

LIST OF DEAD.

HENRY C. COGGSWELL, 574 Washington avenue, Bridgeport.
 MRS. ARTHUR HOLMES, 33 1-2 Burroughs street, Bridgeport.
 JOSEPH HOTCHKISS, Warren street, Bridgeport.
 WINTON LAMPHEAR, motorman for Bridgeport Traction Co., Richardson street, Bridgeport.
 VICTOR ANDERSON, coachman for H. M. Knapp, corner of Park Place and Lafayette street.
 JOHN F. FLYNN, 313 Housatonic avenue.
 O. B. WELLS, corner of John and Broad streets, Bridgeport.
 THOMAS McNALLY, Bridgeport.
 MELVILLE BLUE, aged 3 years, Strawberry Hill, Stratford.
 MAUDE BLUE, three years, Strawberry Hill, Stratford.
 MRS. FRANK BLUE, Strawberry Hill, Stratford.
 MRS. JOSEPH RUGG, Strawberry Hill, Stratford.
 ETHEL RUGG, 2 years, Strawberry Hill, Stratford.
 JOHN E. CARROLL, conductor on Car. No. 2, 1027 Main street, Bridgeport.
 PATRICK H. McDERMOTT, 529 Pembroke street, sexton St. Mary's church, Bridgeport.
 MRS. PATRICK H. McDERMOTT, wife of the former.
 IRVING DORUS, 18 Franklin street, Bridgeport.
 WILLIAM H. HARVEY, 112 Madison avenue, Bridgeport.
 MRS. WILLIAM H. HARVEY, wife of former.
 BESSIE G. TOOMEY, 25 Revere street, Bridgeport.
 S. A. PITT 162 Grove street, Bridgeport.
 SIDNEY ARTHUR PITT, 7 months, Bridgeport.
 DANIEL GALLIVAN, 16 Bridge street, Ansonia.
 ELIAS E. BRADLEY, Milford, Conn.
 MRS. ELIAS E. BRADLEY, wife of former.
 WILLIE OSBORN, Strawberry Hill, Stratford.
 PETER RING, 45 Seymour street, Bridgeport.
 MARGARET BRENNAN, aged 53, 262 Oden street, Bridgeport.
 HOWARD R. P. BALDWIN, Stratford, leaves wife and three children.
 MRS. ANNIE McDONALD, Bridgeport.

TROLLEY CAR'S AWFUL PLUNGE TO DESTRUCTION

Twenty-Nine Persons Killed in Accident on Shelton Extension Yesterday Afternoon.

Car Leaves the Track at Peck's Mill Bridge—Falls Sixty Feet to the Ground—Heavy Motors Crush Out Lives of Passengers—Nine Persons Escape with Injuries—Scenes of Horror—Some Wonderful Escapes—Stories of the Rescuers—The Ride to Death—Whole City Stirred Up—Thousands Visit the Scene.

In the quiet of a New England Sabbath, on a day when nature seemed trying to do her best towards providing the finest kind of weather for outdoor enjoyment, the whole city was startled yesterday afternoon by the rumor that a terrible accident had taken place on the Bridgeport Traction Co.'s new line to Shelton.

The rumor proved all too true. The new line which was opened so gaily last Thursday had received its baptism of blood, and received it, too, in the most awful form.

A car containing over forty people, which left the city about 2:30 p. m. jumped the rails at the great trestle near Peck's mill in Stratford and fell off the bridge to the ground, a distance of about 60 feet.

The car turned over as it fell and when it struck the ground the heavy motors and trucks crushed down upon the mass of human beings inside and brought to nearly all of them death in a most terrible and sudden form.

It is impossible to find out the exact number on the car at the time of the accident. From the best information obtainable it would appear that there were between forty and forty-five, including motorman and conductor.

The reports returned to Coroner Doten make the number of dead 29, with eight at the hospital severely injured and five more reported as having gone to the Derby and Ansonia.

The Derby and Ansonia persons on the car appear to have been most fortunate as four out of the five saved themselves by jumping just as the car was about to leave the bridge.

The most prominent among the killed was Henry C. Coggswell of this city, Peter Ring of this city, William H. Harvey and wife of this city and Elias Bradley, first selectman of the town of Milford and wife.

What was the cause of the accident? Opinions differ on this point, but from the best information at hand it would seem as though the car was being run at a too high rate of speed for such a dangerous place and that the guard rail was altogether too small to be of any service.

The car left the track about fifteen feet from the embankment which leads up to the bridge. The wheels hugged the rails for a distance of about forty feet and then they began to sheer off to the right.

They jumped the low guard rail which does not appear to be more than four inches in height and ran along for about forty feet more before they slipped off the ties and let the car with its human freight down into the awful depths.

The motorman who had charge of the car is George Hamilton. He is alive to tell just how it all happened. When the car was about to go over the side of the bridge he jumped to the track and was saved. He is suffering considerably from shock and has not yet told his story.

The conductor was John E. Carroll of 1027 Main street. He was killed in the wreck of his car and no word can come from him to tell of that fateful ride.

It is fortunate that there were some eyewitnesses of the accident aside from those on the car. There are several houses near the place where it occurred and the road is not far away. Persons living in these houses and parties riding on the road saw the car as it approached the bridge saw it jump the rails and saw it take the terrible plunge.

It is agreed by almost all of these persons that the car was going at a high rate of speed as it came down the incline which leads to the bridge.

This incline is about 300 feet long and the grade is not very steep—something like the one on East Washington avenue from William street to the bridge.

When the car had gone down this incline about half way it began to "teeter." No effort seems to have been made to check the speed of the car or stop this jumping movement. Finally when the car did reach the bridge it seemed to take an extra plunge up and down and the next moment it was off the rails.

This is the summarized story of the car's movements as seen by persons who witnessed the accident. Immediately after the car fell those who saw the accident rushed to the spot. A terrible sight presented itself to the eyes of the onlookers while groans and cries struck their ears and told them that some at least were still alive.

The car lay on the ground, which is soft and marshy at this point, bottom side up, the upper part smashed into splinters and mixed with human bodies, while the heavy floor, the motors and the trucks held the whole

The spectators after realizing what had happened hastened to render assistance. Word was sent out in all directions. Doctors came from this city and surrounding towns, men were on hand with ropes and tackle to lift the car, wagons of all kinds were brought into use to convey the injured to places of safety where they could receive attention, and hundreds of willing hands were there only too anxious to assist in any way.

The officials of the Traction company received word of the accident shortly after it happened. President Radel and Attorney Allan W. Paige hurried out as fast as a car would take them. Mr. Radel was terribly affected when he arrived at the bridge.

The work of taking out the dead and injured proved quite a long job on account of the mass of broken timber and splinters. When an injured person was taken out such medical attention as was possible was given right away and then the patient was hurried off to the hospital in this city. It was a long ride, but it was the best that could be done under the circumstances.

The dead were taken out and were at first laid in a barn nearby. Afterwards the bodies were removed to the Stratford town hall where most of the identifications were made.

IDENTIFY DEAD. Scene Around Stratford's Town Hall Last Evening—Sorrowing Friends.

Hardly any of the dead were known to the rescuers; in fact those who were working as hard as they could to identify the bodies did not take time to make identifications. Every moment might count now and mean the saving of a life.

As fast as the bodies were taken out they were carried to Mr. Peck's barn near by, a later they were removed to the Stratford town hall where most of the identification took place.

The dead was carried into the hall and laid in rows on the south side of the building. There were twenty-three brought in here and they were numbered until some one identified them. Dr. Cogswell, the medical examiner for the town of Stratford, took charge of the bodies and made notes of what was found upon them. As fast as an identification was made he noted it down and the name was chalked opposite the body.

It was a gruesome sight, inside the old hall. In one place lay the three little bodies of the Blue children and the Rugg child. There was hardly any mark upon them, but their little lives had been crushed out in the mass of timber and human bodies that were brought together in the fall.

A tremendous crowd gathered around the building and the officers had great difficulty in keeping anything like a free space inside. Finally it was decided to allow the people to go in a few at a time. In order to assist in the matter of identification.

This caused some commotion and confusion, but it accomplished the object sought by the officials. Every now and then some one would call out that they recognized this or that one until the whole list was completed but one.

After the identification word was sent to friends and relatives and in due time the undertakers began to arrive to take away the bodies.

Owing to the fact that most of the dead persons were identified by friends there was hardly any of those harrowing scenes about the hall that usually accompany terrible accidents. Sometimes, however, the friend would be much affected, strong men would almost shed tears and would have to be assisted from the room.

SURVIVORS' STORIES Derby Men Who Jumped From Rear of Car—Mr. Holmes Speaks.

A special dispatch to the New York Tribune from Derby gives the following details: "Charles G. Galloway, twenty-six years old, of No. 11 Academy Hill, and John D. Cruite, thirty years old, of Olivia and Ninth streets were the only Derby persons in the car, and the only ones to escape practically unharmed. They were on the rear seat of the car and both escaped by jumping to the ties on the left as the car plunged down on the right.

Cruite said to the correspondent of The Tribune: "I felt suspicious that all was not right as we neared the bridge, for the car was swaying and teetering. When the jolt came and the car leaped upward and sideways, I jumped to the ties, striking on my feet, but being thrown down by my momentum. As I fell Cruite struck me in the back, having leaped just after me. We picked ourselves up, and the only other person on the bridge was the motorman, whose head was badly cut. The car ran along on the ties for several yards, and then tumbled down. As it fell there was a noise, a mass of yellow fire, a roar, and the scene that followed was fearful. I saw I could do nothing, and I came home on the next car.

Cruite said: "I owe my escape to my custom of riding on the rear seat of a trolley car. I was half prepared for something to happen, so fast was the car going, and I lost no time in jumping when the jolt came. It landed on some one, and rolled off the ties."

Arthur Holmes of this city, who was seriously injured, has this to say: "When we struck the trestle we were going at the highest rate of speed the car was capable of making. We bumped into the trestle and traveled along apparently on the ties a short distance. Then down we went, but were slid up and struck in a crash, and were stuck in that instant for a year. The terrible realization that all around me were apparently doomed, as well as myself, came over me, and it was sickening to think of our fate, even for the brief instant we hovered between the trestle and the earth."

Holmes is inclined to blame the motorman for running the car at top-notch speed in approaching the trestle.

NEWS REACHES CITY. Thousands Gather in Streets and Talk of the Terrible Accident.

When the news first came to this city people would not believe it. No one thought it possible for such an accident to happen. But the early rumors proved only too true and the city stood aghast as the magnitude of the disaster was realized.

Not since the terrible hat shop fire of June, 1877, when 13 persons lost their lives, had Bridgeport suffered so fearfully from an accident.

Thousands and thousands of persons gathered upon the streets and sought anxiously for the smallest scrap of news. People with dear ones out for a Sunday walk feared that they might have been tempted to take a ride on the new line and would not rest until they learned of their safety.

Crowds thronged the streets until far into the night and a general feeling of sorrow and awe pervaded the city.

This feeling grew when the names of many of the injured became known. The death of Mr. Cogswell, who has been connected with the board of education for so many years, came home to the hearts of many of the people who have children in the public schools.

It was a terrible Sunday—one that this generation will never forget and which will be marked down in the history of the city as its blackest day.

MR. TILLY SAW IT. One of the first men on the scene after the accident was Page R. Tilly.

Mr. Tilly, who resides at 340 Broad street, this city, Mr. Tilly, in company with Clifford M. Calvary and Edward Twist, also of this city, were camping out in a tent at Peck's Mills but 150 feet from where the car fell. About three o'clock Mr. Tilly left the tent and went to pick some apples from a tree near the ice house. When there he saw three trolley cars go over the approach to the bridge but was unable from his position at the rear of the ice houses to see. When the fourth car came he looked at that. It was not traveling any faster to his idea than the other view and seeing that after it left his view he heard a rumbling and then a crash. The rumbling was caused by the car running on the ties and the crash which he described as being like the smashing of a barrel. He ran to where he could obtain a better view and seeing that the car had vanished from the trestle it dawned upon him that the car had fallen into the swamp beneath. He could then hear the cries of the victims and at once ran to their assistance. He was soon followed by his fellow campers and the members of the Hatch and Wheeler families, who reside close by and had heard the crash. The car had fallen roof downward and the stanchions had been

broken into splinters allowing the floor and the heavy truck to fall, imprisoning the passengers between the floor and roof. Mr. Tilly secured the blocks of 10x14 timber that had been saved from the ends of the truck and in this way 11 bodies were removed before a block and falls were obtained 20 minutes later. The first set of falls were of single rope and broke. The second were of double rope and answered. Mr. Tilly tells a very graphic story of the whole affair from start to finish. He says that the crowd was very excited and no one seemed to control them and get them to work in unison until Deputy Sheriff Stagg arrived and he took the crowd in hand and managed them properly.

THOUSANDS VISIT PLACE.

Early this morning throngs of people swarmed to the place. They went there on wheels, in carriages and trolley cars. Every car that went to the place from Bridgeport and those which came from Shelton were loaded with passengers.

At 10 o'clock there were fully 2,000 people in the immediate vicinity. Some were under the trestle picking up small pieces of the broken car to take home for a souvenir. Others were there with cameras taking pictures.

The sun had hardly risen this morning when men employed by the Bridgeport Traction Co. went to the place and nailed up the apertures in the fences leading to the trestle, so as the curious could not enter.

Report

This did not keep the majority of them out. Women with little children in their arms scaled the fences and remained long at the scene of the accident.

A large number of people came down from Shelton and Derby this morning to view the fatal spot. When the cars would come to the end of the bridge on either side, the conductor would give the passengers the privilege of either walking or riding over the bridge.

Several walked over while others were more venturesome and remained in the seats.

CORONER BUSY.

Coroner G. A. Doten has been busy all day trying to summon a jury for the purpose of holding an inquest over the dead. It will be impealed at 3 o'clock this afternoon if such a thing is possible. The coroner will afterwards go over to the scene of the accident and view the place.

SOME OF THE DEAD.

Henry C. Cogswell was 60 years and 2 months of age and resided at 24 Washington avenue. He has been identified with railroad interests for many years and was at one time freight agent for the Housatonic railroad in this city. He has been at the New Haven office of the Consolidated railroad. He has served in the common council and as a member of the board of police commissioners. At the time of his death he was a member of the board of education. He was very well and favorably known in this city.

Mr. and Mrs. W. H. Harrey were very well known in fraternal circles, and were each 40 years of age. Mr. Harrey was a foreman for Coughlin Bros., painters, and belonged to the following orders: St. John's lodge, F. & A. M., Hamilton commandery, Knights Templar, Lafayette commandery, P. T. Barnum lodge, K. of P., Pequot lodge, I. O. O. F., Warren lodge, A. O. U. W., and Fidelity Rebecca lodge. Mrs. Harrey was a member of Orient chapter, Eastern Star, Rebecca lodge, No. 4, had the degree of honor in the O. U. W., and was secretary of the Rebecca state and national associations.

Peter Ring was 54 years of age, married, and one of the best known builders on the East Side, where he has lived for many years. He left two sons, Peter and John. O. B. Wells, resided near Moody's mill pond, and was married. He was a shoemaker by trade, his shop being on John street off Broad street. He was a member of the First Connecticut Heavy artillery during the Rebellion, and was prominent in the G. A. R.

Beta's Toomey was 21 years and 9 months of age, and had many friends in this city. He resided on Revere street. Joseph Hotchkiss was 62 years of age, and for years engineer on Steamer No. 5, and at the time of his death an engineer in the Connecticut National bank. For a number of years he ran a machine shop on Middle street. He held the office of fire marshal one time. He resided at 18 Prospect street.

Elas E. Bradley was first selectman of the town of Milford and town agent. Patrick McDermott was sexton for St. Mary's church. He came here eight years ago and for a short time worked for the Sewing Machine Cabinet Co. A. Pitt was a clerk for R. G. Dun & Co. He married a daughter of C. W. Sniffen, a contractor in the Union Typewriter Co.

NOTES.

The conductors and motormen of the Bridgeport Traction Co. have made up a purse of \$50 for the widow of Conductor John Carroll, who was killed yesterday.

Among those who aided to relieve the suffering was Thomas McCarthy, 14 years of age, residing on Pembroke street. He was riding with P. J. Clark who is mentioned as helping. Young McCarthy aided by giving water to the injured and fanning them.

On account of the death of H. C. Cogswell, the police station flag is at half mast. Mr. Cogswell was formerly a police commissioner, and his funeral speaks of him in the highest manner as such.

At the hour of going to press the patients at the hospital were in about the same condition excepting Patrick Hilerkus, whose condition is considered serious. He is injured internally.

Charles DeLano, a brother-in-law of H. C. Cogswell, who was injured internally is resting comfortably at the residence of Mr. Cogswell on Washington avenue.

Thomas Cotter, the well known blacksmith, who was thought to be among the dead, was found to be alive this morning. Some friends who belong to the same lodge of Foresters saw a body at the Stratford town hall which they identified as that of Mr. Cotter. This led to the mistake.

THE FATAL RIDE.

How the Trip Was Made From Bridgeport to the Bridge.

The car which went down to wreck and ruin carried with it so many precious lives was marked No. 2 of the Milford Street (Railway Co. It was run most of the time last year on the Milford route and its motors are quite speedy.

The car stood at the lower bridge about half past two in the afternoon with the new signs on the front to tell that it was to make the trip over the new route to Shelton.

George Hamilton, one of the oldest and most experienced motormen on the road, was on the front end with the levers to guide and control the mystic electric force which has been so potent in developing street railway travel. The conductor was John E. Carroll, also a man of experience in street car work. For more than a year he has been on the Barnum Avenue route and accommodating manners made him a favorite with the patrons of that line.

The car was crowded when the signal came to start on what was to be the last ride for so many. The ride over to Stratford was uneventful. The car ran along at a lively rate and arrived at the pole in Stratford on good time. Quite a few got off here and a few got on.

Among those who got on were William Pickett, Howard Light and George Brown of Derby. Soon after the car started Light's hat blew off and he left the car to get it. His companions also got off to keep him company. They then waited for the next car. It was a lucky gust of wind for them.

The car stole along through the quiet streets of upper Stratford, with nothing in the buzz of the trolley on the wire and the hum of conversation among the happy crowd on board to even give the faintest hint of approaching doom.

Paradise green is reached. There is a significance in it, but pups of the ill-fated ones knew it.

On went the car at a lively rate, Conductor Carroll moving along the foot board to take up the second installment of fares.

They are now bearing Peck's mill and the big bridge. There is a short stop at the turn out to get the signal lights and then two rings of the bell send the riders on to their doom.

The car strikes the down grade on the run to the bridge. The speed begins to increase. Then there is just a faint motion, a seesaw on the trucks.

The passengers in the car rather like R. Husband turns and smiles at the wife and she returns it; friends exchange pensive glances; they are all happy and yet they are rushing on to disaster and death.

But now they are approaching the bridge. The seesawing has increased. Some nervous ones look out with a feeling that they wish the car was over the bridge.

The car strikes the bridge. A moment later the wheels jump the track. The happy feeling that possessed the party has gone, but none yet realized the impending catastrophe.

On goes the car! Will nothing check it? Will not some friendly foot put a stop to its mad murderous motion? No, it is on to death.

Now there is a turn-of-the-forward part of the car to the right. The rear obediently follows. Then there is a jump. The wheels have gone over the guard rail and all is lost.

In an instant, the happy joyous crowd is changed into a horror stricken, paralyzed body.

Over goes the car amid wild shrieks and screams. It turns bottomside up and then down, down it goes to the black mud and slimy water sixty feet below.

But not all have gone down with it. Motorman Hamilton in front sees the danger and jumps just in time. He lands on the bridge and is saved.

William Kelly, a passenger jumps as the car goes down. He clears the bridge and goes down on the other side to be saved by the bed of mud which lies down there sixty feet below the trucks.

George J. Canfield and John D. Crotte of Derby are on the rear seat. When the car goes off they jump and land on the bridge with nothing worse than a few bruises. One or two others whose names could not be learned are also among the fortunate.

But down there in that dark ravine, in the mud and slimy water, lies a fearful thing, a mass of crushed and mangled humanity held down by three tons of iron and wood.

TO THE RESCUE.

Stratford Assists in the Work—Horrible Scenes.

William Peck, who resides within 30 feet if the scene of the horrible accident, Azer Bradley who resides just across the street, and Frederick Wheeler of Meriden, were sitting just around the curve on the bank when they heard something smash.

This was followed immediately with a groan. The three men hurried to the place and were about the first ones on the scene to attend to the injured and dying.

The description as given by Mr. Bradley is as follows:

"We were sitting along the bank talking when suddenly I heard something crash. I did not think anything of it at the time and fully ten seconds passed before I came to my senses and found out that something serious had really happened.

"I ran around the curve, Mr. Wheeler and Mr. Peck followed me. As I ran I peered in the direction from where I heard the crash. It did not seem as though there was any car at all.

"When I looked again I saw what the wheels were dangling in the air. It was not long before we were reinforced by the neighbors in the immediate vicinity and every one went to work with a will.

"A man from Bridgeport and myself were the first ones to try and do anything. We managed to pull a little child out from the rest and then a woman. The rest were wedged in like so many sardines in a box. Our efforts in trying to rescue the injured and dying started at once to help.

"Someone went to the bin of Mr. Peck and secured a watch tackle. This was brought to the place and fastened on the bottom of the car. The other end was fastened to the trestle and the bottom of the car was partly raised.

"The man that met my vision when the car was partly lifted was horrible to behold. Everyone in the car was drenched in each others' blood and those who still had life were making an effort to free themselves from the terrible position.

"We tried to extricate the women first and those who were not already dead. We were not making very good headway and so another reef was taken in the tackle. We found that we could raise the car by degrees and so we undertook to turn the bottom all the way over.

"With the aid of about 30 men the bottom was taken off. In the meantime some of us were doing what we could in getting the bodies out. Many turned sick from the sight.

"When the bottom of the car was turned over we got out all who were alive and what struck me most peculiarly was that apparently no groans were heard. Everyone seemed to be unconscious.

"When all had been taken away and the top of the car which had been forced in the mud was raised, there was the conductor, embedded in the mud and water. I cannot account for how he got in that position unless he jumped and the car fell on top of him. This seems to be plausible to me.

"When we were extricating the bodies I pulled a woman from the debris. She had a baby clinging to her breast, with its little hands around the mother's neck. It was a pitiful sight and one I never care to see again. The mother's head was just out of the car. That was all of her person we could see.

"What seems to be almost a miracle to me is how all the passengers fell with the car now the abyss without falling out. They were all penned in and it was impossible for any one to move until the bottom was taken off."

Mr. Bradley is an elderly man. He is healthy and muscular, but it could be seen that the exertion and excitement of yesterday was too much for him. His nerves seemed to be un-

strung. He says he does not care to witness such a sight again.

Miss Fannie Peck, a cousin of William Peck, lives with her mother in the house adjoining on the same side of the street. She saw the car when it toppled from the bridge and she will never forget the feeling that went over her when she first knew that a frightful accident was about to happen.

A Post reporter saw her this morning at her home. At first she refused admittance and said that she was not able after the excitement of yesterday to talk about the accident. After a little persuasion on the part of the scribe he was admitted. A glass of water soon revived Miss Peck and she began:

"It was between ten minutes and half past three o'clock. I was sitting up stairs in my bedroom reading and for the sole purpose of watching the trolley cars as they passed over the bridge to and from Shelton. It was something new and rather interested to me.

"The window that I was sitting in is just opposite from where the accident occurred. My cousin's barn is between my house and his. I heard the car coming. My attention was drawn to it on account of the great speed it was under.

"The car was crowded and two or three were standing on the steps. The barn obstructed my view and when the car went behind it, I heard a very loud rumbling sound. It must have jumped the track then and was running on the ties. The next instant it came in view again and to my horror I saw that it was swaying back and forth. I also saw that it was running on the ties.

"It seemed to be riveted to the spot. When the car toppled over I shut my eyes and with a piercing shriek I rushed to the other side of the room where there was an open window facing on the street. There I screamed till I was hoarse for help.

"A number of men who were on bicy-cles heard my cries and ran in the direction of the accident. Scores of people were soon on the scene. I was so excited that I hardly knew anything until this morning. I am not well anyway and the shock was almost enough to kill me."

Miss Peck is nearly 80 years of age. She was sitting down stairs reading her Bible, as she is in the habit of doing Sunday after Sunday. She heard the crash and her daughter screamed. She did not know what the matter was.

Up stairs she went as quick as her aged limbs could carry her and there learned the awful truth about her daughter. Both women under the excitement had subsided a little and sat down and wept. Neither missed during the whole of last night. Miss Peck did not get up until this morning. Mr. Webb, who resides with his wife and family in the house which is situated just at the junction of the trolley line and the road which is about 200 yards from the scene of the accident was also one of the first at the place.

His wife, with her two sisters, Miss Katie Taylor, who works in Hatcher's Knife shop on Koskoth street, and Miss Mary Taylor, who works in the Cartridge factory, and who resides on East Main street, were also among the first to give aid to the injured.

The sight which met the eyes of those who went to the place was horrible. Strong men turned away, but these women remained all the afternoon and bathed the bodies of the victims who were so unfortunate as to be on trolley car No. 2.

When Mrs. Webb was seen at her home this morning she was in a very nervous frame of mind. It was not seen that she did not sleep any last night. There were black rings under her eyes and her whole appearance was that of a woman who had not slept.

She was quite ill this morning but not so sick as she was last night. After she had finished with her labor among the injured and dying, she was removed to her home where she was under medical attendance during the rest of the night. The Misses Mary and Katie Taylor should receive considerable praise for the noble and selfless way they assisted in taking care of the wounded and relieving them of their suffering.

They worked with a will all the afternoon and with the courage of true soldiers. They did not seem to mind the groans and pitiful cries of the dying.

While the women were trying to relieve the suffering beings from the terrible pain, Mr. Webb was assisting the other men in extricating the bodies and his little boy was carrying water from a nearby well in a patent wooden pail.

Full of grief and pain was carried by the little fellow. Water went a long way in relieving and relieving the suffering.

Mrs. Webb tells the story as follows:

"We were eating dinner when the crash came. Katie was out on the front lawn when the car went by. She was there mostly on purpose to see the car. It was running at a terrific rate of speed. She watched it until it neared the approach of the bridge and then she saw the front part bound up in the air and topple over."

"With a shriek she rushed into the house and in one breath told what had happened. Leaving the dinner table as it was we all went to the place and were there before any attempt was made to extricate any of the bodies.

"Mr. Bradley was there and he urged the two girls, myself to go home, saying that it was not a fit place for us. We did not go, for it seemed as though we could not get away from the spot."

"Mr. Bradley took a baby from the car and placed it in my arms. I intended to bring it up to my home but before I had got nicely started the infant breathed its last."

"It was an awful sight which met my gaze when the bottom of the car was raised. The people were fully four feet deep and there was not a person but who was bruised and maimed in some way. Everyone who was in that car sustained a severe scalp wound for when the car struck upside down the bottom crushed right down to the seats."

"The seats were broken and were almost in kindling wood. When I first saw the suffering mass of humanity they seemed to be as wriggling through each other. This was the injured trying to get free and in doing so would mangle the bodies of those who were being crushed under it. My husband hitch up our horse and carriage. My husband drove and I accompanied the injured woman to the hospital. This was before any of the ambulances arrived. Joseph Yates a young man who resides at Paradise Green, was standing on the bank right at the south end of the bridge. He saw the car and saw what was going on. It being a wonderful sight."

"Mrs. George Hill lives almost opposite of the residence of Mrs. Webb and she also helped to nurse the wounds of the injured. She carried the bodies of the children to her house, which were dead. When the wagon came that took Mrs. Rugg to her home she accompanied the letter and remained with her until she died. She was seen being to the scene of the accident and remained until the last one was taken away."

It was said by a young man who was at the place shortly after the accident occurred that the majority of the men who helped to get the bodies from under the car came from a Shelton car which was waiting at the switch at the other end of the bridge for the fatal one which plunged down the embankment.

AT THE HOSPITAL.

Condition of the Injured Improving, Three Deaths Reported.

Immediately after the accident the news brought a large number of physicians and surgeons from this city. Stratford and West Haven to the scene of the accident. City ambulances were on hand and made several trips. Wagons with straw on the bottom were utilized as ambulances, and the injured removed to their homes of the Bridgeport hospital. Some were not sufficiently injured to need assistance. Among these were George Canfield of Derby, badly shaken up; William McCullough of Ansonia, internal injuries; James McAuliffe, gate tender, Bridge street crossing, Derby, internal injuries; John Caulte, Derby, unable to walk. They were driven home in teams or took the electric cars to their destination.

At the Bridgeport hospital 11 patients were cared for. Of these three died: Mrs. Patrick McDermott, Irving Dorus, and Howard R. P. Baldwin of Stratford. Mrs. McDermott was the wife of Patrick McDermott, who was killed outright. Irving Dorus was the son of James H. Dorus, the market man. He was about 17 years of age, and was popular in this city. Howard R. P. Baldwin was the name of the man who was unidentified last night. He was a resident of Stratford and left a wife and three children. He died from internal injuries.

Those whose injuries were not beyond human aid were carefully attended and made as comfortable as possible under the existing circumstances.

George Hamilton, the motorman in charge of the ill-fated car, was suffering from shock, and this morning was considered well enough to leave. The coroner desired to see him, however, and it is probable that he will be held until the latter arrives at some conclusion.

Bridgeport Evening Post.

MONDAY, AUGUST 7, 1899.

Margaret Brennan suffered from scalp wounds, contusions and injury to the spine; she may recover.
Frederick Hillerkus, scalp wounds and possibly internal injuries; badly shaken up; will probably recover.
Mrs. R. A. Pitt, 162 Grove street, city, right leg fractured above and below knee; will recover.
Frank E. Krapp, 45 John street, fracture of left leg at knee, fractured collar bone, body somewhat lacerated, will probably recover.
Arthur Holmes, 88 1-2 Burroughs

street, right foot and lower portion of leg badly crushed, amputation may be necessary.
Matthew Robin, Bloomfield, Conn., fracture of right wrist and scalp wound; may recover.
Miss Margaret Farrell, daughter of J. F. Farrell, Fort Hamilton, N. Y., compound fracture of right leg, requiring immediate amputation at knee. Eye also paralyzed & strained back and cut ankle. Her condition is critical.

This morning a representative of The Post visited the Bridgeport Hospital and learned that excepting those who died last evening the survivors of the catastrophe were resting comfortably with no immediate prospect of fatal results. The cases of Miss Margaret Farrell and Mrs. Margaret Brennan are probably as serious as any.
The hospital authorities did not care to have any of them interviewed at the time, as they have not recovered from the shock and a day's rest would improve their condition.

YESTERDAY'S HORROR:

THE soft blue sky smiles on a resting city. Laborers at forge or loom, toilers in workshops or slaves of desk and counter take their ease and seek the phantom of enjoyment. Refreshed and full of new life, after spending the Sunday morning to suit themselves, many seek the woods and fields, the shores or the hillside.
The trolley cars are thronged with the usual Sunday afternoon trippers. All seems to tend to quiet enjoyment. But one car of merry-makers carries a passenger, who, unseen, will make his grim presence felt. The pale visage of Death is on that Shelton car and the passengers know it not.
All goes well. Paradise Green has been left behind and the trolley whirs along the approach to the bridge over Peck's Mill. The track is jumped and the electric car is overthrown. A few instants of dread into which the experience of years are crowded and

the electric car is overthrown. A few instants of dread into which the experience of years are crowded and then into the waters dash the trembling victims.
Pen cannot describe the horrors of the scene. Death controls the electric current. Calm, stern and cold Time turns his glass for many. The weary struggle ends, the hot, fierce race is over. Cankering care broods no more over those pallid brows. The chase after elusive shadows ends. The great problem is solved, the Hereafter becomes a reality. The golden meads of Housatonic's banks give place to the fields of asphodel. Mundane matters trouble not the victims. Earthly joys and sorrows become mere shadows and not substantial things. The icy hand of the Destroyer arrests those whom he has chosen. Underneath those turbid waters, in the brackish mud, all are equal.

Never before has our city been called upon to mourn such a loss, to weep for so many untimely dead. Fathers and children, husbands and wives lament those who have gone where are the small and great, where the voice of the oppressor is not heard. "There the wicked cease from troubling and there the weary be at rest."
The trite commonplaces of condolence are useless. A city grieves and yet we are told in the words of Hebrew poetry: "But though He cause grief yet will He have compassion according to the multitude of His mercies. For He doth not willingly afflict or grieve the children of men."
There are two lessons in this terrible affliction. One is for the people, another is for the traction company.