

## Daniel Waldo Lincoln (1813-1880)

Lincoln, son of the second Levi Lincoln, was president of the Boston & Albany Railroad when he met his death in a very unusual accident involving a railroad. Along with the "sketch of his life," the obituary notice in the *Evening Gazette* gave a detailed explanation of the accident, and the next day offered another with a diagram.

<p><b>EVENING GAZETTE</b> WORCESTER, MASS. FRIDAY EVENING, JULY 2, 1880.</p> <p><b>DANIEL WALDO LINCOLN.</b></p> <p>The sudden death by accident of Hon. D. Waldo Lincoln is one of those dispensations of Providence which is hard to realize. The suddenness of the shock dulls a little the sensibilities and so tempers to an extent the wide spread sorrow which is felt at his loss.</p> <p>For Mr. Lincoln, so far as mortal eye could see, had many years of life and usefulness yet before him. It is true he had reached a time of life when the infirmities of age begin to creep upon most men, but he had inherited a hardy constitution, as well as a good name, and his step showed a still vigorous manhood. Few citizens who have been so little in public life have been so well known and so widely respected as Mr. Lincoln. He was a man of strong character and positive views, yet a kindly courtesy and a well balanced temperament led him to use the power of his will with a temperate consideration for the rights and opinions of others. Dignified, yet not formal in manners, he bore well the credit of an ancient name, which has been greatly honored in Massachusetts. In his personal relations, he was a staunch friend and a wise counsellor.</p>	<p><b>Daniel Waldo Lincoln</b> <i>Evening Gazette</i>, Jul-02-1880 Editorial</p> <p>He was prudent and of simple tastes, but without a shadow of pettiness. He was always ready to bear his part as a citizen, but he avoided rather than sought office, and those which he has held were taken as a matter of duty, and not from political ambition. It has been said of him that he always did his duty in whatever position he was placed, and this is high praise. Those who have been closely associated with him bear testimony not only to his conscientious work in all positions of trust, both public and private, but to the intelligence and clear-headed business tact which he brought to bear on every task which he undertook. The main events of his life are detailed elsewhere. In this place, we can only express in a hasty and imperfect manner the sense of loss which is felt in the community at his death and the shock which has been caused by its suddenness. A good citizen, an upright, wise, and kindly man, his sterling worth was appreciated at its full. He has done his work in life nobly, and the love and esteem in which he was held was fairly earned.</p>
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## A PUBLIC CALAMITY.

Death of Hon. D. Waldo Lincoln.

### A SKETCH OF HIS LIFE.

The city was painfully startled, at about 7½ o'clock last evening, by a telegram announcing the death, by accident, of Hon. Daniel Waldo Lincoln, at New London. The news spread rapidly, and there was soon a large throng congregated at the telegraph office, awaiting the reception of particulars, while the event was the theme of discussion, and of genuine regret and sorrow, in all circles of the community.

Mr. Lincoln, accompanied by his daughter, Miss Lincoln, left here on Wednesday for Springfield, to join a party made up by Mr. George S. Rumrill, to attend the college regatta at New London, and spend a few days with their host at his summer resort near that city. In the party were several prominent citizens of Springfield and New London, one of whom, the wife of Dr. William Appleton of Boston, was also killed. Mrs. Appleton was the daughter of Mr. G. G. Hammond, a prominent citizen of New London, and was but 25 years old. She had been married but about two years, and with her babe was spending the summer with her parents.

#### THE ACCIDENT.

Mr. Lincoln and a party of his friends went down from Springfield with the Directors' car of the Boston and Albany road to see the race, and, as an act of courtesy, the New London Northern officials attached the car in which they came, together with a small platform car that they also brought, to the lower end of the observation train. This train was drawn by two engines, one at each end, and consisted of 25 platform cars fitted with plank seats placed lengthwise, ranged in an amphitheatrical form, and rising from the edge of the car on the water side to a height of some 10 feet at the back. They were, perhaps, two-thirds filled with people, which made a heavy train and one, not easy to stop or start.

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Mr. Lincoln and Mrs. Appleton rode in the Directors' car up to the starting point, and, when the crews came into position, went out upon the platform where they seated themselves upon a box and awaited the race the rest of their party being on the platform car. The train started with the boats, but, when the accident happened to Yale's outrigger and the crews turned back, there seemed to be a misunderstanding between the engineers at the two ends of the long train, and they did not stop in unison. The rear of the up-river end of the little flat car was tossed up, breaking the couplings and throwing its truck from the track.

The Directors' car was jerked forward by the release of the load from the forward engine, and Mr. Lincoln and Mrs. Appleton were hurled off upon the rails. The front wheels of the flat car crushed Mr. Lincoln, and the lady was badly mutilated. Everybody else on the car escape without injury except in the way of bruises. Dr. Borian of New London, a relative of Mrs. Appleton, was on the car and hastened to the aid of the unfortunates, but found his skill of no avail; they were beyond human help.

Mr. Lincoln evidently fell lengthwise of one of the rails, with his head toward the engine. The wheels passed over his left foot, crushing it, over the right leg near the body, nearly severing it from the body, the whole length of the right arm and so close to the head as to bruise the right ear. He lived less than an hour, but was unconscious. Mrs. Appleton lived but a few minutes.

There was great confusion on the train instantly the accident became known, and it was some time before the sad news was correctly sent to the city. Exaggerated reports of the disaster were afloat, and hundreds of people who had friends on the train were panic-stricken and hastened to the scene as rapidly as possible in all sorts of conveyances. The crowds

at the grand stand were perceptibly thinned out by the hurried departure of spectators anxious to learn the extent of the accident.

#### BIOGRAPHICAL.

Daniel Waldo Lincoln was a native of Worcester; he was born January 16th, 1813, and was consequently in his 68th year. He was the third son of the late Levi Lincoln, who was a judge of the State Supreme Court, a Governor of this State, a Representative in Congress, and collector of the Port of Boston under President Tyler; he was grand-son of the elder, Levi Lincoln, who was also a Governor of this state and a Representative in Congress, besides being U. S. Attorney-General under President Jefferson, and was appointed a U. S. Supreme Court Judge by President Madison, but declined to serve. One brother, Levi, died a Colonel in the Mexican war. Two others, Gen. Wm. S. and Edward Winslow survive him.

He was graduated at Harvard in the class of 1831, with Lothrop Motley, Wendell Phillips, Dr. George C. Shattuck, T. G. Appleton, the late Dr. Shurtleff and others well known in this community. He was admitted to the bar in Worcester in 1834, and practiced law for a few years, after which he gave his attention to horticulture and farming. He established and for several years conducted an extensive nursery on the south side of Pleasant Street, in the area now bounded by Piedmont, Aussen and Bellevue Streets.

He was called into public service in 1846 as a member of the Legislature, and was a member of the Board of Aldermen in the years 1858 and 1859. He was elected Mayor of the city in 1863 and 1864, and since his other engagements have withdrawn him from more active participation in local affairs he has served as a member of the Sinking Fund Commission, and was its chairman at the time of his death. He was chosen a Director of the Free Public Library in 1865, but resigned after two or three years of service.

He became a Director in the Boston and Worcester railroad in 1858, and was its Vice-President, and practically its President in 1867-8 when Hon. Genery Twisell was in Congress. On its consolidation with the Western road in 1867 under the present name of the Boston and

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Albany road he was elected Vice President, and in 1878, on the retirement of Chester Chapin he was placed in the position of President, holding it until his death.

He has had intimate connection with the public financial institutions of the city during nearly the whole of his active life. He was a Director in the Citizens Bank from Oct. 1855 to 1872, and has been a Trustee of the Worcester County Institution of Savings since 1855, and a Director in the Worcester National Bank since January, 1879. In all these positions his wisdom and judgment has been a constantly manifested power contributing to their success.

He was actively interested in nearly every feature of local affairs, and was an active member and has been President of the Worcester Agricultural Society and the Worcester County Horticultural Society. He was also a Trustee of the Rural Cemetery Corporation, a member of the old Worcester Fire Society, and of the American Antiquarian Society. He was one of the founders of the Church of the Unity, and has always been warmly interested in its prosperity and prominent in its administration.

He took an active interest in the militia, and for years was an active member of the Worcester Light Infantry. He was elected an ensign March 15, 1837; lieutenant July 4, 1837; captain April 28, 1838, serving with great credit and honor till his resignation, February 11, 1841. As commander of the Infantry at the time of the organization of the Worcester Guards, in 1840, organized as a whig military company in a time of great political excitement during the memorable presidential campaign of that year, he was the only whig in politics who remained in the organization. At the time of the departure of the Infantry at the opening of the war of the rebellion in April, 1861, he took an active and prominent part for the promotion of the welfare of its members, and commanded the same



company which took its place during the absence of the active company. On the organization of the Veteran Corps of the company, a few years ago, he was one of the most interested parties, and contributed fully to its success. He had in preparation a history of the company, which it is hoped is so far advanced that its publication may be secured.

The above, a mere summary of the positions in which Mr. Lincoln has been called to serve, indicates that he was one of the most active and useful men of his generation, none of whom in Worcester have filled so many conspicuous and onerous positions, and it may be safely said he acquitted himself in each with fidelity and personal honor, with excellent and sound judgment, and to the complete satisfaction of the public and the corporations in whose service he was engaged.

In his relations to the city he has always been conservative, but ready to act vigorously and wisely upon all questions of moment. It was under his administration as Mayor that the then stupendous undertaking of the introduction of water from Lynde Brook was inaugurated, and his term of office was also in the most critical period of the war, when every municipality was fully taxed to meet the demands of the national government for men and supplies. In every phase of this work he was active, patriotic and able, and Worcester owes much of her proud record of military service in that

struggle to his wise and prompt action. In the raising of recruits, in organizing relief for the men at the front, and for their dependent families at home, in preparations for the reception of the returning veterans, he showed himself a patriotic citizen, and an executive officer of signal ability. He

has had a large share in shaping the financial policy of the city by his broad comprehension of its needs and resources, and as a member of its Sinking Fund Commission, his latest municipal service, he has contributed much to its present favorable financial position.

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As a railway official he has had a wide reputation for extended knowledge of the detail of the business, and sound judgment and wise conservatism in administration; and the inflexible integrity which everywhere marked his life has given the confidence which compels success in every enterprise with which he was connected.

As a private citizen he was generous and hospitable, and his mansion was frequently open for the reception and entertainment of public guests who might often, but for his munificence, have been a public charge. In this respect he kept alive, with a lavish hand, the traditions of his family for the two preceding generations. His interest in horticulture and the finer forms of agriculture was intense and intelligent, and this whole county owes him a debt of gratitude for the impetus which he gave these pursuits during his early life. When the college races were held here, he took an active interest in them, and was foremost in making all necessary and possible provision, not only for the care and convenience of the crews, but for the transit and comfort of the crowds of visitors who thronged to see them, and his interest, thus born, doubtless led to his attendance on the occasion which cost him his life.

In his domestic relations he was a quiet, home-loving, and generous man, and in society he was urbane, courteous, and ever welcome. His wife was Frances Fiske, daughter of the late Francis T. Merrick. She died several years since, and he leaves a son, Waldo Lincoln, and two daughters, one of whom, Mary, is wife of Joseph E. Davis, Esq. The other, Miss Frances, has resided with him at the Elm Street mansion, and was his companion on the trip to New London.

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**MR. LINCOLN'S DEATH.**

Expressions of Sympathy.

**ACTION OF VARIOUS BODIES.**

**The Accident.**

It was our painful duty yesterday to record the death of Hon. D. Waldo Lincoln, and we gave such facts as we were able to gather at the time. In our last edition, we published the narrative of the porter of the directors' palace car, which was substantially correct. The following diagram will make the manner of the accident clearer and we give some details derived from persons who were witnesses.

The starting point of the regatta was up stream, above New London. The finish of the race was opposite Lathrop's Point, near the city. The train having gone up from the city to the starting point, had turned to come back along with the boats, when the word was given. On the end of the train nearest the city, were first a locomotive, and next the directors' car; then came a platform car reserved for Mr. Rumrill's party, then 15 or 30 other observation cars, and lastly another locomotive. The platform car had three seats, the first six feet high, the second two feet, and the third three feet or more above the floor. Mr. Lincoln had the upper, end seat marked L. Mrs. Appleton was directly in front of him, at A. Miss Lincoln was two seats away from her father, on the same bench. There was on each locomotive an officer of the road, besides the engineer and fireman, to guard against accidents. The train then was moving south, it being understood that only one locomotive was to be used at a time, and the train was to be pushed, not pulled. The boats turned back, on account of Yale's broken outrigger, and the northern engineer shut off his steam suddenly, or, more probably still, reversed the engine. There was a bumping and a crashing and the observation car seemed to be lifted up, when the palace car, which weighed probably 30 tons, broke the connecting link and that and the locomotive went off south, some little distance; the rest of the train had momentum enough to follow in the same direction a few feet, before it brought up. Many of those on the platform car were standing, trying to see over a hillock which partly shut off the river. There was a low railing around the car. The shock threw many of the party down into their seats. Mr. Lincoln and Mrs. Appleton, being on the end, were thrown over the railing. Mr. Lincoln fell under the wheels on his side of the car, and the front truck passed over him before the train stopped, so that those looking over the back of the car saw him as he lay hopelessly hurt across the rail, at the point B in the diagram. It does not appear that Mrs. Appleton was touched by the wheels, but her neck was probably broken by the fall and her death was instantaneous.

According to the *Norwich Bulletin*, the three men on the southern engine, one of whom was Mr. Spaulding, General Freight Agent, are ready to testify that the southern engine was not working at all at the time, but was simply moving as the cars were. It says the heavy palace car was snapped off like a weight at the end of a string, when it is suddenly tightened. Those on the platform car speak of it being raised up, and the front truck was derailed. This feature might result from this car being lower than the directors' car; a snap as described would jerk it upwards, while to those on the car, it would seem to be pushed upwards. Mr. Rumrill and possibly Mr. Bliss were standing on the platform of the directors' car. It will be seen that the unfortunate victims of the accident could not be charged with carelessness, as has been done in New London to exculpate the railroad people. Whether the engineers were to blame, the reader can judge. We have given what we believe to be a true explanation of the accident.