

HURLED TO THEIR DEATHS

THIRTY-ONE VICTIMS OF A RAILROAD DISASTER.

BODIES CRUSHED AND MANGLED IN THE WRECK.

A BRIDGE ON THE BOSTON AND PROVIDENCE ROAD COLLAPSES AND SIX CROWDED CARS PLUNGE INTO THE GAP—OVER A HUNDRED PERSONS INJURED.

BOSTON, March 14.—Again New-England has been visited with a railroad disaster, and one that has not been exceeded in horror since the terrible disaster at Revere about 15 years ago. The 7 o'clock suburban train from Dedham this morning over the Dedham branch of the Boston and Providence Railroad fell through an iron girder bridge between Roslindale and Forest Hills station, an outlying station of Boston, and about six miles from the city proper. The train comprised nine passenger coaches, six of which, crowded with living freight, were piled in indescribable confusion in the gap below, causing an appalling loss of life and limb. Up to the present time 31 killed have been identified, and the number of injured is placed at over 100, and 70 seriously, while it is a matter of general surprise that any occupant of the crowded coaches escaped serious injury.

When the train reached the fatal bridge there were probably about 300 persons on board, evenly distributed through the cars, with all so well filled that passengers at Roslindale were unable to obtain seats in any but the rear car, which was the smoker. Approaching the "Tin Bridge," as it is called, the train was going at full speed. The engine and first two cars crossed all right, when Engineer Walter White felt a jar, and looking back was horrified to see that his train had parted and that some of his cars had disappeared. He immediately stopped his engine and found that three cars were remaining on the embankment, and the other six were in the highway below. He then sounded the whistle and attracted the attention of the people in the vicinity, who ran to the spot, among them being a police officer whose arrival was most fortunate, as he turned in a fire alarm signal, and brought quickly to the scene the fire apparatus of that section. In the overturned smoking car, in which at least 50 men were imprisoned, a slight fire from the stove showed its appearance when the chemical engine arrived, and this was speedily extinguished. With this exception there was not the least indication of fire to add horror to what was already a most serious matter.

Engineer White said that it felt to him just as if the train struck something when he first noticed the shock. A bolt had given way in the span, and in the roadway under the bridge, in the space of 150 feet between abutment and abutment, there were in an instant piled up the debris of six cars interwoven almost inextricably with the trusses and girders of the iron bridge, and within and among which the passengers were held fast or writhing in distress, some of them crushed almost beyond the semblance of human shape, and one or two of them beheaded.

To such as had the power to move the means of extrication were made the easier by the completeness of the wreck, for the sides and ends of the cars were often smashed out, leaving more or less free egress. But in the two cars which struck the abutment the scene was fearful. The wooden debris was piled up about one of the stoves and was on the point of setting the wreck on fire when the earliest arrivals came on the scene and succeeded in dragging the stove out through the broken walls of the car and depositing it upon the roadway. None of the other stoves were smashed, for a wonder, sufficiently to ignite the wreck with their burning contents, and the work of extricating the dead and wounded began.

Never was such a duty more expeditiously and thoroughly performed. Under the supervision of the officers of the road, who arrived very promptly, the dead and injured were quickly taken out, and never was a railroad wreck where there had been a large loss of life more promptly deserted by all who had suffered in it. The fact that the accident occurred in the midst of a settled suburban district, and that nobody upon the train was more than five miles from home, made it possible to transport the dead and injured, so far as it was practicable under the circumstances, directly to their homes, and many were so taken. The majority of the injured remaining were taken to Roslindale stations and others directly into Boston and sent to the City Hospital in ambulances.

THE TERRIBLE PLUNGE.

From the western abutment of the bridge one gets perhaps the best idea of the terrible plunge which the cars made to the street below. This is the end toward Dedham. Looking from that side toward Boston one sees on the left hand a broad depression between the hills. A great pool of water comes down close to South-street and a stream flows through a culvert, spreading again in the field on the other side. South-street runs along between the abutments, making an angle of perhaps 45 degrees with the line of the track. Both ways from the bridge run the embankments, which at that place are nearly 40 feet high. The acute angle with the street is on the right of the Dedham abutment as one stands looking toward Boston—the way the train was going. Thus the embankment on that side is cut off so as to be almost perpendicular. It was down this bank that the smoking car fell plumb to the street below, turning over as it went, striking roof first, and crushing together like a paper box.

This was the last car on the train. Just ahead of it was car No. 82, which was tipped upon its right side and wrenched in a terrible way. Next to that is car No. 81, resting in an upright position and supported by the wreck of the bridge and other cars some distance above the street. Beneath it iron girders of the bridge and the rails are twisted in marvelous fashion. The car itself is shattered, but still maintains its shape. Beyond it is car No. 80, turned upon its left side and stretched across the street. The top is wrenched off and it is a bad wreck. Then comes car No. 54, completely torn to pieces. It fell from the track close to the side of the street and was shattered by its own fall and by the piling of other cars upon it. In this the greatest loss of life occurred, and here the fire broke out, but was quickly quenched. The sixth car from the rear end was No. 28. It crossed the bridge, but was thrown from the track as soon it reached the abutment and rolled partly down the bank, tearing away one side and a large part of the roof. The seventh car, No. 18, lay close to the edge of the embankment, almost evenly balanced, and was afterward tilted over by the men to get it out of the way. The eighth and ninth cars and the engine kept the track.

The order in which the wrecked cars went down is hard to determine. It looks as if the engine, tender, baggage car, and one other went safely over before any harm was done to the bridge. Then, apparently, the structure began to weaken, and finally settled under the fifth car from the rear end, which fell with a great crash, pulling those that were ahead of it over the embankment until a coupling broke and set them free. The awful wrenching force of this process

can be seen from the fact that two of the cars which yet remained upon the track were pulled almost to pieces. Behind car No. 54 came the four others, two of which plunged in confusion upon it. The next took a leap to the right, and the last, the smoker, fell down the precipitous embankment full 40 feet upon the road.

REMOVING THE DEAD AND WOUNDED.

The smoker was so badly damaged that nothing remained but to cut it into somewhat smaller bits, and throw it to one side. A force of be-grimed and muddy workmen were doing this during the afternoon. The debris had been well-nigh removed to the side of the street at 4 o'clock, but one large piece remained. It was a part of the floor, and upon it in one spot were several pieces of wreckage, including a torn oil cloth. This a workman raised with his pick, and from it dripped blood that splattered in a little red pool upon the piece of flooring. The workmen started back, and a policeman also turned quickly aside. "It was there that Lailor was killed," said he, alluding to a police officer who perished.

The first man to reach the wreck was J. H. Lannon, a fish dealer. He was driving up from Forest Hills toward the scene of the disaster when the engine of the wrecked train came down the track whistling wildly. The locomotive slowed down at the Forest Hills crossing and Lannon stopped his team, shouting to the engineer:

"What's the matter?"

"My train has gone through Tin Bridge! Telegraph to Boston!" was the reply.

Lannon ran to the station with the message, which was quickly flashed over the wires. Then he hastened back to his team, and drove up the road to the wreck. When he reached it, cries and groans were coming from all parts of the awful heap. Bruised and wounded people were crawling out from all parts of the pile. He found an axe and climbed upon car No. 80, the third that lay in the trench, two others being beneath it. The cries of the injured came most from this car he thought. He crawled through a window and went to work. A woman first demanded his attention. She was pinned down by the feet, and two seats and the body of a man lay on top of her. The body and the seats were soon got out of the way. Working on the wood and iron that held her down caused her to scream with fresh agony, and it was some moments before she was free. Lannon dragged her to a window, and two men helped him lift her out. Four men, three of them dead, were taken from this car by these three men.

There were many heartrending scenes as one after another was taken from the ruins and friend recognized friend among the mangled bodies. Plenty of assistance was soon on the spot, and the passengers who escaped injury lent willing hands in the work of rescue. Hospital ambulances and patrol wagons carried the killed to the morgue in Boston and the injured to hospitals, while many of the latter were taken away by friends. Superintendent Folsom was early on the ground, and every resource at his command was placed in service to assist the wounded or care for the dead. In one place seven bodies taken out were placed in a row. All were badly mangled. Large numbers of women were on the train, and many were to be seen in the ruins of the cars. One woman was cut completely in two, the upper half of her body only being found. Two men who were saved had their faces hacked, and the lips of one were nearly cut off. A pathetic sight was that of two girls, with arms around one another, clinging in the embrace of death. Both had been killed by blows upon the head. The body of one woman lay upon the ground with the head torn off and lying a few feet away, and one arm nearly torn from its socket.

In one of the cars only one passenger was killed. This car turned a complete somersault as it crashed into the wreckage below. This is a singular fact, but it is attributed to the monitor top. Passengers who sat beneath it were but slightly injured, receiving a general shaking up, while the greatest injury was received by those persons who sat in the small spaces, both forward and in the rear, where the monitor top does not cover. Mr. Edward A. Norris, the one passenger reported killed, sat at the extreme rear of the car. A passenger in this car who escaped with practically no injury beyond a severe shaking was Mr. John H. Campbell, bookkeeper for Wright, Bliss & Fabyan. He was sitting with Mr. Albin Shumway, who is connected with the Bay State Sugar Company, and Capt. Lucius Cummings, who is in the employ of Isaac Fennell & Co., and both of these gentlemen were uninjured. Mr. Campbell says that the first intimation that they had of anything wrong was a sudden lurch just as the cars struck the bridge, and then they found that they were going down. In an instant the car turned and he, with his companions, was wedged in by the seat. They soon extricated themselves and rendered what assistance they could to others.

THE KILLED AND INJURED.

The latest reports make the number of killed 31, but the list is continually increasing by deaths among those seriously injured. The number of wounded is more difficult to ascertain, as many, even of those dangerously injured, were immediately taken to their homes. It is certain, however, that about 100 passengers received injuries of greater or less severity. Following is a list, corrected up to a late hour:

KILLED.

Miss IDA ADAMS, Kittredge-street, Roxbury.
ALICE BURNKIT, 16 years old, Roslindale.
WESTER W. CLAPP, 21 years, Central Station.
Mrs. HORMISDAS CARLINDELL, Roslindale.
WESTER N. DRAKE, conductor, Dedham.
WILLIAM E. DURHAM, died at the hospital, Dedham.
HATTIE F. DUDLEY.
Miss SARAH E. ELLIS, Centre-street, West Roxbury.
HARRY O. GAY, clerk, Spring-street, died at the hospital.
EMMA P. HILL, 25 years, employed by R. H. White & Co., West Roxbury.
STEPHEN T. HOUGHTON, gasfitter, Corinth-street, West Roxbury.
Miss HARKINS.
ALBERT E. JOHNSON, 40 years, employed by George H. Morrill & Co., jewelers.
WILLIAM JOHNSON, violinist, Roslindale.
Mrs. KENNARD, Dedham.
WALDO B. LAILOR, policeman, Station No. 13, Roxbury.
LIZZIE MANDEVILLE, Dedham.
Miss HANNAH MURPHY, West Roxbury.
EDWARD E. NORRIS, freight clerk, Boston and Providence Railroad, Dedham.
Miss NORRIS, West Roxbury.
Miss M. L. ODIORNE, Dover, N. H., employed by Salem Wilder, Summer-street, Boston.
Miss LAURA A. PRICE, Park-street, West Roxbury.
WILLIAM S. STRONG, died at the hospital.
Miss SWALLOW, Roslindale.
FRANK SWAN, West Roxbury.
CHARLES A. SNOW, West Roxbury.
PETER SWANEN, tailor, West Roxbury.
MYRON TILDEN, conductor, Dedham.
BENJAMIN TAYLOR, clerk with Carter, Rice & Co., Dedham.
Miss ELIZABETH WALTON, Dedham.
Miss ROSE WELCH, West Roxbury.

THE INJURED.

The list of injured is as follows:
AMES, Mrs., employed by Shepard, Norwell & Co., badly cut and otherwise injured.
ADAMS, Miss MAHEL, seriously bruised.
BURDOCK, —, Roslindale, slightly injured.
BILLINGS, ALBERT, Dedham, drug clerk, injured in head and back, leg broken.
BURDETTE, ALBERT, Dedham, head and back injured.
BOWMAN, WILLIAM F., engineer, Boston and Providence Railroad, Dedham, injury to thigh and back, not dangerous.
BECKER, Miss MINNIE, Roslindale, not serious.
BANKS, JOSEPH, West Roxbury, cut on head and injured internally, serious.
BERRY, JENNIE M., Dedham, arm and leg cut.
CUTLER, ARTHUR B., Dedham, badly injured about the back.
CANTHONY, CHARLES, Roslindale, wrist injured.
CUMMINGS, Capt. L., left hip injured slightly.
CHRYSLER, ALONZO W., agricultural editor *New-England Farmer*, injured about the head.
CAPEN, EDWARD, Dedham, bookkeeper, 33 State-street, injury to ankle and ribs.
CAMPBELL, JOHN, bookkeeper.
CLEARNEY, J., slightly.
CARR, Miss ELLA, West Roxbury, leg cut and bruised.
CROXY, JOSEPH, West Roxbury, badly bruised.
CLIFFORD, L. B., leg broken, scalp wounds.
CORING, E. P., Roslindale, slight injuries.
DREYTON, JOHN H., cabinetmaker, Dedham, compound fracture right arm and bruised, not dangerous.
DRAKE, C. F., baggage-master Boston and Providence Railroad, back strained.
DOW, C. W., Corinth-street, Randolph, back injured.
DOW, Miss SADIE, Roslindale.
DUNHAM, BENJAMIN, Roslindale, slight.
DRAKE, WEBSTER, 25 years old, Dedham, conductor Boston and Providence Railroad, serious injuries to head and back.
DAVIS, HARRY, Roslindale, eye cut.
DARLING, CHARLES C., Jr., Dtdham, severe injuries about the head and face.
EARLHAW, HENRY P. J., West Roxbury, serious injuries on head and probably internally.
FAVOR, BENJAMIN G., shoulder injured.
GOLDSMITH JACOB, Roslindale, bruised and strained.
GOTTLIEB, Mrs. STEHLE, Roslindale, injury on head; dead since the accident.
GAY, FRANK, West Roxbury, fatally injured.
GIBBONS, FRANK, West Roxbury, slightly injured.
HAYES, CYRUS W., Washington-street, Roslindale, shoulder crushed, probably fatally hurt.

HUMPHREY, WILLIAM, back injured, head bruised and cut.
HAWKINS, Miss, West Roxbury, slightly hurt.
HUDSON, WILLIAM, Roslindale, probably fatally hurt.
HAWKINS, CHARLES, Roslindale, bruised and sprained.
HAMMOND, O. S., Dedham, fracture on left arm above elbow.
HODGKINS, V. W., West Roxbury, slight.
HUISSON, WILLIAM R., West Roxbury, slight.
HALKINS, C. W.
HARVEY, RUEL, slight.
HANLEY, —, Sergeant of Police, slightly.
HARDY, ROWELL, slight.
INNES, E. G., Dedham, hand crushed.
JORDAN, WILLIAM, West Roxbury, badly shaken up.
JOHNSON, WILLIAM, Roslindale, severely injured in head, back, and internally; condition serious.
KENNEY, MATTHIAS, Jamaica Plain, slight.
KRECKLER, W., West Roxbury, back injured, scalp wound; will probably die.
LORD, GEORGE A., Baker-street, West Roxbury; bookkeeper; fractured ankle, injury to head, fractured ribs, and internally injured; case critical.
LOOTHOOD, LAUNT, Roslindale; scalp wound, contusion of face, back and arms.
LIPPINCOTT, Miss, West Roxbury, leg sprained.
MCALLISTER, WILLIAM, Dedham, express clerk, internal, but not serious.
MCQUILLAN, W. H., Dedham, cut on the head.
MOISE, EDWARD B., Roslindale, three ribs broken and head cut.
MAY, CHARLES, Roslindale, slight.
MURPHY, JOHN, Roslindale, very badly hurt, possibly fatally.
MULLER, OTTO, Roslindale, internal; a serious case.
MOISE, C. A., West Roxbury, spine injured.
MURKALE, JAMES, Roslindale, five ribs broken; not expected to recover.
MAY, LIZZIE, slightly hurt.
MULKERN, MARTIN, Dedham, hurt in head and legs.
NICHOLS, FRANK, Dedham, supposed fracture of skull.
NOON, J. H., scalp wound.
ROBERTS, SUSIE, Dedham, bookkeeper, slight wounds on head.
SMITH, FRED P., slight bruises.
SPOONS, HENS, West Roxbury, broker, School-street, badly injured.
SHRENO, CHARLES M., Roslindale, scalp wound.
SHAW, ALICE, scalp wound.
SAUNDERS, Master, broken arm and internal injuries.
SPRAH, FRANK, West Roxbury, injured on head.
DOUTLERS, Miss CASSIE, West Roxbury, leg badly bruised.
STUBBS, —, Dedham, conductor, hurt about the head.
SMITH, WINFIELD W., fractured thigh.
STRONG, R. J.
SMITH, W. W., Dedham, brakeman, hip broken and back hurt.
STARRE, D. P., Roslindale, slightly injured.
TABRAHAM, Mrs. NELLIE, West Roxbury, hurt about head.
TABRAHAM, LEONARD, West Roxbury, leg broken.
TOMPKINS, Roslindale, bodily injuries.
THAYER, C. E., Roslindale.
THOMLINS, C.
ROUNDT, DANIEL R., West Roxbury, bookbinder, head badly cut.
RED, EDWARD W., slightly injured.
RYAN, JAMES, Roslindale, badly injured.
PACKARD, EDWARD, Roslindale, compound fracture ankle and bruised.
PARKS, —, hand injured.
PAGE, Miss ALICE, Dedham, slight injuries to head.
PLUMMER, FRANK, West Roxbury, slight.
PARKER, EDWARD, slight.
WAY, GEORGE, arm crushed.
WHITMORE, WALTER, Roslindale, head badly bruised and hand crushed.
WEEKS, CHARLES, Roslindale, injured about head and arms.
WALDRON, GEORGE F., Roslindale, badly injured.
WARNER, West Roxbury, probably fatally hurt.
WOOD, HENRY, Roslindale, slight contusions in head and back.
WASON, JAMES M., West Roxbury, foreman Smith's organ factory, severely injured.
WINCHESTER, HENRY, West Roxbury, severely injured on his head.
WHITMAN, WILLIAM, Dedham, ankle severely hurt.
WEEKS, LEVENEY, employed at Jordan, Marsh & Co.'s, hurt about the face and body.

CROWDS AT THE SCENE.

An engine house at Roslindale was made a temporary hospital for the injured, and physicians, as they appeared on the scene, were assigned to duty there. Here the killed and wounded were brought by twos and threes, and one might well have imagined that a battle had been in progress in the vicinity. Frank Swan, a salesman for the firm of Gerrish, O'Brien & Co., was among the first brought in. The scalp and face were badly cut and lacerated. He had been instantly killed. Miss Lizzie Melville, a 16-year-old girl, was also instantly killed, and her body was brought in and laid beside that of Frank Swan. Beyond some traces of mud into which she had fallen, there was no indication upon the fair face of a violent death. The features were not distorted, and wore the placid, natural look of sleep. Fortunately all the victims lived within a radius of a few miles from the scene of the disaster, and as fast as their wounds were dressed or, if among the killed, their bodies were identified, they were carried to their homes by relatives and friends.

When news of the disaster reached Boston and Dedham the excitement was intense. At the Providence station in this city, during the early hours of the day, it would seem as if one-half the people in the city had friends who might or should have been on the ill-fated train. The crush was tremendous, and every official was soon reduced to despair by the importunities of anxious questioners. In Dedham the anxiety of those who knew that members of their families were on the train can better be imagined than described. It was not long before the roads leading to the "Tin Bridge" were filled with vehicles and people, plodding through the mud. All day thousands hovered about the scene and carried off pieces of the broken cars as mementoes of the terrible disaster. So great was the desire for these relics that but for the fact that for many hours the crowd was kept away from the wreck by the police the entire mass of debris might have been carried away bit by bit.

This is the first serious accident that has ever occurred on the Boston and Providence Road or its branches, and its effect was felt in the stock market to-day, the stock dropping off about seven points, or an equivalent for \$300,000, which it is expected that this disaster will cost the company. The cause of the wreck is in doubt. The usual broken rail was absent here. Both trusses of the bridge were carried down at the same time, and it seemed as if some force had drawn the whole structure forward and then thrown it from its bearings. One man says that he saw a broken journal before the accident, and this may possibly be the cause.

Late in the day a bad flaw was discovered near the end of one of the bridge trusses. As the wreck lies one end of a 12-inch iron truss rises a few feet above the general debris near the northern abutment. This truss shows a diagonal fracture of the iron, the broken surface being about 12 inches long. Fully eight inches of the fracture is black with rust and dirt, while the remaining four inches is bright and fresh metal. In the opinion of those who examined it the rusted portion of the fracture indicates the extent of a very old flaw in the metal, while the fresh break doubtless took place at the time of the accident. At what point on the bridge this flaw existed it is impossible to tell in the present great tangle of rails, cars, and bridge material. All investigations up to this point lead to the belief that this flaw was the probable cause. The officials of the road say that the bridge has been inspected regularly and the existence of this flaw was never known until now.

The Railroad Commissioners have taken the disaster under consideration with remarkable promptness, and will begin their investigation to-morrow afternoon. Commissioner Stevens said to-night: "No pains will be spared by the board to bring out all the facts, in justice to the traveling public as well as in compliance with our legal duty. The employes of the road will probably be the first witnesses called, but ample opportunity will be given the neighbors who are said to have had such terrible premonitions of disaster to put in their evidence."