

# DIED AT HIS POST

## FIREMAN FINLAYSON MEETS A MOST SHOCKING DEATH.

**Frightful Accident to Hook and Ladder Truck—Strikes Street Car While Crossing Superior Street And Is Wrecked, Killing Finlayson and Severely Injuring Three Other Firemen.**

"Died at his post of duty."

This is the inscription that may be placed on the tablet that marks the resting place of brave Fireman Archibald Finlayson, who was crushed to death yesterday morning at the corner of Lake avenue and Superior street by a collision between a street car and truck No. 3 of the fire department.

The accident was one of the most shocking that has visited Duluth for years. Finlayson's body lies, mangled and bruised, at the morgue of Bayha & Tibbets, and the injured are:

Arthur Twaddle of 709 Twenty-second avenue west, broken hip and badly bruised about the head and shoulders; now at St. Luke's hospital.

Dan A. Cameron of 10 East Fourth street, lieutenant of the truck, ankle badly crushed; now at his home.

Charles Warren of 7 East Fourth street, wrist broken and head bruised; now at his home.

The only other man on the truck at the time of the accident was Second Truckman Herman P. Wendland. He was on the side next to the car, and was thrown completely over the apparatus to the sidewalk on the other side. He was badly bruised about the hip and thigh, but was able to return to duty.

The accident occurred about 10:15 in the morning. The truck was responding to a still alarm for a chimney fire in a lodging house at the corner of Lake avenue and Morse street. The machine left No. 1 hall in fine shape, the truck leading, with the engine close behind. Driver Warren was on the seat, and Lieut. Cameron was with him. On the left step were Finlayson and Twaddle, while on the right step was Truckman Wendland. The truck went toward Lake avenue with the team on the jump, and turned down the hill. The car, No. 30 of the Interstate line, was going east, in charge of Motorman J. G. Brimlos and Conductor A. P. Kenyon.

There were two passengers in the car at the time, Mrs. Angus of the St. Louis hotel and Mrs. Bly of 225 West Fifth street.

As the truck approached Superior street, going full tilt, the car started slowly over the switch toward the east end. The car was going very slowly—people on the street say so, and the firemen admit it—and that alone prevented a far more disastrous accident. But the car was moving, and persons that were on the spot say the motorman was looking down Lake avenue across the viaduct.

The men on the truck saw the car, but it was impossible to stop that ponderous vehicle in its swift course. Hands were waved at the motorman, and some say they shouted at him, but the windows in the vestibule ends were closed, as the morning had been damp and cold.

The truck dashed along, and almost cleared the front of the car. But it was just a second too late to prevent the two bodies coming together. One of the rear wheels of the truck rode up over the fender of the car and twisted the drawbar as if it were nothing but a slender twig of willow.

After this shock the body of the truck slid round and crashed into a telegraph pole on the east corner of Lake avenue. The impact of that framework of heavy iron, loaded down with 20 feet of ladder, was something tremendous, and one of the spokes of the rear wheel was driven three inches into the pole. The sluing of the truck smashed the rim of the wheel in an instant, and the hub was stripped of its spokes in the twinkling of an eye.

When the crash came, Finlayson was between the truck and the telegraph pole. His body was lunched against the pole and thrown back under the truck, where it lay motionless, pinned to the ground. Truckman Twaddle was hurled to the gutter and pinned to the ground by one of the forward wheels. The other men were tossed violently to the sidewalk.

Finlayson and Twaddle were both unconscious, but a hundred hands were stretched out to their assistance. It took 20 men to lift the truck from the two unfortunate men, and they were laid gently on the sidewalk. A slight flutter of the heart was the only visible sign of life in Finlayson's body, and Dr. Walker, who was an eye witness to the horrible affair, shook his head ominously. An ambulance was quickly called, and the injured man was taken to St. Luke's hospital, where he died within an hour. An examination of his body showed that his skull was fractured, his left arm and right leg broken, and his hips crushed by the terrible weight of the truck as he lay beneath the rear wheels. The body was immediately removed to the morgue.

Mr. Twaddle was taken to Scott's drug store, where it was found that his hip was broken. He was taken to St. Luke's hospital also, where he is now resting as comfortably as could be expected under the circumstances.

The other men that were injured were able to take care of themselves. Driver Warren, besides a broken arm, had a bad cut over his eye, and with the blood streaming from the wound he presented a sorry looking spectacle. Dr. Graham attended him. Cameron and Twaddle were attended by Dr. Walker.

Truckman Wendland of the ill fated truck, who was lucky enough to escape with only a few bruises, said that when the machine was opposite the Tremont house on Lake avenue he first saw the car, slowly pushing across the foot of the street. Said he: "I knew in an instant that something was going to happen, and when I saw that the driver was going to

turn to the left to try to clear the car I made up my mind that I would have to look out pretty sharply for myself. You see, I was on the same side of the truck as the car, and I was afraid that in a collision I would get the worst of it. All this was done so quickly that before I had a chance hardly to decide what to do we were onto the car and going so fast that I was afraid I would fall under the wheels of the car. So I remained where I was for an instant. Then I saw that a collision was inevitable, and to avoid being crushed between the car and the truck I threw myself on top of the ladders. I clung there until the truck struck the telegraph pole, and then I was thrown to the ground, going entirely over the apparatus."

Mr. Wendland also said that when the truck was rushing down Lake avenue he saw two men in the street wave their hands to the motorman, and that just before the crash he heard a man shout to the motorman. "It seemed to me," he added, "that the motorman was looking down Lake avenue and did not see us or the men waving their hands." Mr. Wendland said that the car was not moving very fast.

The truck after the collision with the telegraph pole was a mass of wreckage. The rear wheels were smashed, and the iron framework was bent and twisted in many shapes. The force of the collision threw both horses to the ground, but neither was hurt beyond a few scratches. The truck weighed 4,500 pounds.

When seen at his office yesterday afternoon, Manager Warren of the street railway said that Motorman Brimlos had been in the employ of the company for several months past, and had never before had the slightest accident, that he was considered a careful and capable motorman, and that in this case he exercised all the care that could be expected of any man. Continuing, Mr. Warren said: "At this point the car must necessarily have been going at a very slow speed, and when the truck passed in front of it was nearly if not quite at a standstill. While I regret the deplorable accident as much as it is possible for anyone to do, I cannot help thinking that it is fortunate that the car stopped when it did, as if it had gone a few feet farther it would have been struck fairly by the truck, and the passengers and operatives would probably have been all killed or severely injured."

"Any suggestion that the motorman would take any unnecessary chances of such a collision is not worthy of consideration, as he himself was in the most perilous position."

"This corner is a particularly perilous one to street cars and other vehicles, as well as pedestrians on Superior street, when fire apparatus is driven down this avenue, for the reason that there is such an offset in the avenue that one going east must reach the center line of Lake avenue south before being able to see past the buildings up Lake avenue north."

"If anyone desires an explanation of

the accident, they need only to look down Lake avenue from First street and see the steep grade of the street, which appears to run directly into the music store on the corner, where the truck struck the pole and overturned, and then imagine a heavy hook and ladder truck driven down this steep incline at such a speed as to make it impossible for the driver to keep control of his team. One looking down the avenue from this point will at once realize the great difficulty of successfully turning such a heavy truck into Lake avenue south under such circumstances. I believe the accident would have occurred just the same had there been no street car near. While the street railway officials, in common with all others, deeply regret the sad affair, they cannot see how the motorman in the car which happened to be near the path of the truck can be held in any degree responsible for it."

Coroner Eklund immediately impanelled a jury, and the scene of the disaster was thoroughly inspected. The coroner selected for the jury R. C. Ray, C. W. Cate, Anton Gronseth, C. A. Johnson, Edward Downie and William Burgess. An inquest will be held at 2 o'clock this afternoon at the office of Bayha & Tibbets, and the responsibility for the accident will be fixed.

Finlayson, the dead fireman, had been a member of the fire department since Dec. 1, 1894, when he was made third pipeman of hose No. 5. In July of 1895 he was promoted to wagon maker for the department, which position he had since held. His headquarters were at No. 1 hall, and he always made the run with No. 3 truck. He was well liked by his associates, and was one of the most faithful men in the department. Mr. Finlayson leaves a wife and three children.

Both the motorman and conductor were taken off the car when it reached the power station. They were both much affected by the accident.