestern Company did not have a wire until late at night, and it was impossible to communicate in any way with the Port. Large numbers drove down to satisfy themselves burned. whether their dear ones were amongst the victims or not. At 11 o'clock the Great Northwestern got a wire in use, and a great many anxious hearts were made glad and others serrowful by the nessages flashed across the wire. As oon as the rails were laid the M. C. R ournt from his back were able to run trains on their line b rending the dispatcher on the western fivialoc up to the Church street station. Thus there will very little delay to

The following, so far as can learned, is the list of the killed: --INJURED BY THE EXPLOSION. O. Norsworthy, scalp and ears burn-

Mrs. J. Smither and child. Mrs. S. Fraine and child. Mrs. S. G. Zasland and child. Mrs. McGinnis hadly burned, and nkle sprained. Unrow cut in the face and Mrs. urned Ald. Cockram had both hands singed A Musselman neck burned. Mr. McKinney instep brulsed and

traffic.

D. McNicholl had his hands burned everely.

hands, ears and neck badly urned. Mr. Newcombe, of the firm of Ed

wards & Newcombe, badly burned on the neck and ears. W. P. Reynolds, of the Molsons where are, C. E. Willwars and two children, Mrs. Fred Uaruh, Mrs. Wilson, Mrs E. McCrone, Mr. W. Westlake, all of whom were pulled out of the whatows. A ntree girl with Mrs. Smithers escaped. W. P. Reynolds, of the Molsons Bank, ears and neck scorched. Robert Edgar, Air Line fireman,

Reports were received in the city that Mr. James Smithers had also been

her husband, son, Mrs. Smither and baby, Mrs. Fraine and child, sat in the first coach near where she sat and, if so there is little doubt but that they are

Join Dates, of the all O, A, were in the first passenger cosch, and stated to a JOURNAL reporter that when they left the car it was ompty. They must have been mistaken in this as the burned bodies found in the ruins would show unless the parties were riding in the front platform the car.

front platform the car.

The list given above or those in urea is of necessity an uncomplete one. The city physicians attended to num. bers of injured parties whom they did not know nor whom they did not ask their names. The physicians are cer-tainly detering of the highest praise for the self manifold manner in which for the self assailing manner in which they responded to the call of duty, attending to the injured until late in the night, in the great majority of cases their services being without reward.

When the large tank of oil exploded and the clouds of fire burst forth in all directions, seeming to envelop and lick up in its rapacious jaws the fleeing multitude, to many minds flashed the thought that Pt. Thomas was to have the experience of the wretched multi-tude m Chicago's great fire. For a minute or two it seemed as if the whole oast end of the city was to have been food for the flames.

down to wait for its starting. At one o'clock, when word was received that it was about to start, one colock, when word was received that it was about to start, she got up and not realizing that she was as near the edge of the pier as she really was, stepped off into the water and was drowined before assistance ar-rived. The body was recovered in a few minufes just at the spot where sho fell in and was taken to London on the train which reached this gits 2 a train which reached this city at 2 a. m. A young man from London fell off A young men from London fell off the pier a: Port Stanley last night, but escaped with a bad ducking.

ut, but could not, and thinks she was Among other who were in the first CME were Mrs. C E. Williams and two

Mr. A. Chudley, shoe-maker, who was injured by being run over by the hose reel, the wheels passing over his stomach, vook very bad during the night and fears are entertained of his recovery. Mr. A. Chudley, shoemaker, was badly bruised by being run over by the Hincks street, was scorched about the hands

Gordie and Frankle Cattley, sons o in the car which has barned and was probably a victim, but later the report was proved unitae by the appearance of Mr. Smithers in the city, he having driven to town. Mr. Robt. J. Cattley, Opecha street, were on Railway street at the time of the explosion. The clothes of both lada took fire and they were, it is feared; fatally burned Their face, hands and

fatally burned Their face, hands and bodies were terribly scorched before their clothing could be extinguished. A little boy named Whitesell was Mrs Zealand, it is stated, said that Deputy Register Clark had his neck

all amongst the victims. Mr. A. B. Remey, jeweller, and Mr. Del Drake, of the M. C. R., were in the

The list given above of those injured

Wm. Barclay, fireman, scalded back Wm. Morris, fireman, badly burnt about the hands and back. Jas. Foldey, fireman, severely burnt ll over the body. Wm. Palmerston, superintendent of the St. Thomas street railway, was standing on the main line at the time of

before he

James Garry, feet and legs badly

Mrs. Wm. E. Howarth, 50 Seott breet, was struck and run over by the hose reel and received a bad cut in the eye, and her legs were badly bruised.

ANOTHER FATALITY .- A YOUNG LADY DROWNED.

Mr. Fairerother badly burnt on face Miss Thompson, a young lady be-longing 'to London, met her death by drowning at one o'clock this morning, at Port Stanley She with another young lady, her cousin, tired of waiting for the train to start for home, took a walk down on the west bier and est Charles|Crowley janitor central.school Geo. Ackerman, painter, both hands and neck soo ched. Mrs. J. Baynes and three children.

Mrs. 3. Zaylas and three controls. Ecgineer Donnelly. Miss Thompson drowned. Mr. H. Ponsford, fatally injured. Mrs. S. G. Zaiand, fatally injured. Making a total of 14 lives lost.

AT THE PORT. The excitement at the Port was

LIST OF THE KILLED

omething awful after it was learned that an accident had occurred. About



IN THE HOLIDAYS. By the Author of "Nora's Love Test," "Old m's Money," "The Equire's Legacy," Etc.

'You will not forget us all at Mere

ly at her. 'Never!' she said, her swimming eyes saying a great deal more than the words. 'Neither my poor self nor the Squire?' 'Neither' she said, but no color ross, 'Neither' she said, but no color ross, The slender figure, with the white

"Nather she said, but no color rose, Into her checks as ahe answered. The slender figure, with the white face raised in the gloaming to the grave old gentieman opposite, made a pretty old gentieman opposite, made a pretty is the garden gate, some one thought who watched them from the window. "What shall we do without Gyneth" asked Bertie suddenly, adddressing no one in particular, but her eyes falling was in the room.

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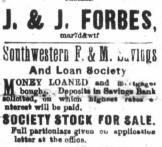
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the of antiful Complexion. Su sowiedzed by thousands of Ladies who have the for many rears to be the only prepare to a not roughen the skin, burn, chap, on the skin structure skin, burn, chap, on hadma aby any the skin, burn, the skin structure to a have server used." "It is the only raticity without making my skin smart and rough-any at risk every raticle, I consider you what completion Powder the best preparallo-ary made, and connot do without it." n the

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It soon brings into healthy play The too pld fiver day by day through. From grown of head to sole of an ex-the sole of the sole of a sole to grown of head to sole of a sole to grown of head to sole of a sole to grown of head to sole of a sole to grown of head to sole of a sole to grown of head to sole of a sole to grown of head to sole of a sole to grown of head to sole of a sole to grown of head to sole of a sole to grown of head to sole of a sole to grown of head to sole of a sole to grown of head to sole of a sole the land Keep TARIKANTS' SELTZEE near at band



HON. G. W. ALLAN, Preside S5 TEACHERS

constant and the second s Advo at gest

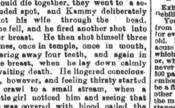
one in particular, but her eyes falling upon Duke's face, because no one else was in the room. 'You will miss her sadly,' she said, in a low tone. 'Who could help it? Now marma has left the room I can speak out, as I have hear tempted to do all the even-ing. I think Gyneth works too hard, Mr. Suttleton. Do you know she has never taken a real holiday for three years until this summer?. And now I'me understand Gyneth vorks too hard, the too ough her be argain, chivalrously not requiring any deposit to bind the re-freal. He then hurried arcound to young Hazard to. tell him he would take the property, hut found it had advanced in proter taken a real holiday for three years until this summer?. And now I'm understand Gyneth vorks well,' the child went on complacenve; 'and I am sure the is not well, though she easys she does not know what it is to feel ill. You see, Mr. Suttleton, alse teaches all day long when we are at home; and where reality wated thin 'You will soon follow her,' 'You will soon follow her,' 'Sho is helped by abler hands than ware he help is herd. 'You will herd wate a low years older, 'Sho is helped by abler hands than ware help her.' 'You will herd.' 'You will soon follow her,' 'Sho is helped by abler hands than ware help her.' 'You will know that is to the take been wisely invested and promises to bring him an ample fortune. A Melder of Philadelphis Klis His Wite ard Fatally shoots Himself. 'You will soon follow her,' 'Sho is helped by abler hands than ware help ther ber the taken of the state of the stat

A fielder of Philadelphia Kulls His Wire and Fatally shoets Himself. A fielder of Philadelphia Kulls His Wire and Fatally shoets Himself. Philadelphia, July 15.—Ernest Kam-my, a molder by trade, who had been or some time, "Indeed who to. Mr. Suttleton; but to hight I feel it more than ever, and so does mamma. I am sure that is why she has goue away. Mr. Suttleton; continued Bertie, in a whisper, 'do you think Dr. Denne will send a very long bill? A smile stole over Duke's face. He cogitat d a while, for he had very little notion what would be called a long bill, and then be said with decision— 'Denne mskee out smaller bills than any dootor in the world. Some poople think they are not worth paying. 'If it does not make him poor,' and these they thought I could not hear.' Duke's eyes clouded as he looked out into the twilight and as w the gillan figure coming of the thought of the thou-ands of dootors' fees that lay idle at his bank, and he turned to Bertie with a nervous good bys. 'And Miss Bertie,' he added, 'do not think Bertie, oota by .

sanity.

his bask, and he turned to Bertie with a norvous good-bye. 'And Miss Bertie,' he added, 'do not think about the Doctor. He is as rich as he can be and the thing he enjoys most is sending in email bills when large ones are expected.' Which good prospect Bertie was left to meditate upon, while Duke went to say good-bye to Gyneth. To be continued.

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