

## COLLISION, WRECK AND DEATH!

### A Fast Express Train Plunges Down an 80 Feet Embankment.

### FIRE ADDS HORROR TO THE CALAMITY.

### All the Passengers, However, Escape From the Cars Before Being Incinerated.

### FOURTEEN VALUABLE RACE-HORSES BURNED.

### They Belonged to Fred. Gebhardt and Mrs. Langtry, the Jersey Lily, And were Valued at \$350,000.

The Accident was Caused by the Falling of Rock on the Track which Threw an Eastward Bound Freight Train on the Westward Bound Track, Which in Turn was Run Into by the Chicago Express, Throwing the Engine and Five Cars Down the Steep Embankment--Scenes at the Wreck--A Number of Port Jervis People Among the Injured--Fireman Alex. Newman Burned to Death--List of the Passengers and Trainmen Who Went Down in the Wreck--Other Incidents of a Terrible Accident.

A very bad wreck occurred to train 3, the Chicago Express, at 1.40 a. m. this morning, at a point half a mile west of Shohola. Train 84, an east-bound fast freight, Fred Long conductor, was bowling along at the rate of 20 miles an hour through a pouring rain and impenetrable darkness, when suddenly the flash of the headlight threw its rays upon a pile of rock in the centre of the track. It was too late to stop and the engine crashed into the pile and threw it from the track over upon the west bound track, piling up the freight cars in every direction. Train 3 was just about due and this fact being known to the train men every effort was made to get out a lamp. The shock of the collision had extinguished the lamps, but the middle brakeman pulled out one of the switch lights and ran down the track to signal the express. He was too late and in a moment afterwards the two iron monsters were in close embrace. A second afterwards the engine of the express turned to the right and plunged down the steep embankment, dragging five cars after it. The pluge was a fearful one, and in a minute everything was in darkness, and nothing was heard but the shouts and groans of the imprisoned and in many cases, badly injured passengers and trainmen. A day coach and all the palace coaches stayed on the track,--the double collision had stopped their momentum--and the passengers were saved the terrible plunge into the abyss.

All the male passengers on the coaches which did not go down the bank, together with the train men, hurried to the assistance of their less fortunate brethren and were soon hard at work relieving the imprisoned men, women and children when fire was discovered in one of the coaches. The means for fighting it were extremely limited at the foot of an 80 feet embankment, and although the rain was falling in a perfect deluge the fire burned slowly. In the meantime the work of rescue was accelerated and it is believed that all the passengers and the trainmen have been rescued.

The fate of the fireman, Alex. Newman, was a sad one. He was imprisoned in the debris of his engine, and it is thought fatally injured. At all events he called the first man who reached his side, who chanced to be a passenger, and said to him: "Tell my wife that I am fast and cannot get out." This was the last that was heard from him. Some state that Newman seeing that he was pinned down, and probably suffering from his injuries, and seeing the fire approaching drew a revolver and shot himself in the head, fearing a more horrible death. The truth of this has not yet been verified. Engineer Kinslia was suffering most intensely from his scalded face and blinded eyes and could do but little to aid in the rescue.

The Erie officials did every thing in their power to aid the injured passengers. Supt. Starr, as soon as he was informed of the accident, procured the services of four of the village surgeons, Hunt, Cuddeback, Van Etten, and Lambert, and this corps was increased by the services of the two physicians from Shohola. The injured were taken to hotels and private houses, cared for and their injuries dressed. The imprisoned running horses in the forward car were all burned to death with the exception of two which managed to make their escape.

#### THE OFFICIAL STATEMENT

As Sent by Supt. W. H. Starr to Headquarters in N. Y.  
Train 84 struck a lot of rocks on the east-bound track about a quarter of a mile west of Shohola, totally wrecking engine No. 72 and four cars loaded with coarse freight badly. No other damage

will taken care of in the sleeping cars, hotels, and private houses on both sides of the river. Will have main track clear about ten a. m. W. H. S.

#### THE WOUNDED BROUGHT HERE

A Sad Scene at the Erie Depot When the Train Came In.

Long before the train bringing the injured passengers reached this village a large crowd was waiting and it was largely augmented when the train arrived. The crowd greatly hampered the removal of the passengers as they refused to give way to the men carrying the suffering ones. As one after the other, men, women and children were carried out with broken limbs and badly cut heads and bodies, it was evident that their injuries were far more serious than the authorities had at first reported. Some were entirely helpless while others, although very badly injured, managed to walk across the track to the Delaware house, where they were given every attention and put to bed. All who were able to talk described the accident as something so terrible as to defy description. What between the intense darkness, the heavy pouring rain, the groans of the wounded, the affrighted snorting of the horses, and the bright glare of the burning cars, all together made a scene calculated to appall the stoutest heart. There are now 16 wounded at the Delaware house, two very badly injured at Barryville, opposite the wreck, while the balance are either at their homes or at other points.

#### WHAT THE PASSENGERS SAY.

The Accident was So Sudden That They Hardly Realized It.

Mr. C. W. Aby of California, who has charge of the stables of Fred Gebhardt and Mrs. Langtry, was going west in special express car on which were loaded 17 valuable racing horses. He was accompanied by Mr. M. D. Storms, a stock breeder of California, who had with him a valuable Scandinavian stallion, and also by four other attendants. All were on the car with the horses. Mr. Aby states the horses were very restless, and all hands were up looking after them. He was sitting by the sliding car door, with his hand on the handle of the door when the crash came. A moment after the crash, the car toppled over, he himself tumbling amidst a crowd of injured men and horses. When he stopped, he was partly out of the car door with his legs in the Delaware river. By a great effort, he released himself and then turned his attention to the men and horses. Mr. Storms was wedged underneath the car, a portion of the running gear pinning him down. He succeeded in liberating him. By this time the fire had broken out and the other four men succeeded in crawling out. They were all badly injured. The cries of the frightened horses were awful, and their struggles to free themselves herculean. One brood mare with both legs broken succeeded in jumping through a hole in the side of the car only to drop dead. The celebrated running stallion *Abolus*, also jumped through the aperture and falling on the rocks below was disemboweled. Another famous stallion, *St. Saviona*, and a brood mare, in some marvellous manner, made their escape. The balance were killed and burned. Mr. Aby values the total stock at \$350,000. He has no idea how any of the horses or men escaped with their lives. He received a compound fracture of the left arm while his left wrist was almost severed. In spite of his terrible injuries he worked hard to save his fellows.

#### THE CONDUCTOR'S STORY.

He Escaped With a Few Bruises and Assisted all he Could.

Conductor J. D. Brown, who has been in three serious wrecks, including the Carr's Rock disaster, states that he was in the baggage car talking with the baggage and express men when the collision occurred. He thought at first that he had collided with a freight train and all hands grabbed for the safety pole. He was too late, the car turned over and he found himself tumbling among boxes, trunks and men. When the tumbling ceased, he picked himself up uninjured, and found that John Gannon was wedged in a corner. After a long work, he released him and then assisted the other men in the car. The four men then escaped, all uninjured except the conductor. A glance over the wreck convinced Mr. Brown that everything must be done quickly, and he issued such orders as were necessary, at the same time working hard himself. He asked engineer Kinslia what the matter was, and he answered that "some freight was on his track without a flag out." At that time Mr. Brown did not know what the matter was, as he caught but a glimpse of the obstruction before the collision occurred. Conductor Brown's train consisted of engine 118, a postal car, an express car loaded with horses, a baggage car, a smoking car, two day coaches and three sleepers. The engine and the first five cars left the rails, leaving one day coach on the track. The second day coach would have toppled over had it not been held by the coupling. The fire started in the car highest up the embankment but what caused it is not known. There was no way to fight fire at the bottom of the embankment and had the wrecked train been all together every car would have burned. As it was, three cars were burned and the balance badly damaged. The freight train was also badly wrecked and both engines ruined. In fact engine 118 was burned up, and lies in the river. The passengers all worked hard to assist those who needed assistance.

#### A BROOKLYN MEDICAL STUDENT

Gives His Account of the Tumble Down the Bank.

Mr. C. F. Kilgard, a medical student of Brooklyn, was sitting in the first day coach. He was awake at the time, felt the crash of the collision and then came the tumble. He states that his car apparently turned over twice before it reached the bottom and the passengers were huddled first to one side and then to the other, finally all falling in a promiscuous heap throughout the lower portion of the car. The roof of the car was partly torn off, and by the aid of a dim light, which he saw through the top--the car was on its side--he crawled out. He was dazed and partially unconscious for a time, but he assisted in rescuing two ladies. By this time he felt so faint that he had to sit down. He saw a fellow searching through the car for valuables and ordered him away. The fireman lay under the engine and he thinks he heard him call for help, but there were so many cries that he might have been mistaken. Judging from their horrible injuries he thinks that the three will die. Mr. Kilgard escaped with a few very bad cuts and serious bruises. He says that so far as he could learn, there were two men still missing from his car this morning.

#### WHAT THE PHYSICIANS STATE

Dr. Van Etten Says that it Was a Terrible Scene.

The special car which Supt. Starr and the village surgeons took for the scene arrived about 8 a. m. By that time the

wounded had all been removed and the surgeons dressed all the wounds by 8 o'clock this morning. The doctor states that in all 84 persons were injured, but we understand that the list foots up 38 injured and one killed. Of the injured it is probable that at least three will die. Among the seriously injured, attended by Dr. Van Etten, was John Tewdall, of Hornellsville. He is about 12 years of age and landed in New York yesterday. He has serious scalp wounds and his left ankle is badly sprained. The little fellow is very plucky. Three years ago he went to England alone and was returning alone when the accident happened. Jame Dunn, of Goshen, has two ribs broken, a fracture of the arm and serious cuts about the head. It is also feared that he is injured internally. He was left at Barryville and his friends notified. Thomas Decker of Port Jervis had one rib fractured and very serious scalp wounds. He is injured seriously. Mrs. Henderson, with son of Belfast, Ireland, is slightly cut about the head and face while she is badly bruised from head to foot. Her 10 year old son received a very serious scalp wound. Another woman, from Cleveland, Ohio, who escaped the doctor's memory, was also quite badly injured. J. E. Brown, one of the mail agents, was injured about the chest and body. A. C. Boynton, the other mail agent, escaped with a few bad bruises.

#### IN THE MAIL CAR.

How the Clerks Stood at Their Posts and Rescued the Mail.

The mail car was next to the locomotive, and when the engine broke loose from the tender the mail car followed the latter down the embankment 85 feet, its momentum being retarded by the trees. Both ends of the car were broken in, but the car was neither demolished nor burned. The three clerks in charge showed wonderful nerve. Although bruised and otherwise injured, as soon as the car landed they stuck to their posts and tied up and secured the mails so that not a parcel was lost, and deposited them in the post office at Shohola. The chief clerk, A. C. Boynton, of Elmira, is one of the most efficient men in the service, but he beat his own record in this accident. He had his left car torn loose, and his head and back bruised.

J. I. Brown, second clerk, was bruised all over and his system was badly shocked. F. D. Lockwood, of Hornellsville, third clerk, had his left arm badly bruised.

#### THE PATIENTS OF DR. HUNT

Who are now Being Treated at the Delaware House.

Those attended by Dr. Hunt are John Abbey, Middletown, California, body injured. C. F. Kelgard, 828 St. Mark's Place, Brooklyn, not severely injured. Joseph Kelgard, 30 Dykman street, Brooklyn, not severely injured. Mrs. O. M. Lyons and two children, of Brooklyn, N. Y., not seriously injured. Wm. E. McCormick, of Birmingham, England, scalp.

Brooklyn, N. Y., slight wounds. Wm. Lindley, Allentown, N. Y., not badly injured. The patients under Dr. Hunt are all doing nicely, and the only one seriously injured is John Abbey, of whose experience we give an account in another column.

#### DR. CUDEDBACKS PATIENTS

Where They Live--How Badly Injured and How Progressing.

The patients attended by Dr. Cuddeback are Alexander Thorn who was on his way to Colorado from the old country. Scalp wounds. Mrs. Sarah Slater, 423 Walnut street, Kansas City, very badly hurt around the head, cheek bone broke and bad scalp wound. Katie Kreyreiss from Liverpool on the way to Kansas City not seriously injured. Matt Storms from San Francisco, Cal., skull crushed. Harry Prager from Bedford, England, on the way to Minneapolis skull fractured. Albert Dana from San Francisco bruised about the head. Miss Mary Taylor, 54 Willoughby street, Brooklyn, N. Y., scalp and back injured.

#### CARING FOR THE INJURED.

The Delaware House Converted Into a Hospital--Bandages Needed.

The Erie is doing everything in its power to lessen the sufferings of its injured passengers. They are being cared for at the Delaware House, and are supplied with the best of surgical attendants and also nurses. Several of our townspeople have also volunteered to act as nurses. The Delaware house looks like a hospital, sixteen rooms being occupied by as many patients. There will probably be a lack of bandages and people who have sheets or other articles which can be used for this purpose may leave the same at the Delaware house.

#### MR. THOMAS'S PROMOTION.

A Probability that he will be Still Further Honored at No Distant Day.

The Chicago Times of the 8th inst. confirms what we said recently of the appointment of Mr. Benjamin Thomas, our former townsman and late General Superintendent of the Erie Railway, to the Vice-Presidency of the Chicago Western Indiana Railroad Company. The Times says:

"The directors of the Chicago and Western Indiana Railroad company met yesterday and elected Benjamin Thomas Vice President and General Manager of that road and also General Manager of the Belt railway of Chicago. The election was made to fill the vacancy caused by the resignation of James D. Carson. Mr. Thomas is widely known in railway circles as one of the ablest men in the service, and this recognition of his ability and high standing will meet with the hearty approval of his friends both east and west. He was for a number of years General Superintendent of the Erie road and at present holds a similar position with the Chicago and Atlantic, with headquarters in this city."

It appears from the following, from the Chicago Times of the 9th inst., that Mr. Thomas is likely, soon, to be made President of the Chicago, and Western Indiana Railroad company.

#### RESIGNATION OF REV. C. A. HARE.

Rev. Calvin A. Hare, pastor of the Baptist church of this village, at the conclusion of the services on Sunday morning, tendered his resignation, and announced that he had accepted a call to the pastorate of a church near Philadelphia. The resignation was accepted by the congregation, and complimentary resolutions were passed, the publication of which is prevented in to-day's issue, by the space taken by the railroad accident.

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#### BURIAL OF GEN. SHERIDAN

THE DEAD HERO LAID AT REST IN THE NATIONAL CEMETERY.

Ceremonies at St. Matthew's Church--The Mass Beautifully Rendered--A Fitting Solemn Sermon by Cardinal Gibbons. Ending with a Strictly Military Funeral The "Good Night Taps."

The funeral of the late General Philip H. Sheridan occurred on Saturday. The services in St. Matthew's church, in Washington, were very impressive, and the sermon of Cardinal Gibbons most appropriate and eloquent. The President and family, the members of the Cabinet and their families, General Sherman and other officers of the army, numerous members of Congress and eminent private citizens were present. The widow of the deceased hero, and his brothers and other members of the family were present, of course, in deep mourning and deeper grief. Gen. Sherman was in full uniform, tall and erect, "his fine, brave face compressed in evident emotion, the last of the heroes of great days."

The mass was beautifully sung. It was Schmidt's mass, one of the simplest in musical composition. If the music and ambitious melodious accompaniments were missing, there was a solemn beauty in the chants of the priests and choir, and as the last strains died out on the organ, the Cardinal slowly ascended the pulpit, and looking around him--bowing in reverence to the mighty dead whose ashes were in the coffin--and waiting two or three minutes as if, so it seemed, to gather in his audience--he read in a sympathetic voice the text.

And Jonathan and Shimon took Judas their brother, and buried him in the sepulchre of his fathers, in the city of Modin. And all the people of Israel bewailed him with great lamentation; and they mourned for him many days; and said: "How is the mighty fallen that saved the people of Israel!"--I. Mach. ix., 19-21.

The Cardinal then said: "Well might the children of Israel bow to their great captain who led them so often to battle and to victory. And well may they mourn and grieve for the loss of the mighty chief, whose mortal remains now lie before us. In every city and town and village of the country, from the Atlantic to the Pacific, his name is uttered with sorrow and his great deeds recorded with admiration."

We regret that our space forbids us to follow His Eminence throughout his excellent discourse. We can only add his closing words.

After quoting expressions of a comforting character from Job, the Saviour and St. Paul, the eloquent Cardinal touchingly concluded:

"These are the words of comfort I would address to you, Madam, faithful consort of the illustrious dead. This is the olive branch of peace and hope I would bring you to-day. This is the silver lining of the cloud which hangs over you. We followed you in spirit and with sympathizing hearts as you knelt in prayer at the bed of your dying husband. May the God of all consolation comfort you in this hour of sorrow! May the soul of your husband be this day in peace and his abode in Zion; may his memory be ever enshrined in the hearts of his countrymen, and may our beloved country, which he loved and served so well, ever be among the foremost nations of the earth, the favored land of constitutional freedom, strong in the loyalty of its patriotic citizens and in the genius and valor of its soldiers! May the God of all consolation comfort you in this hour of sorrow! 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