

## TEN WOMEN ARE KILLED

### SLEIGHRIDE PARTY IN AWFUL ACCIDENT

**Shawmut Train Crashed Into a Sleigh Load of Universalist Ladies at Stephens Crossing—  
All Killed or Terribly Injured—Only Three Survive—Driver Badly Hurt—City in Mourning**

#### THE DEAD

MRS. CHARLES L. THOMAS, 5 Preston Avenue  
MRS. MARY GILLETTE, 7 Oak Street  
MRS. EUGENE SHAW, 215 Canisteo Street  
MRS. ELBERT J. MOORE, 20 Cedar Street  
MRS. JOSEPH A. HALLETT, 18 Davenport Street  
MRS. RUTH PATCHIN, 18 Davenport Street  
MRS. JANE GRAVES, 5 Erie Avenue  
MRS. JOHN COATS, 215 Canisteo Avenue  
MRS. FRED BOUGHTON, 11 Marshall Avenue  
MRS. FRED GREEN, 18 Rose Avenue

#### THE INJURED

MRS. S. R. ROWLEY, 13½ Genesee Street. Both legs broken; compound fracture of one and fracture of other; will probably recover.  
MRS. P. M. BOND, 29 Main Street. Heel bone broken, and internally injured.  
MRS. WALLACE CLARK, 10 Rose Avenue. Fracture of ankle, head cut and several scalp wounds, shoulder bruised; will recover.

Hornellsville is today a city of mourning in a deeper sense than ever before in the history of our fair city. In the briefest possible space of time last evening the entire city was stricken with such a calamity as has never been equaled here by the terrible accident which sent six prominent women of the Universalist church to almost instant death, and injured for more so fatally that they died during the night, while three others are terribly injured and may die as the result. The report of the terrible accident which caused this calamity spread rapidly and cast such a shadow of gloom over the entire city as had never before been felt.

Crowds gathered on the street corners and at the Shawmut depot anxious to hear the latest news of the horrible accident, the wildest stories of which prevailed. The facts, however, were sufficiently horrible to make even the most hardened shudder, and have sent sadness into many homes of those directly interested as well as into every home in the city where at least one of the victims or some of their family is known.

As the death list grew, and the details of the accident became more thoroughly known, the gloom deepened, and the horror felt by the entire city increased correspondingly. It has been practically the sole topic of conversation all over the city last night and today and the utmost sorrow for the families of the victims has been expressed on all sides. The sympathy of all goes out to them in their grievous affliction, and especially to those families in which the affliction has been a double one as in three instances.

The scenes last evening at the Shawmut station, the St. James' Mercy hospital and Hartshorn's morgue, where the bodies of the dead were taken, beggar description. The

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face of every person was blanched with horror, and exclamations of terror, regret and sympathy were mingled with the tears of those most deeply afflicted. At the depot while the injured were being removed from the train these were mingled with the screams of the wounded and dying women. Willing hands were ready to do all in their power to assist the living, care for the dead, and soothe the grief of those who had been bereft of a wife, mother or sister. Nothing like it has ever been beheld or experienced in Hornellsville, and the awful disaster seemed to paralyze the entire populace.

The story of the accident was told with bated breath by those who had been members of the party, but who had been in the other sleigh and had escaped death only to witness the heartrending tragedy which resulted, in the death of ten of their companions and the terrible injury to three others. They were horror stricken by the sight, although they rushed to the assistance of the stricken, and did all in their power for them. Later several of them were overcome by the tragedy, and were obliged to have medical attention. None of them will ever forget the sight and today some of the ladies are still suffering from the awful shock.

The death list, which at first numbered six, grew through the night to ten, and it is feared will continue to increase. As the bodies of the killed were taken to their homes the tragic scenes of last night were repeated in the privacy of the homes which this terrible affliction has visited, and the mourning in Hornellsville today is more widespread and with a greater depth of sorrow than has ever before been known.

The story of the accident as gathered for the Tribune by its reported from eye witnesses, the driver of the sleigh, the Shawmut trainmen, and the ladies of the other sleighload follows:

### DETAILS OF THE AWFUL TRAGEDY

Yesterday was the birthday of Mrs. Jane Graves, mother of Mrs. J. M. Harding, of No. 6 Erie avenue, with whom she resided, and in honor of it the Ladies' Aid Society of the First Universalist church were given a sleighride to the home of Mr. Baldwin, near Arkport. The happy party left here in two sleighloads at about 2 o'clock in the afternoon. The rigs were from the stable of J. M. Harding. One of them, the one which was in the accident, was drawn by a fine black team driven by Elisha Quick, a man of wide experience with horses. The other sleigh was driven by H. H. Myers.

The party enjoyed a delightful ride to the home of Mr. Baldwin, where they passed a very pleasant afternoon. They left the Baldwin home about 6 o'clock. This was slightly earlier than most of the party expected to start home but some of the ladies had engagements for the evening, and desired to reach here in time to fill them. They were enjoying the drive home in the highest of spirits and without the slightest premonition of the horrible fate that was to overtake a large portion of them when without warning the occupants of the second sleigh were made victims of the awful disaster.

### The Occupants.

The first sleigh was occupied by Rev. and Mrs. Charles E. Petty, Mrs. Sarah Smith, Mrs. Sarah Thomas, Mrs. Fred J. Pierce, Mrs. Elsie Wilson, Mrs. C. E. Hackett, Miss Alice Hackett, Mrs. Roy Hackett, Mrs. Lewis, Mrs. Charles Edwards, Mrs. John Engler.

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The occupants of the second sleigh were Mrs. Charles L. Thomas, Mrs. Mary Gillette, Mrs. Eugene Shaw, Mrs. Elbert J. Moore, Mrs. Joseph A. Hallett, Mrs. Ruth Patchin, Mrs. Jane Graves, Mrs. John Coats, Mrs. Fred Boughton, Mrs. S. R. Rowley, Mrs. P. M. Bond, Mrs. Wallace Clark.

### **Passed Over in Safety.**

As the first sleigh approached the crossing, known as Stephens crossing, just above the Hartshorn farm, some of the ladies in the first load state that they saw the headlights of an engine approaching on the Shawmut tracks and asked the driver to wait until it passed. He said he thought it was a switch engine and drove across in safety. As soon as they had passed across the track the occupants of the first sleigh saw that the train was a passenger and that it was approaching the crossing at a rapid rate. They were greatly alarmed for the safety of their friends in the second sleigh and shouted and waved warnings to them to stop and let the train pass before they attempted to cross.

### **Warning Not Heeded.**

Elisha Quick, the driver of the second sleigh, apparently did not hear or see the warning signals of the ladies of the warning signal of the engine, and his horses kept on toward the crossing. He states that he endeavored to hold the team and to turn them down the track when he discovered how close the train was and that it was liable to strike the sleigh, but the horses took the bits and he could not stop them.

### **Struck the Sleigh.**

The train, which was the Angelica express from this city, W. J. Johnson, engineer, J. J. Laughlin, conductor, was somewhat behind time, and was running at a high rate of speed. The engineer gave the usual crossing signal whistles, and as soon as he saw that the sleigh was being driven onto the track ahead of his train did everything possible to stop his engine, but could not do so until it struck the conveyance.

The sleigh was struck by the pilot of the engine almost in the middle, and the occupants, who were so bundled that they could not have jumped, had there been time, were thrown in all directions by the force of the collision. Some of them struck the engine and remained on the pilot, while others were hurled through the air and landed with great force on the frozen snow or on the rails in front of the locomotive.

The horses were thrown into a snow bank from which they could not arise until assisted, but neither of them was seriously hurt.

Driver Quick was also hurled out of the sleigh and landed some distance away.

The ground around the crossing for a considerable distance was covered with the bleeding and mangled forms of the wounded and the bodies of those to whom death had come instantly, debris of the sleigh, robes, wraps, etc., and the scene was one to tear the hearts of those who saw it.

### **Horror Stricken Women Aid.**

The occupants of the first sleigh were almost paralyzed with the extreme horror of the scene, but bravely rushed to the assistance of their unfortunate companions. They rendered every possible aid in picking up the dead and wounded and in assisting in caring for them.

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## **Trainmen Did Noble Work.**

The train was at once brought to a standstill, and the baggage coach turned into an improvised hospital and morgue. The train crew as well as the passengers rushed to the aid of the injured who were placed in blankets from the two sleighs and tenderly carried into the baggage car where they were made as comfortable as possible. Temporary cots were prepared and everything within human power was done to lessen the suffering of the injured.

## **Brought to Hornellsville.**

As soon as the dead and wounded could be placed in the baggage car the train was rushed to this city, where it was met by a corps of nearly all the city physicians, with ambulances and sleighs to take charge of the victims.

## **News in This City.**

The first news of the accident was brought to this city by Charles H. Hartshorn, who was driving home from Arkport just after the accident. He ran his horses all the way to the city and at once notified all the physicians he could reach, the hospital and other undertakers. The hospital ambulance, and wagons from Hartshorn's, Wooster's and Dagon's undertaking rooms as well as other conveyances together with several physicians were at the station almost as soon as the train arrived to care for and remove the dead and injured. A large crowd of interested citizens also soon gathered at the station many of whom were afflicted personally by the accident.

## **An Awful Scene.**

The scene at the station was an awful one and beggars description. The officials of the company placed everything possible at the disposal of those who were caring for the dead and injured or who had relatives in the accident, as well as to aid those ladies of the other sleighload some of whom were greatly in need of care after reaching this city.

The injured were temporarily administered to by the staff of physicians and carefully laid on stretchers and placed in the ambulances provided by the hospital and undertakers, in which they were hurried to St. James' Mercy hospital.

Those who were beyond help were tenderly removed from the car and placed on benches in the waiting room until the injured could all be removed to the hospital. They were then taken to the Hartshorn morgue where they were given proper attention, and were later removed to their homes.

## **At the Hospital.**

Every preparation had been made for the reception of the injured at St. James Mercy Hospital. They were later taken into the ward on the first floor, which had been prepared for their reception. The physicians hastily followed the ambulance to the hospital and were ready to continue their ministrations to the injured.

The Rev. F. J. McNaughton was also present and did everything in his power to aid in the work of ministering to the wounded.

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All were terribly crushed and bruised, and it was at once seen that several of them could not survive. Despite every effort Mrs. Patchin, Mrs. Coats, Mrs. Boughton and Mrs. Green passed away during the night.

Of the others Mrs. Rowley was the most seriously injured. She is suffering a fracture of both legs, one a compound fracture, and also has other minor injuries. Her condition today was considered as favorable toward recovery if no complications follow.

Mrs. Wallace Clark has a fracture of the ankle, her head is cut, and she has several scalp wounds and a bruised shoulder. Her condition today is as good as could be expected, and it is believed that she will recover.

Mrs. Bond has been removed to her home, No. 29 Main street, where she is doing as well as could be expected. She is suffering from a fractured ankle and is thought to be somewhat injured internally, but not so seriously as at first believed.

### **Says Driver Was Careful.**

At the Harding stable this morning it was stated that Quick was one of the most careful drivers in the stable. He has been employed there about two years and was about the only man who was allowed to drive the team he had at the time of the awful catastrophe. One of the horses was a colt and Mr. Harding never allowed them to be driven by outsiders.

The horses were brought to this city this morning little the worse for the collision. They were thrown into the air and stuck in a snow drift. The horses did not run away, as they were unable to regain their feet until the men reached there.

### **"I Don't Know," Says Quick**

A reporter called at the Quick home on Main street this morning. Mr. Quick was suffering terribly from his injuries and was unable to talk much except with great pain. His ribs are broken, his knees and legs cut and the doctors believe he is injured internally.

"I don't know how it happened, hardly," he said. "We saw the light, there was a crash, and it was all over. Everyone blames me, but I couldn't help it. The colt jumped—I couldn't hold 'em. I wasn't careless, and I don't believe anyone could have prevented it."

### **Apparently Unavoidable.**

According to the statement of Quick the accident was unavoidable, as he says he was unable to hold the team or turn them from crossing in front of the approaching engine. He is an experienced horseman, and was one of the most trusted drivers of the Harding stable. Some statements have been made that he might have been intoxicated, but the Tribune was told this morning by one who was in a position to know that he had not taken a drink for several months.

There is no apparent blame to be attached to the railroad company, as the enginemen state that the usual crossing signals were given when approaching the crossing last evening.

If there is censure to be attached to any one it will probably develop during the coroner's inquest.

### **Double Bereavements.**

A distressing coincidence of the disaster was that in three cases a mother and daughter were victims. Mrs. John Coats was the mother of Mrs. Eugene Shaw and Mrs. Patchin he

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mother of Mrs. J. A. Hallett. All of these were killed. Mrs. Charles L. Thomas, who was killed, was the mother of Mrs. S. R. Rowley who lies at the hospital seriously injured.

### **All Quiet Today.**

The scene of the accident has been viewed by hundreds today. The light snow which fell during the night has nearly effaced the blood stains that marked the spot of last night's awful horror, but the scene still bears evidence of the fearful catastrophe. Last night's frantic grief has given way to more quiet and the crowds stand with awe on the spot where their friends met their terrible fate last night.

### **All Stores to Close.**

A movement is now on foot among the business men of the city to have all the stores and business places closed on the day that the general funeral is held, should it be decided to hold such a service. All Hornellsville sorrows over this great affliction and the stores are willing to pay this tribute to the dead. Some definite action on this movement will be taken at once.

### **Many Functions Postponed.**

The tragedy has cast such a feeling of sorrow over the entire community that many social functions, entertainments and meetings of various organizations have been either given up entirely or indefinitely postponed, notices of which will be found in another column.

### **Funeral Arrangements.**

While those bereaved by the terrible disaster have been so stunned by its horror that the funeral arrangements have not been completed in most cases, those which have been made are announced in another place. There has been some suggestions regarding a public funeral in the unfinished Universalist church of which all the ladies were members, but so far as can be learned at this time nothing definite has been done in the matter of arranging for one.

The funeral of Mrs. Gillette will be held Saturday afternoon at 2 o'clock, and probably from the home of her brother, No. 58 Hill street, the Rev. Mr. Petty officiating.

### **Coroner Takes Charge.**

Coroner F. L. Sutton arrived in the city this morning from Canisteo and at once took charge of the bodies. He empaneled a jury and visited the scene of the wreck, viewing the location and surroundings. After returning to this city an adjournment was taken until this afternoon at 1:30 o'clock when the inquest was resumed. Many of the occupants of the first sleigh and the trainmen were sworn as witnesses and told their story of the accident. The inquest will be resumed in the morning.

### **The Coroner's Jury.**

The following list of jurors were drawn to serve at the inquest today: George Hollands, Horace Johnson, Adam Davidson, Joseph L. Schaumberg, Ralph Young, A. A. Van Orsdale, William Hule, G. G. Wafer and V. V. Beagle.

The Shawmut engineer and trainmen were sworn this afternoon and told their story as it is told elsewhere. They did not see the load until they were almost upon them and nothing then could have stopped the swiftly rushing train. The physicians and surgeons who

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assisted in caring for the dead and dying were also sworn, together with a number of the occupants of the first sleigh. Coroner Sutton is giving the accident a most careful examination and the inquest will no doubt be continued tomorrow as there are still a large number of witnesses to appear.

### THE DEAD.

All of the deceased victims of the tragedy were prominent women in church and social circles, and were beloved and esteemed by all who knew them. Following are brief sketches of the women whose loss is the greatest Hornellsville has ever sustained:

#### **Mrs. Charles Graves.**

Mrs. Graves was born in Howard 68 years ago and has made her home with her daughter, Mrs. J. M. Harding for some time. She was first married to Leander Willis and one daughter, Mrs. Harding, survives that union. After Mr. Willis' death she was married to Mr. Graves and one son, C. C. Graves, now of Jamestown, was born. Three children of Mr. Graves also survive. They are Mrs. Sidney McMaster and Mrs. L. C. Healey, of Arkport, and Dr. Dora Graves, of Gillman, Iowa. Three brothers, John, Barney and Thomas Sharp, of Howard, are also living. The burial will be at Howard Saturday afternoon.

#### **Mrs. John Coats**

Mrs. Coats was the mother of Mrs. Shaw who also perished in the dreadful accident, and their home at No.215 Canisteo street is doubly bereaved. Mrs. Coats was about 60 years of age and is survived by her husband, a well known carpenter, and one son, Edward, of Perry.

#### **Mrs. Eugene Shaw.**

Mrs. Shaw was a well known resident of the South Side and about 30 years of age. Mr. Shaw is a telegraph operator in New York City, and is expected home tonight. She also leaves one daughter, a little girl about eight years old.

#### **Mrs. Charles L. Thomas**

Mrs. Thomas was aged 50 years and made her home at No. 5 Preston avenue. Two daughters survive, Mrs. S. R. Rowley, who is confined to the hospital in a dangerous condition, and Mrs. William White. She also has two sisters and her mother still living.

The funeral of Mrs. Thomas will be held tomorrow afternoon at 2 o'clock from the home No. 5 Preston avenue.

#### **Mrs. Fred Boughton.**

Mrs. Fred Boughton was one of the best known of the victims of the accident. She was 42 years of age, and is survived by her husband and one son, Earl. Her father and mother also reside in this city. She is also survived by three brothers, whose homes are in Dansville, Weedsport and Rochester, respectively.

#### **Mrs. Mary Gillette.**

Mrs. Gillette was the youngest daughter of the late John Greenhow, by his first marriage. She was born in England, and came to America as a little child with her father.

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She was married to Delos Gillette, of Canastota, some thirty-seven years ago. Besides her relatives she leaves a step-daughter, Mrs. Hiram Bauder, of Canastota. She has been a great comfort and reliance to her step-mother in her long illness, and will be deeply missed by all who knew her.

### **Mrs. Fred Green.**

Mrs. Green was 33 years of age and leaves besides her husband, who is a well known machinist of this city, one little daughter, Eunice, eight years old. The funeral arrangements have not yet been completed.

### **Mrs. Elbert J. Moore.**

Mrs. Moore was the wife of Engineer Elbert J. Moore, of the Susquehanna division, and resided at No. 20 Cedar street. She was 42 years of age, and leaves one son about six years old.

### **Mrs. Joseph A. Hallett.**

Mrs. Hallett was the wife of the well known Erie engineer and a daughter of Mrs. Patchin, who also perished in the accident. She is survived by her husband and four sisters. She was 38 years of age.

### **Mrs. Ruth Patchin.**

Mrs. Ruth Patchin was born in the town of Greenwood 61 years ago. She is survived by three [sic] sisters, Mrs. J. B. Woodbury and Mrs. C. J. Ersley of this city, Mrs. J. B. Atherton of Canisteo, and Mrs. Silas Kellogg of Greenwood. Besides Mrs. Hallett, who was also killed in last evening's catastrophe there are four daughters who reside in Minneapolis, Chcago, Racine, Mich. and Rochester. The funeral has not yet been arranged.

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