

ll of Scenes of Terror Following Last Night's Steinberg Acquittal by Magis

Terrible Havoc Wrought in Wreck *Dec 26 1934*

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Before 6 a.m.

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**MUST REGISTER
WEAPONS AFTER
CLOSE OF YEAR**

Failure to Do So May Involve
Fine of \$50, Term in
Jail, or Both

**WOMAN SLAIN BY BOARDER
IN FIT OF INSANE RAGE**

Mr. T. Bielak Stabbed to
Death With Knife

FATALLY HURT



Top left photo shows wrecked truck of passenger coach on the London-Toronto holiday special after wreckers had removed the splintered woodwork. Top right is the badly marred front of the powerful 6146, among the biggest of the C. N. R. locomotives, which was hauling the crack Maple Leaf when it ploughed into the rear end of the holiday special. Lower view is a spectacular scene some hours after the collision last night when the wrecking crews, having carefully searched the two shattered wooden coaches for possible injured or dead in them, ascertained beyond doubt that they were empty and commenced to burn the wood-work from the steel. The blaze so caused could be seen for miles.

**LITHOGRAPHER
IS IDENTIFIED
AMONG KILLED**

Was in Charge of Toronto
Office of H. J. Jones
Company

Other Londoners Involved in
Wreck, Dundas Centre
Pastor Unhurt

(Special to the Spectator)
London, Dec. 26.—Identification
of H. Stewart Jones, vice-president
of the H. J. Jones Sons, Ltd., litho-
graphers, of this city, as one of
the 15 killed in the Dundas railway
wreck, was announced at his home
to-day.

His brother, Linton, left last night
for Hamilton, and made the identi-
fication. Deceased lived at 410 Duf-
ferin avenue, but spent most of his
time in recent years in charge of
an office maintained by the com-
pany at Toronto.

Mr. Jones spent the holiday with
his family, and made a reservation
in the rear chair car during the af-
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RELATIVES IDENTIFY VIC

FIFTEEN KILLED, FINAL CASUALTY LIST INDICATES

**Despairing Relatives of Missing Persons
Seek Loved Ones at General
Hospital To-day**

**Wreck-Strewn Right-of-Way at Dundas
Cleared After Christmas Rail-
way Tragedy**

The starkest tragedy that has ever darkened Hamilton's Christmas brought sadness to a host of homes last night. A train wreck at Dundas—fifteen persons lying dead and mutilated—five women not identified until this afternoon, their frail bodies casting a shadow of sorrow over the grim walls of the morgue at the General hospital. The other ten victims were known soon after the accident. Their death means a sad Christmas to many a once happy home.

This afternoon at the General hospital all women victims had been identified with the exception of one.

A peculiar mystery had arisen, however, as to the fate of Daniel W. Markham, K.C. Mr. Markham is missing, and it is believed that one of the bodies identified as that of a Mr. Smith may be that of Mr. Markham.

Five wards of the General hospital are filled with injured. Torn bodies occupy the beds in nearly every corridor. Some are torn in spirit as well; not only have they suffered painful injuries, but the same disaster has taken from some their loved ones. A sad place, the hospital, to-day.

Shortly after 9 o'clock last night the holiday special, made up at London, steamed into Dundas station. It had some trouble, so reports say, and the engineer had to pull into a switch. Scores of happy holidayers filled the cars. All was merry, and few realized that in a few minutes their well-appointed coaches were to be the scene of horrors, a screaming ruin where mangled and mutilated humanity cried out vainly for succour.

The Maple Leaf flyer, rushing through with its gay load of holiday persons, tore along the rails behind the special. Confident of the safety of his passengers, the engineer proceeded through this lonely little station half way up the Dundas mountain. Then, passing east of the station, he realized that something was wrong. His heavy locomotive, its cylinders pulsing to the pressure of the live steam within, rushed through a switch and head-on into the waiting holiday special. There was a momentary scream of brakes, which faded into the crash of splintering cars. The two rear coaches of the special crumbled like paper trains, the toys of children. The unfortunate persons within were caught at the mercy of the iron monster, and their frail bodies gave way to the insuperable odds of rushing tons of steel.

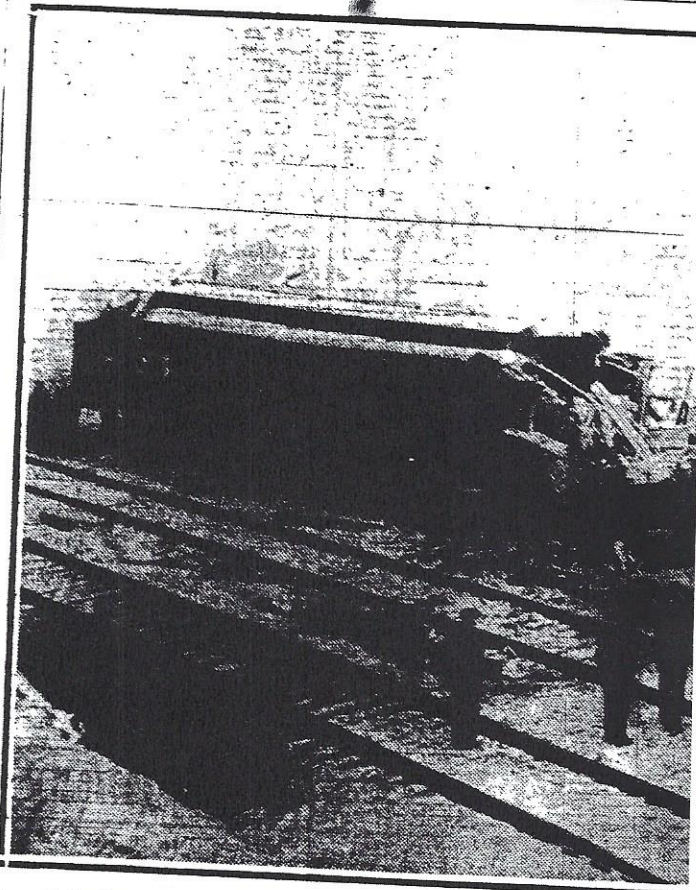
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at Dundas will be ordered by the railway commission. The board has three inspectors at Toronto, and, during the day, one of these will be detailed for the inquiry, but the chief operating officer was unable to state this morning which inspector will be sent there.

The inquiry by the commission will be particularly for its own purposes as distinguished from the

Clearing the Right-of-Wa



One of the huge cranes of the local C. N. R. wrecking train is seen in front of the two wooden coaches on the holiday special and which when the crack C. N. R. Maple Leaf, Chicago-Montreal flyer, plunged night on the Dundas station siding. (Additional wreck pictures on

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ELLSWORTH, B JOIN BYRD

**Explorer Made Hop
of 2,400 Miles
on Holiday**

**Another Thrilling
Chapter Penned
in South**

Wellington, New Zealand, Dec. 26.—(AP)—Lincoln Ellsworth, Antarctic explorer, and his pilot, Bernt Balchen, were reported to-day to have made a successful aeroplane flight across the Antarctic from Deception Island to the Bay of Whales.

The flight was made yesterday, Christmas day.

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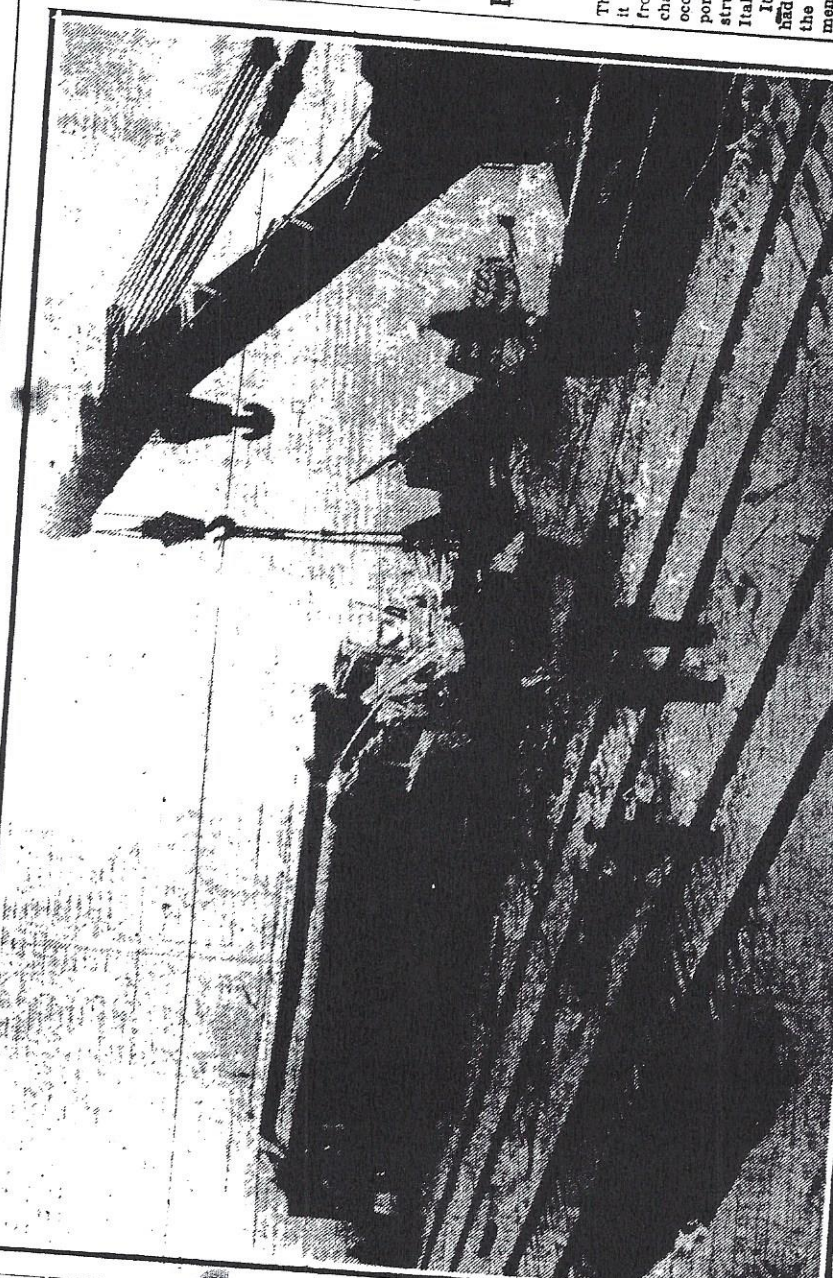
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Clearing the Right-of-Way After the Accident



One of the huge cranes of the local C.N.R. wrecking train is seen here about to lift the Belmont, all steel car which was in front of the two wooden coaches on the holiday special and which was considerably damaged by the force of the collision when the crack C.N.R. Maple Leaf, Chicago-Montreal flyer, plunged into the standing passenger extra from London last night on the Dundas station siding. (Additional wreck pictures on pages 7, 18 and 19.)

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Moscow Journal Says It Encourages Them

ELLSWORTH, BALCHEN JOIN BYRD'S PARTY

Explorer Made Hop of 2,400 Miles on Holiday

Malaria Epidemic Claims Thousands

Colombo, Ceylon, Dec. 16.—(CP-Havas)—The malaria epidemic which has ravaged several districts in

BRITAIN HOPES FOR STEADY AND SLOW RECOVERY

This is Boxing Day in the

JAPAN STR ROAD BUI IN ETHI ITALI Occupation Claimed Serious View Taken at Rome Denies Various C

Geneva, Dec. 26. The League of Nations today a new u from the Abyssinians charging that Italy occupied Addis Ababa and important motor road construction on Abyssinian authorities. It was understood that had communicated to the Abyssinian dema members.

Coming on the heels reported incident at which the Ethiopian charged Italian troops ed an Ethiopian post, it was taken of the sit

Charges Den Rome, Dec. 26.—(AF man for the Italian go day denied the Ethiopi that Italian troops have oc Ethiopian territory.

The allegation, contained note to the League of Nations answered formally by the I government.

Road Is Built Addis Ababa, Ethiopia, Dec. 26.—(AP)—The Ethiopian govern charged today that Italians settled in Ethiopian territory were continuing to fly aeropl over it.

The statement claimed the lians are building an autom road from Radia to Add and G

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When It Happened

The wreck occurred at approximately 9:20 o'clock last night. The special, composed mostly of wooden day coaches and filled with people returning from Christmas holidays, pulled into Dundas at 9:10, backed into the siding according to instructions, and waited for the regular train to pass through. It had been at rest approximately ten minutes when the Limited flashed into sight.

Turned Onto Siding

To the horror of the engine crew on the flyer, instead of continuing along the main line as it should, the locomotive took the switch and turned on to the siding where lay the special packed with its human freight.

The engineer automatically applied his brakes, but it was merely a gesture for the two trains were too close for that to be effective. In a second the speeding flyer crashed into the rear of the standing train. Splinters flew, two wooden coaches were demolished, screams rent the air, some of them heard plainly down in the town below.

The whole special train was shoved several hundred feet along the right of way, scattering splinters along the tracks showing its course. On the right of way also was the terribly mangled body of a man, his feet almost severed, the raw bone showing. Rescuers, intent on aiding the imprisoned injured, had thrown a scant covering over him and left it. There the body lay for hours, apparently forgotten and almost trampled on by the spectators who quickly gathered in hundreds.

Official Investigation

Ottawa, Dec. 28.—An official investigation into the railway disaster

at Dundas will be ordered by the railway commission. The board has three inspectors at Toronto, and, during the day, one of these will be detailed for the inquiry, but the chief operating officer was unable to state this morning which inspector will be sent there.

The inquiry by the commission will be particularly for its own purposes as distinguished from the public investigation by the coroner of the district.

Hurled Into Air

The rear coach was thrown up on top of the Limited's locomotive, the woodwork smashed and jammed, making rescue efforts very slow. There were many of the bodies were.

One man, who had apparently been sitting in the end seat of the coach, was pinned as he sat in such a fashion that half a dozen men using axes by torch light worked for two hours before he was freed. He was partly conscious, his face black as coal, his clothes torn to ribbons and his hand crushed. One of the first acts of the rescuers had been to bandage up his hand. As the men worked to free him he spoke a few murmured words, sometimes with a sickly smile on his face. Doctors fed him spirits to keep his strength up, finally he was brought down through the floor of the coach more dead than alive and rushed to the hospital.

Controller Donald McFarlane, who was one of the first on the scene other than the railway employees, saw eight bodies lying in one coach.

The first act of the Dundas station officials when the disaster occurred was to send an emergency call in to Hamilton for all available ambulances and doctors. The General hospital was notified and Assistant Superintendent Dr. Miles G. Brown immediately marshalled his

(Continued on page 18.)



One of the huge cranes of the local C. front of the two wooden coaches on t when the crack C. N. R. Maple Leaf, C night on the Dundas station siding.

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Drawing a comparison between the Marseilles assassinations and the recent killing of Sergei Mironovich Kirov, high soviet official, the newspaper pointed to the indignation that had followed the assassination of King Alexander of Yugoslavia and French Foreign Minister Louis Barthou and the sympathy shown the countries of the victims.

"Monstrous as it may seem, there exists in the different countries men, groups, newspapers, sympathizing with the terrorists and preaching openly continual terror," the Moscow Journal said.

"It is rather astonishing that the suppression in the soviet union of several groups of terrorists after assassinations in Marseilles, Vienna and Bucharest should not have evoked the unanimous sympathy," it continued.

"The Kirov assassins are men who encouraged criminals, took grenades, bombs and revolvers into their hands with an avowed intention to destroy, and who were condemned in accordance with the law," the paper said.

Citing the Petite Gazette, organ of the white Russians in Yugoslavia, the Moscow Journal said that it contained an open incitement to destruction of soviet personalities.

CHARGE MINISTER HAD INFORMATION

Foreign Press Attacks Austrian Official

Claim He Knew About Marseilles Slayings

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26.—(AP)—arctic exp Balchen, have mad flight acr Deception Whales.

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WHAT'S IN BRAIN?
SCIENTISTS ASK

FRANCE CLAIMS
NEW PLANE MARK

passengers of the Limited were badly hurt owing to the sturdy construction of the train.

Worked Like Trojans

Engineer B. Burrell, 414 Wellington street, Sarnia, and Fireman John Kennedy immediately joined in rescue efforts, and both worked like Trojans with railway employees and many volunteers to free the imprisoned passengers, while steam from the locomotive of number 16 poured through part of the telescoped coach.

Engineer Burrell was unable to give the cause of the accident. All he knew, he said, was that his instructions were to continue through to Hamilton and to pass the special train at Dundas. He reached Dundas on time, saw the special waiting on the siding, and drove straight ahead fully expecting to pass it. Suddenly as the switch was reached, he said, the locomotive instead of going forward, swerved on to the siding. There was no time to do anything, for the two trains were only feet away then. "That is all I know," Mr. Burrell said, "why it happened will have to be determined."

Uncoupled By Impact

The impact of the crash uncoupled the last four coaches on the flyer and as the air brakes held these coaches fast, the remainder of the train including the engine crashed on into the coaches on the train ahead.

A passenger on the Chicago train stated that there was a terrific jolt, but as he was in the coaches which broke away from the remainder of the train he did not realize what had really happened.

"When I got out of the train and rushed up to where the serious part of the crash occurred, I almost turned sick. I'm still sick. There were injured people, broken glass boards and coach seats all jumbled up," the passenger, who was going from London to Toronto graphically explained.

W. Taylor, who resides on Hart street in Dundas almost half a mile away from where the crash occurred, stated that he was about to retire when he heard a terrific crash. "I thought it was an automobile accident, but upon looking down the street, I could see no cars. It was about half an hour later before I learned of the wreck."

First On Scene

Among the first upon the scene were Dr. M. P. Livingstone and Dr. T. Bertram, of Dundas, who administered first aid to the injured and then supervised efforts made for hours to extricate the dead from the wreck.

Dr. R. R. Glendinning, veterinary surgeon, was another of the many hundreds of Dundas residents who rushed up the side of the hill to the tracks to render assistance.

Chief of Police Lumsden, of Dundas, and Provincial Traffic Officer Rogers, along with a squad of C.N.R. police, were kept busy keeping the thousands of spectators off the tracks. As several trains passed through on the other lines, considerable danger was involved for the spectators viewing all the gruesome details, milled about in droves greatly hampering the efforts of the volunteer rescue squads.

Escaped Death

"The lights were all O.K. for me when I passed the station," Engineer Burrell stated, referring to the semaphore signals which are set up some distance before approaching the spur-line. "My train was supposed to go right on through on the main line. I had no idea anything was wrong until the crash came."

Shortly after 11 o'clock, the injured people commenced to arrive at the General hospital. At first, only one or two were admitted, but by 11:45 o'clock word arrived that a special train was rushing other injured to Hamilton. Then, two burly policemen entered the emergency room, wheeling a stretcher. In quick succession, other stretchers followed. The staff of doctors and nurses was augmented and, as quickly as the injuries of one person had been dressed, he or she was quickly tak-

ing further attention. But when due care anxious relatives and friends stood quietly in corners watching with anguished eyes as the door of the admitting room opened.

Heart-Rending Sight

One of the most heartrending sights was to see a young lady holding a dog's leash tightly in her hand while the faithful beast gazed up into her face. She had been uninjured, but had become parted from her husband during the confusion. She watched anxiously as each case entered the hospital. Then as the flow gradually diminished and then stopped, she asked, "Are there any more to come?"

"I don't know," replied a newspaperman. "I think that is all." "Oh, there must be more," she cried, and then sank into a chair sobbing. Dr. Miles G. Brown, assistant superintendent of the hospital, offered all assistance possible. Occupants of the various stretchers looked more like members of the train crew than passengers as they came into the hospital. Some lay still on the stretchers as they were taken into the emergency room for first-aid treatment. Others moaned with pain as their wounds were treated.

Internes of the hospital were kept busy while other practitioners of the city entered and volunteered their services. It was difficult to obtain the names of many of those admitted to the hospital. Dr. Brown told the Spectator that it would be some considerable time before a complete casualty list would be ready, as patients were being removed to the wards as fast as possible. Some of those whose injuries were superficial walked into the hospital and after receiving first aid, told of their experience.

Friends Frantic

Telephones out of the hospital were kept busy with long-distance calls to relatives and friends. As time wore on, it became increasingly difficult for any person at all to make a call.

Blankets were hurriedly heated by the hospital staff for the use of patients suffering from shock. Blood-stained bandages were hurriedly removed from facial wounds and the injuries gently bathed with an antiseptic solution. Then, doctors gave the first-aid treatment.

Of several of the "walking wounded," doctors inquired as to their condition. When their objections were overruled, several of them were taken into the emergency rooms, their cuts and bruises treated, and they were ordered to bed as a precaution of any after-effects from shock.

Mrs. Parker Hurt

The first case to arrive at the hospital was Mrs. Hilda Parker, of Toronto. Her uncle, William Parker, superintendent of the Hamilton street railway, arrived shortly afterward. Later in the night, he told the Spectator that his niece was resting easier, but he had found no trace of Mrs. Parker's 15-year-old daughter, Mary. Later the girl was identified as among the dead.

The next case to come in was Leo Smallwood, London, who is reported to have received a fractured skull in the crash.

There was a somewhat macabre touch to the scene. On the walls of the emergency rooms were the bright tinsel and red of the Christmas season with the season's greeting, "Merry Christmas."

"A fine Merry Christmas" commented a relative as a stretcher went by.

Light Was Poor

Railroad employees rushed to the spot to assist in the rescue were greatly hampered in their efforts by lack of lighting facilities. The first batch of rescue workers picked their way around by the feeble beams of candles and flares. Later flashlights were brought up and the work was speeded up considerably. Considering the manner in which the ill-fated coaches were piled up, rescuers worked fast and everything possible was done for the injured. The crash occurred a considerable distance from the station and, when an injured person or a body was found, rescuers were

rushed immediately to the scene from the hospital. From that point they were later brought to the General Hospital.

Doctors Livingstone and Bertram remained at the scene until the coaches had been thoroughly searched for passengers.

For more than an hour after the crash one of the several squads of rescue workers confined their efforts to the wreckage piled up on top of the Chicago engine. Picking their way in among the debris, everything was removed in the hope of finding some unlucky person pinned underneath. A majority of the injured were removed soon after the crash occurred, however.

Chief of Police Lumsden stated that the sight was the worst he had ever seen.

Bodies Located

The number of bodies located proved greater than was first imagined, for, while many bodies were brought directly in to the General Hospital, others were retained at the Dundas station in order that rescue workers who had located them might continue searching among the wreckage.

Several persons who had been pronounced dead by the doctors, and who had apparently been instantly killed, were laid aside until such time as the injured had been cared for. Some six bodies placed alongside the tracks were later placed upon a "digger" and taken to the station awaiting removal to Hamilton. Railway workers attempted to identify some of the bodies at the Dundas station, but this task proved almost impossible.

picked up, bro They were put unclaimed.

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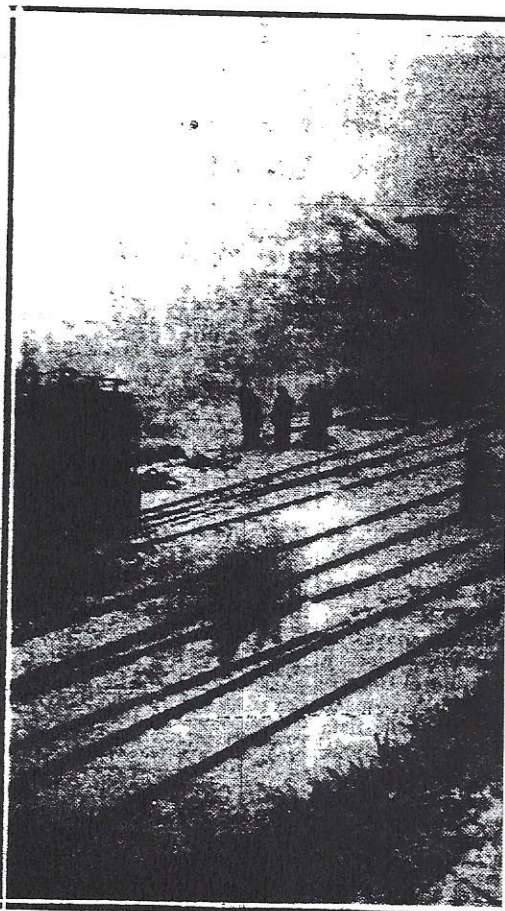
as the bodies were ter and their clothes rip

Dangerous

The scene of last n accident, topographica bly the worst that c ined. On the one side a steep hill, almost soared above the wre ated from the spur l the accident occurred tracks, both of whic lines, and along one o trains passing the see snail's pace, with wh so as not to endanger many hundreds about On the right side of train looking out ove Dundas, a four-foot pa track, and beyond th most sheer drop of t Many of the rescuers, that sit of the wrec pered in their efforts the snow and ice, thei a precarious one owin descent.

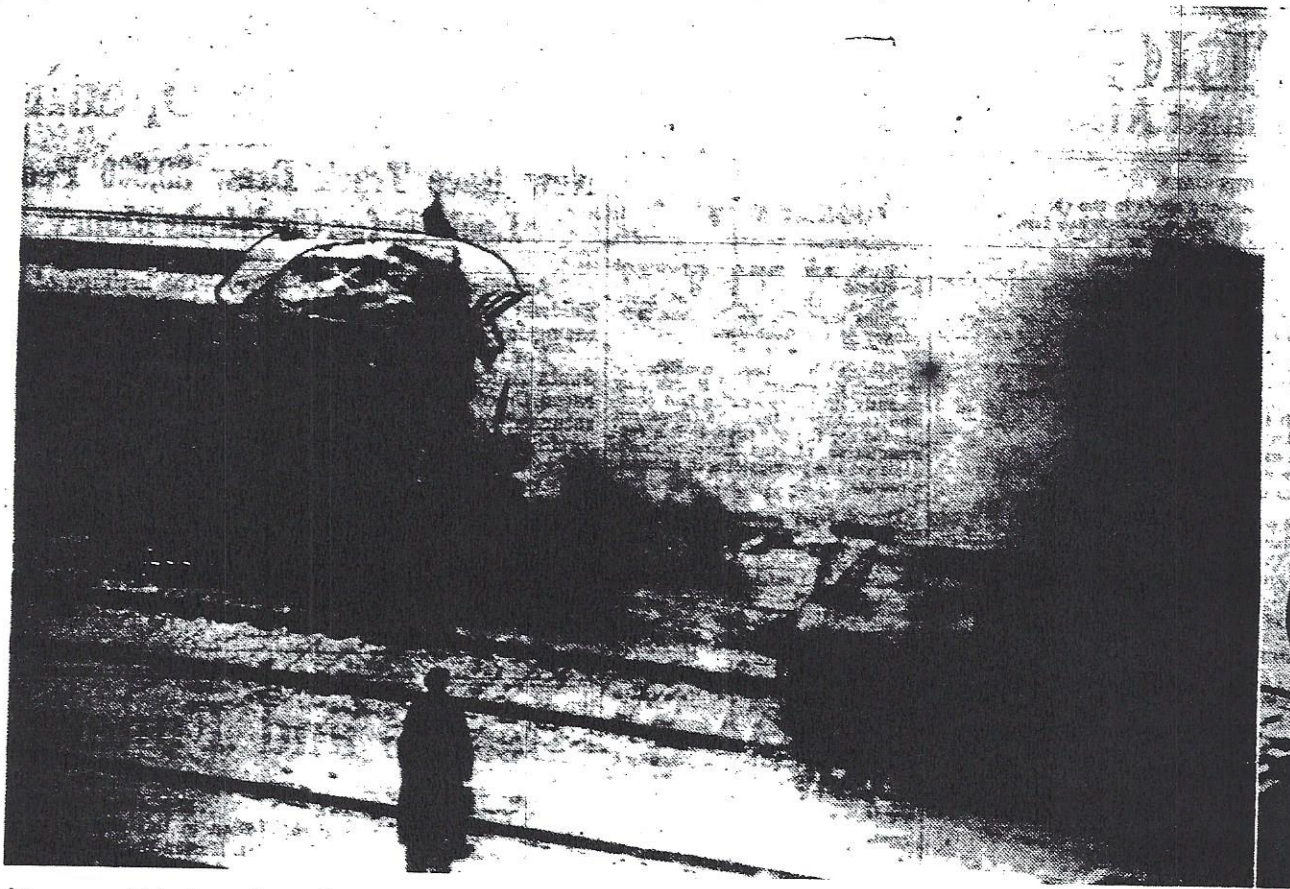
The wreck itself w visible from the Dund ing to a curve in the of the wreck, in the gen of Hamilton, the track

Where Last N



General view of the scene of Christmas night rail crash from the extreme right of the scene. To the Montreal flyer crashed into it through an apparent and around the curve beyond that, almost opposite collision, is located.

Giant Cranes of Hamilton and London Wreck



Left, big crane which threw the steel work over the embankment into the valley below after which the wood debris was burned. In who had died in the lavatory was removed after hours of work. Hers was the last body removed and so badly damaged was the strewn remnants of a happy Christmas, greeting cards, presents, muffa, etc. Immediately to the right is where the two death c London at work. The Hamilton wrecking crew was on the spot ready to commence clearing the tracks in record time, even befo

FIFTEEN KILLED, FINAL CASUALTY LIST INDICATES

(Continued from page 1.)

staff for fast work in the emergency admittance room.

Engineer Burrell and Fireman John Kennedy, both of Sarnia, were the crew of number 16. It was their regular run, both being well known in Hamilton and Dundas. They were unhurt and, in fact, few of the passengers of the Limited were badly hurt owing to the sturdy construction of the train.

Worked Like Trojans

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Engineer Burrell was unable to stop the course of the accident. All

en to one of the wards and the place taken by a fresh case.

Nurses bustled to and fro bearing instruments, bandages and other appliances to alleviate the suffering of the unfortunate travellers. Orderlies ran to the elevators, pushing wheeled stretchers, but using all due care. Anxious relatives and friends stood quietly in corners watching with anguished eyes as the door of the admitting room opened.

Heart-Rending Sight

One of the most heartrending sights was to see a young lady holding a dog's leash tightly in her hand while the faithful beast gazed up into her face. She had been uninjured, but had become parted from her husband during the confusion. She watched anxiously as each case entered the hospital. Then as the flow gradually diminished

forced to walk back over the rough railroad ties with their burdens.

Rescuers working on the right-hand side of the wrecked train were greatly hampered by the fact that they were forced to pick their way precariously along the side of a bank which ran down to a lower level to a T. H. & B. side line. Several of the bodies found were almost beyond recognition, and, in the dim light of flares and flashlights, were hard to locate in the jumbled mass of wood, twisted steel and coach equipment.

For many yards in the vicinity of the crash the wreckage was scattered over the tracks.

Hamilton passengers of the trains were brought to this city by special busses which were sent out. As far as could be learned, no residents of this city were injured.

Injured passengers were rushed to the local hospital immediately while the dead were taken to the station a short distance from the crash. From that point they were later brought to the General Hospital.

Doctors Livingstone and Bertam remained at the scene until the coaches had been thoroughly searched for passengers.

For more than an hour after the crash one of the several squads of rescue workers confined their efforts to the wreckage piled up on top of the Chicago engine. Picking their way in among the debris, everything was removed in the hope of finding some unlucky person pinned underneath. A majority of the injured were re-

One Little Card Story of Brok

"Anne—Much love, John and Just a little Christmas card. sands read yesterday morning with Christmas gifts. But this card has

In the darkness of the train picked up. It fell from a handbag—gifts that were never delivered. Mary, these were not the true nar the tragic accident. Their little thrown ruthlessly out onto the picked up, broken and mangled. They were put aside in a special unclaimed.

Somewhere Anne will wait only her Christmas gift, but her f she was a sister, an aunt—no on wherever she may be, the sympathy out to her in the tragic loss which

as the bodies were terribly mangled and their clothes ripped and torn. curve, ular tr order might the tri

Dangerous Spot

The scene of last night's railway accident, topographically, was prob-

Hearts

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For John and
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sisted r
officials were loud in their praise
of these heroic volunteers, who, re-
gardless of damage to their cloth-
ing, lent valuable assistance in pull-
ing apart the wreckage in order to
get to imprisoned victims.

Dr. T. Bertram, of Dundas, who
was one of the first of the many
doctors arriving at the scene, work-
ed as hard as any one in assisting
in clearing away the wreckage in
order to get to the injured. Within
an hour or so Dr. Bertram was cov-
ered with grime and dirt from his
relentless efforts to delve into the
debris in the hope of finding some
unfortunate person who might have
been possibly overlooked in the first
hurried but very thorough search.
A criterion of the careful manner
in which the wreck was searched
was the fact that practically all the
victims were located by the first
efforts of the rescuers. After re-
ceiving first aid treatment, these
were placed on special trains rushed
to the scene and conveyed as rap-
idly as it was possible to the Gen-
eral Hospital.

Those who escaped injuries en-
tirely lost little time quitting the
scene, hastily making their way
down the mountain steps to busses
which had been summoned for their
convenience. Many of the people
who availed themselves of this facil-
ity were Hamiltonians, but few
cared to stop and talk about the
accident.

Thankful To Be Alive

One man and his wife, among the
last to depart on the busses, called
over his shoulder in answer to an
inquiry, that "it was terrible, and
I'm thankful to be alive."

"There certainly must have been
Some One watching over the fire-
man and myself," B. Burrell, en-
gineer on the Chicago express, stat-
ed. "How we escaped is a mira-
cle."

Wrecking Gangs Speedy

Considering the great amount of
wreckage, labouring gangs made a
fairly fast job of cleaning up the
debris. By 7.30 o'clock this morn-
ing practically everything had been
cleared away except the steel coach
of the special from London, and a
wood-constructed coach which had
been hauled up the tracks a short
distance in order that it could be
placed on a flat car.

The steel coach on the special was
badly smashed at the rear end, but
fortunately this portion contained a
quantity of linen and other railway
equipment instead of passengers.

damaged, but not to any great ex-
tent.

The coach through which the
Chicago engine ploughed, splitting
it practically in two, was reduced to
a pile of matchwood. Gangs of
men collected the wood and rapid-
ly cleaned up the scene by burning
the debris.

Under the direction of C.N.R.
policemen, suitcases, Christmas
gifts and packages and personal ef-
fects of the passengers were taken
to Hamilton to be held until claimed
by their owners. Many of the ar-
ticles will not, however, be claimed.

One package, containing two large
plates, was torn to shreds, but the
plates themselves were found intact
and apparently none the worse for
wear.

Gruesome Discovery

Early in the morning, after the
dead and injured had been conveyed
to the General Hospital, searchers
found a gruesome object in the
form of a woman's foot. When this
was uncovered, the rescue parties,
tired as they were, set to work
more energetically than they had
before, fearing that some unfortun-
ate person had been overlooked.
Most of the dead and injured had
been located before midnight, how-
ever, and the search after that time
revealed no further victims.

The Chicago engine was damaged
considerably as a result of the im-
pact, the front end being caved in.
With the aid of wrecking trains the
engine was pulled back from under
the wreckage of the passenger car
and, after being switched to another
track, was towed into Hamilton.

Apparently the elements even
sickened at the sight of the wreck,
for by dawn the scene was com-
pletely covered with a heavy blanket
of snow. Apart from the wrecking
trains and crews working about the
steel coach, one would never realize
upon passing the scene that such a
terrible accident had occurred but
a few brief hours before.

Spectators Departed

By 6.30 o'clock in the morning
even the most determined spectators
had departed from the scene. At
one time during the night several
thousand persons lined the hillside
and filled about the wrecked trains.
Many of the spectators were still
garbed in their full-dress suits, ap-
parently having come right out to
the accident from some gay Christ-
mas night party.

The task of clearing away the
wreckage was conducted under the
personal supervision of W. J. Pig-
got, the district superintendent from
London. The London official stated
that he had no comment to make
upon the tragic occurrence, his duty
being to see that the wreckage was
cleared away as rapidly as possible
and the line opened to traffic.

At Royal Connaught

Recuperating from a most har-
rowing experience, some half-dozen
victims of the tragic train smash
on the C.N.R. line near Dundas last
night, who were neither killed nor
sufficiently injured to be taken to
local hospitals, are resting at the
Royal Connaught hotel. The hotel
authorities have strict orders that
they not be disturbed, and extra
precaution is being taken not to
break their troubled slumbers.
Most of them arrived at the hotel
between 2 and 3 o'clock this morn-
ing, obviously distraught and ex-
tremely nervous. Most of them are
from Toronto.

The Wentworth Arms housed two
ladies for the night who had been
in the wreck. They registered at
1.45 o'clock this morning, and
checked out after having breakfast.
They are Miss M. M. Wilkie and
Miss I. Jennings, both of Toronto.
A relative of the former lady,
George A. Wilkie, 5 Close avenue,
is in a critical condition at the Gen-
eral hospital.

Six Treated at Toronto

Toronto, Dec. 26.—(CP)—Six per-
sons injured in the train wreck at
Dundas last night, when the Cana-
dian National railways' Detroit-To-
ronto express, plunged into the
London-Toronto Christmas special
were treated in Grace hospital here
for minor injuries and they went to
their homes.

The following received treatment:
O. R. Steadman, Dundas, Ont. Man

W. A. KINGSLAND ISSUES REPORT

Vice-President of C.N.R.
Gives Wreck Story

States Disaster Caused
By Open Switch

Toronto, Dec. 26.—(CP)—W. A.
Kingsland, vice-president and gen-
eral manager, central region, Cana-
dian National railways, issued the
following statement early this
morning:

"At 9.21 o'clock last night, train
No. 16, en route from Detroit to
Toronto and points east, ran into
the rear end of passenger extra en
route from London to Toronto, at
Dundas siding, resulting in three
of the cars on the rear of the pas-
senger being badly damaged, and,
so far has been definitely deter-
mined at this time, there are eight
known dead, and an undetermined
number of other passengers report-
ed injured.

"Immediately word of accident
was received, General Superinten-
dent T. C. Hudson at once ordered
a special hospital train with doctors
and nurses, and ambulances were
also despatched to the scene. The
injured were immediately conveyed
to the General hospital at Hamilton.
"Special auxiliary trains from
London and Hamilton were likewise
ordered, and Superintendent Pig-
got, of the London division, pro-
ceeded to take active charge of the
situation.

"While it is impossible at this
time to give further details or the
names of the dead and injured,
these will be made public at the
earliest possible moment.

"The cause of the accident was
reported as being an open switch."

Supplementary Statement

W. A. Kingsland, vice-president
and general manager, central re-
gion, Canadian National railways,
issued the following supplementary
statement early to-day in con-
nection with the Dundas railway
wreck:

"The latest information in regard
to the rear end pitch-in at Dundas
now indicates that the death toll
will reach 16. Eight bodies are re-
ported in the morgue at Hamilton
and eight more are being held at
Dundas. Identification of the dead
at this time is extremely difficult."

whether the gruesome discovery rep-
resents another victim, or whether
the parts of a human anatomy are
but portions of some of those who
were partially dismembered in the
crash. Several of the victims were
terribly cut and mangled in the
crash, and it is believed that the
parts found to-day might be ac-
counted for in that manner.

Railroad officials and employees
expended every possible effort to
positively identify the dead, and to
locate them as the wreckage was
gradually cleared away.

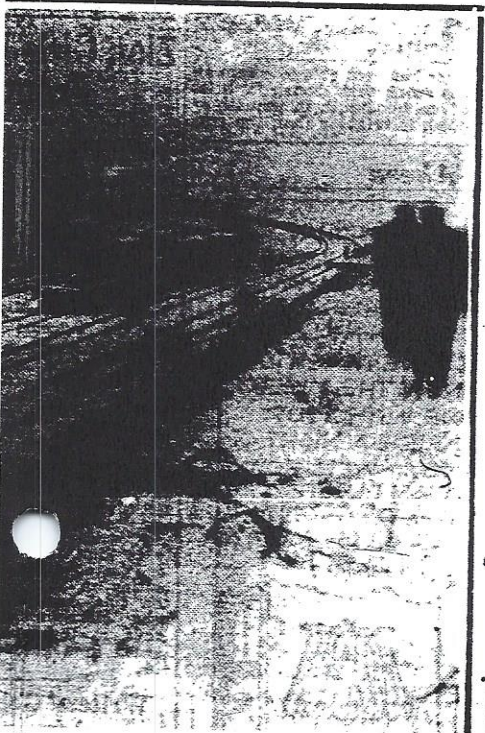
Dr. Mullin in Charge

Dr. Mullin could not be reached
this morning, but gave information
for a statement to be issued. Dr.
Mullin, according to the statement,
was notified during the night re-
garding the wreck by Dr. Inksetter
and railway officials in Dundas. He
got in touch with the chief of
police in Dundas by phone, and Pro-
vincial Traffic Officer Rogers, and
gave instructions for the bodies of
the victims to be removed to the
hospital morgue for identification
purposes. He later went to the hos-
pital and undertook a preliminary
investigation of the bodies that
were at that time at the morgue.

MICHIGAN FATALITY

Grand Rapids, Mich., Dec. 26.—
(AP)—Bewildered by wierd find-
ings, sheriff's deputies resumed
their investigation to-day of the
death of Cornelius Vanderveen, 56,
who was found

ter Occurred



Survivors Tell of Scenes of COACHES WERE CRUSHED IN BY ENGINE'S HUGE WEIGHT

Steinbo

Terri

Debris Rained Down in
Darkness on Passengers

"WORSE THAN THE WAR"

Concussion Was Beyond
All Description

Descriptions of the awful scenes which were enacted when the C.N.R. express ploughed into a special at the siding above Dundas last night were given to-day by the survivors of the catastrophe. From beds in the hospital and from their homes, the more fortunate of the passengers on the ill-fated train told of their sensations when the rending crash which hurled fifteen into eternity occurred.

Worse Than War

One of the most vivid descriptions of the horrors of the smash came from Capt. W. W. Muir, formerly of London, and now living at 180 Fern avenue, Toronto. Captain Muir was visiting for the Christmas holidays in London and was an occupant of the fourth seat from the rear end of the second car.

"The concussion when the crash came," the injured man told the Spectator, "beggars all description. It simply seemed that the world had burst."

Nothing in Captain Muir's experience as an officer in France during a long and distinguished service with the 4th Canadian Mounted Rifles, compared with the noise. This statement is particularly impressive inasmuch as he was badly shell-shocked during the Somme battles in 1916.

Although not as seriously injured as at first thought, Captain Muir is suffering from a severely strained back, possible internal injuries and several bad lacerations about the head. When the crash came he was engaged in changing from a heavy pair of walking shoes into a lighter, more comfortable pair. As he was leaning over he saw a trainman run toward the rear of the cars waving a lantern and, at the same time, noticed the lights of an approaching train coming around the long bend.

Had Premonition

Strangely enough, some premonition of approaching danger came to Captain Muir at this moment and he decided in his own mind that he would go to the front of the stopped train as soon as he had changed his shoes. The crash came just as he was putting on the fresh pair.

His friendship with Bert Hayes, the station ticket agent for the Canadian National in London, probably saved Captain Muir's life. When he was purchasing his chair car

(Continued on page 19.)

**HOSPITAL WAS
EFFICIENT IN
PROVIDING AID**

Patients Were Received From

**SPEC. EXTRA
GAVE DETAILS
OF DISASTER**

Full Story of Train Wreck
With Flashlight Illustrations
On Streets Before 6 a.m.

Eyes of Continent on Hamil-
ton, Photo Services Wanted
Planes, Chartered Taxis

Like a flash the Hamilton area jumped into the spotlight of the continent when the Chicago-Montreal flyer, known when westbound as the International Limited and as the Maple Leaf when eastbound, crashed into the standing holiday special on the Dundas siding last night. The old adage that bad news travels fast certainly seemed to apply in this case. In an hour or so the telephone lines of the Spectator were buzzing with activity. Part of this was caused by hundreds upon hundreds of Hamiltonians who in some mysterious way had learned of the disaster and were phoning their favourite paper for details. Many of the calls were from people who had friends or relatives en route to the city from the west. Either they were on the flyer or might be and anxious inquirers wanted to know just who was dead and who was injured, something which, unfortunately, it was not possible to tell them at the time owing to the confusion caused by the terrific havoc at the scene of the wreck and to the fact that medical attention must necessarily come before question of proper identification.

Wide Interest

But by no means all the calls were local. It was not long before the newspaper world of the continent sprang into action. Reporters and photographers started for Hamilton and Dundas from east, west, north and south. Calls began to come in to the Spectator

(Continued on page 22.)

**TO FACE TRIAL
IN HIGH COURT
ON THEFT COUNT**

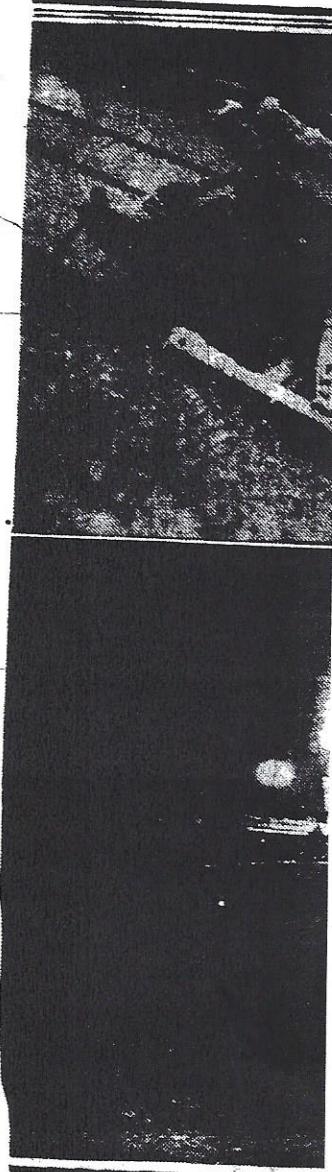
Gildo Zamprogna Committed,
Also Accused of Receiv-
ing Stolen Goods

Suits Alleges Stolen Are Ident-
ified By Store Pro-
prietor and Son

Charged with theft of a number of suits of clothes valued at approximately \$1,000, Gildo Zamprogna, 364 Hughson street north, was committed for trial by Magistrate H. A. Burbidge in magistrate's court to-day. He also faces a charge of receiving stolen goods and was committed for trial on this charge as well. He was repre-

Top left photo shows wrecked tri-
cial after wreckers had removed it
front of the powerful 6146, among
the crack Maple Leaf when it plou-
is a spectacular scene some hours
ing carefully searched the two sh
them, ascertained beyond doubt
work from the steel. The blaze se

**MUST REGISTER
WEAPONS AFTER
CLOSE OF YEAR**



LED, ALTY CATES

of the wards and the by a fresh case stiled to and fro bearing bandages and other to alleviate the suffer- unfortunate travellers. n to the elevators, push- stretchers, but using all Anxious relatives and d quietly in corners itanguished eyes as the admitting room opened

Reading Sights

the most heartrending to see a young lady's leash tightly in her the faithful beast gazed face. She had been out had become parted usband during the con- watched anxiously as atered the hospital. Then gradually diminished opped, she asked, "Are ore to come?" "I know," replied a news- "I think that is all." e must be more," she hen sank into a chair r. Miles G. Brown, as- sistant of the hos- l all assistance possible. of the various stretch- more like members of ew than passengers as nto the hospital. Some the stretchers as they into the emergency st- treatment. Others as their wounds

f the hospital were kept: other practitioners of tered and volunteered s. It was difficult to ames of many of those the hospital. Dr. Brown ctator that it would be erable time before a uality list would be atients were being re- wards as fast as pos- of those whose injuries tical walked into the l, after receiving first her experience.

Friends Frantic

s out of the hospital; usy with long-distance tives and friends. As on, it became increas- lt for any person at all.

were hurriedly heated tal staff for the use of ffering, from shock, i bandages were hur- ded from facial wounds ries gently bathed with solution. Then, doc- e first-aid treatment.

of the "walking-wound- inquired as to their When their objections d, several of them were the emergency rooms, id bruises treated, and dered to bed as a pre- any after-effects from

Parker Hurt

case to arrive at the s Mrs. Hilda Parker. Her uncle, Wil- superintendent of the reet railway, arrived ward. Later in the dd the Spectator that s resting easier, but he s of Mrs. Parker's at. Mary. Later s identified as among

case to come in was od, London, who is re- ve received a fractured crash.

a somewhat macabre scene. On the walls of icy rooms were the and red of the Christ- with the season's greet-

forced to walk back over the rough railroad ties with their burdens.

Rescuers working on the right-hand side of the wrecked train were greatly hampered by the fact that they were forced to pick their way precariously along the side of a bank which ran down to a lower level to a T. H. & B. side line. Several of the bodies found were almost beyond recognition, and, in the dim light of flares and flashlights, were hard to locate in the jumbled mass of wood, twisted steel and coach equipment.

For many yards in the vicinity of the crash the wreckage was scattered over the tracks.

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Injured passengers were rushed to the local hospital immediately while the dead were taken to the station a short distance from the crash. From that point they were later brought to the General Hospital.

Doctors Livingstone and Bertram remained at the scene until the coaches had been thoroughly searched for passengers.

For more than an hour after the crash one of the several squads of rescue workers confined their efforts to the wreckage piled upon top of the Chicago engine. Picking their way in among the debris, everything was removed in the hope of finding some unlucky person pinned underneath. A majority of the injured were removed soon after the crash occurred, however.

Chief of Police Lumsden stated that the sight was the worst he had ever seen.

Bodies Located

The number of bodies located proved greater than was first imagined, for, while many bodies were brought directly in to the General Hospital, others were retained at the Dundas station in order that rescue workers who had located them might continue searching among the wreckage.

Several persons who had been pronounced dead by the doctors, and who had apparently been instantly killed, were laid aside until such time as the injured had been cared for. Some six bodies placed alongside the tracks were later placed upon a "jigger" and taken to the station awaiting removal to Hamilton. Railway workers attempted to identify some of the bodies at the Dundas station, but this task proved almost impossible

One Little Card Tells Story of Broken Hearts

"Anne—Much love, John and Mary."

Just a little Christmas card. The kind that thousands read yesterday morning when they opened their Christmas gifts. But this card has a tragic story.

In the darkness of the train wreck last night it was picked up. It fell from a handbag full of Christmas gifts—gifts that were never delivered. For John and Mary, these were not the true names, of course, died in the tragic accident. Their little remembrances were thrown ruthlessly out onto the tracks. They were picked up, broken and mangled, by railway officials. They were put aside in a special car, unidentified and unclaimed.

Somewhere Anne will wait to-day, bereft of not only her Christmas gift, but her friends as well. Maybe she was a sister, an aunt—no one knows exactly. But wherever she may be, the sympathy of every one will go out to her in the tragic loss which has been hers.

as the bodies were terribly mangled and their clothes ripped and torn

Dangerous Spot

The scene of last night's railway accident, topographically, was probably the worst that could be imagined. On the one side of the tracks a steep hill, almost 75 feet high, soared above the wreckage, separated from the spur line on which the accident occurred by two sets of tracks, both of which were main lines, and along one of which other trains passing the scene crept at a snail's pace, with whistles blowing, so as not to endanger the lives of the many hundreds about the vicinity. On the right side of the wrecked train looking out over the town of Dundas, a four-foot path skirted the track, and beyond that was an almost sheer drop of about 50 feet. Many of the rescuers, working on that side of the wreck, were hampered in their efforts by slipping on the snow and ice, their stand being a precarious one owing to the deep descent.

The wreck itself was almost invisible from the Dundas station owing to a curve in the track. Beyond the wreck, in the general direction of Hamilton, the track took another

curve, and trains making their regular trip were forced to slow up in order that interested spectators might have ample time to get off the tracks.

Burned Wreckage

After the dead and injured had been cared for and searchers were confident that no more passengers were on the scene, the sky took on a ruddy glow as labouring gangs began burning the fragments of wood from the coaches. Several of these fires blinked along the side of the main line, fed by wood splinters from the size of a match-stick to the heavy supporting timbers in the coaches.

By midnight hundreds of automobiles were parked along the side of the Dundas mountain road as people poured to the scene in hundreds as the news of the wreck spread throughout the district like wild-fire. One motorist, incidentally, will probably regret his trip last night, for the wheels of his car were broken off as the vehicle swung about on the slippery pavement and crashed into the curb just below the Dundas high school.

Hundreds of Dundas residents as-

sisted rescue workers, and various officials were loud in their praise of these heroic volunteers, who, regardless of damage to their clothing, lent valuable assistance in pulling apart the wreckage in order to get to imprisoned victims.

Dr. T. Bertram, of Dundas, who was one of the first of the many doctors arriving at the scene, worked as hard as any one in assisting in clearing away the wreckage in order to get to the injured. Within an hour or so Dr. Bertram was covered with grime and dirt from his relentless efforts to delve into the debris in the hope of finding some unfortunate person who might have been possibly overlooked in the first hurried but very thorough search. A criterion of the careful manner in which the wreck was searched was the fact that practically all the victims were located by the first efforts of the rescuers. After receiving first aid treatment, these were placed on special trains rushed to the scene and conveyed as rapidly as it was possible to the General Hospital.

Those who escaped injuries entirely lost little time quitting the scene, hastily making their way down the mountain steps to busses which had been summoned for their convenience. Many of the people who availed themselves of this facility were Hamiltonians, but few cared to stop and talk about the accident.

Thankful To Be Alive

One man and his wife, among the last to depart on the busses, called over his shoulder in answer to an inquiry, that "it was terrible, and I'm thankful to be alive."

"There certainly must have been some One watching over the fireman and myself," B. Burrell, engineer on the Chicago express, stated. "How we escaped is a miracle."

Wrecking Gangs Speedy

Considering the great amount of wreckage, labouring gangs made a fairly fast job of cleaning up the debris. By 1:30 o'clock this morning practically everything had been cleared away except the steel coach of the special from London, and a wood-constructed coach which had been hauled up the tracks a short distance in order that it could be placed on a flat car.

The steel coach on the special was badly smashed at the rear end, but fortunately this portion contained a quantity of linen and other railway equipment instead of passengers.

The fire damage tent. The Chicago it pract a pile men co ly clean the deb Under policeman gifts an facts of to Ham by their cles w One p plates, plates t and ap wear.

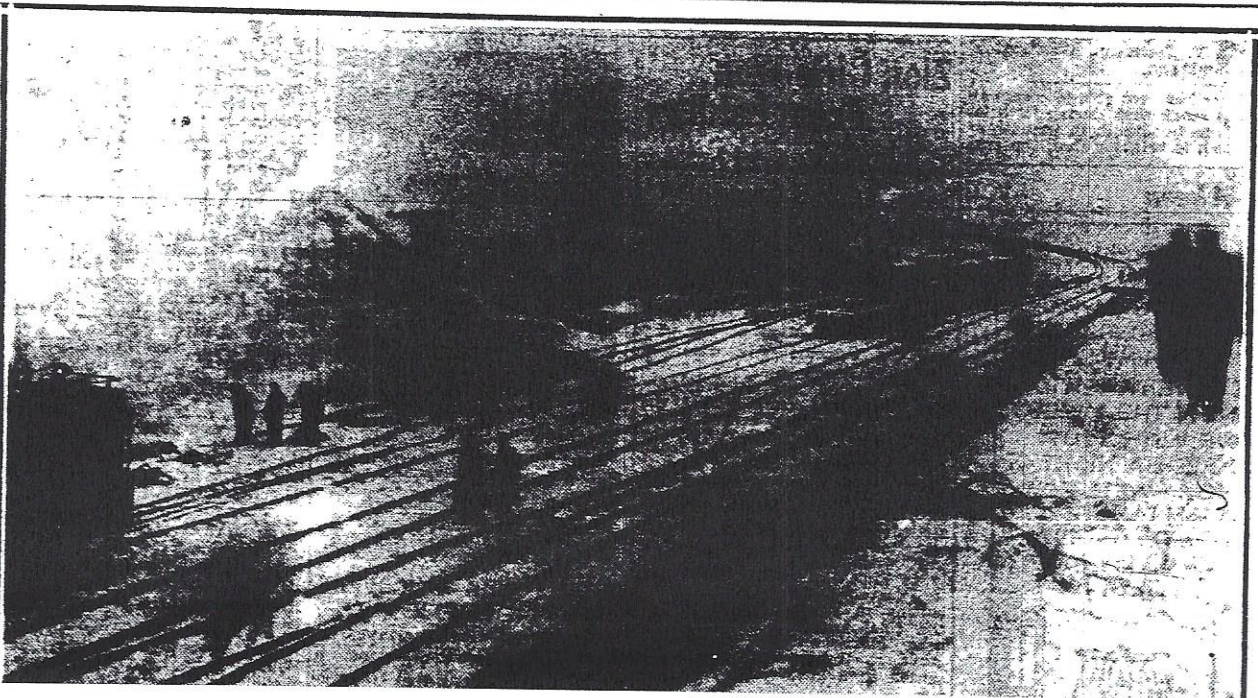
Early dead an to the found form of was un tired as more ei before. ate per Most of been lo ever, a revealed The C consider pact, th With th engine the wre and, aft track, w Appar sickened for by pletely c of snow trains a steel co upon pa terrible a few b

By 6:3 even the had dep one tim thousand and mill Many of garbed i parently the acci mas nig The is wreckag personal got, the London. that he upon the being to cleared and the

Recup rowing victims on the C night, w sufficien local ho Royal C authori they not precauti break Most of between ing, obv tremely from To The W ladies fe in the 1:45 o'clock checked They ar Miss I. A. relati George is in a ci eral hos Si

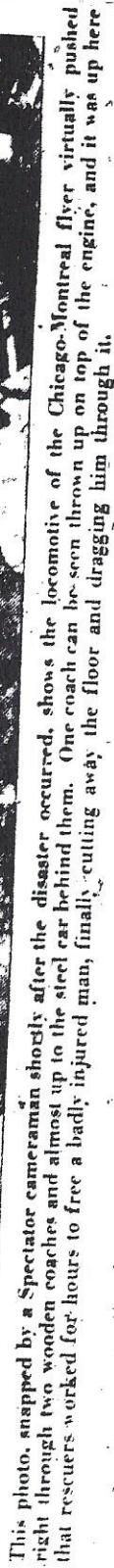
Toront sons inj Dundas dian Na ronto 23 London- were tre

Where Last Night's Disaster Occurred



Connelly
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Mrs. Pices
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ite, were
the new bi
stitute. Th
annual con
Association
of Science,
morrow.



This photo, snapped by a Spectator cameraman shortly after the disaster occurred, shows the locomotive of the Chicago-Montreal flyer virtually pushed right through two wooden coaches and almost up to the steel car behind them. One coach can be seen thrown up on top of the engine, and it was up here that rescuers worked for hours to free a badly injured man, finally cutting away the floor and dragging him through it.

Without visible injuries, but suffering from shock and with his back severely strained, W. T. Macaulay, of London, Ont., who was on board the train for Ottawa, to assume a civil service position with the King's printer, stated that the behaviour of the victims and rescuers was marvellous. Fully appreciative of the difficult accessibility to the scene of the collision, he thought the time which elapsed in getting the injured to Hamilton seemed long. With respect to the treatment accorded everybody at the hospital on arrival, and later, he had nothing but words of praise.

Mr. Macavay stated that he had "a lot of fire" being added to the violent sports after midnight at the hotel. Occupant of the third seat from the end of the first car was scotched, he thought, those able to move and rescuers might resort to use of matches in the car when it was dinged with axes and gas from the damaged lighting system. He recalled that a Miss Stephen on displayed wonderful composure in the intimate mass of wreckage as heaved the wreckage and identified the mangled remains of a sister. Fortunately, she later found her sister was safe.

C. E. McBride of Toronto, who was returning to that city after a visit to relatives in London, suffered a deep gash over his left eye and both eyes were badly discolored through his being hurled against the back of a seat. He was sitting in the chair car and suggested that he suffered the same fate as some of those who had come to the "milk and creaming" party.

McBride recorded him by the doctors and displaying several head and arm injuries. For a time the Dundas Tribune said on his hospital record that he was not very pleased that he suffered nothing more serious. He had been to his home at Kingmill and the hospital had been an occupation of the third coach in the ill-fated

used by trying to get the only man identified quickly engineer Blankenship, of the rain.

While ambulances and automobiles from all sections strong creek poured injured in hospital at Montgomery. 35 had been received this and others still were being there.

Horrible Scene

es of men being literally to es were told by the in- m they reached the al.

man said he saw another's blown off," said Dr. W. R. son, as he took a moment's treatment of injured to ad- justions.

ve been so busy we haven't me to try and piece together st story of just what hap-

place where the explosion oc- curred about 12 miles up Arm- creek from Montgomery in a highly settled coal regions of illa.

men live in tiny settlements the valley and ride to work e train which stops at their each morning.

ers employed in the mine—one e largest in this field—ride s from their homes in larger es.

fireman and engineer were g those killed.

blast, said to have been d by the buckling of a fire box and the subsequent loosening a boiler tubes, echoed through- e valley along which the little daily hauled the workers to rom their homes.

ces of the locomotive and cars- blown 100 yards away and the e debris cut or bruised those of workers who were able to flee wreckage itself.

re than 100 men were riding e three-coach train.

the dead only the fireman and e were identified immediat-

They were W. M. Blankenship, 51 of Montgomery, the en- D. L. Oxley, 35, formerly of n county, W. Va., the fireman

Fifteen in Morgue

R. Stahl, division superintend- of the coal company, said he boiler left the trucks and e on the first coach, kill- ing a number of men ere are 15 bodies in the ue. "I don't know whether of the others will die," though the workers, as usual,

awakened early to catch their d train for the mine, they were happy frame of mind. They tly swung their pails as they bed aboard at each stop down winder-clad valley and once rd some turned to wave at bers of their families standing the doorways of the mine

es of Montgomery, a town of about 3 inhabitants, is about 50 miles east of Charleston, the state ital and is in the heart of the main and bituminous coal re- s of the state. The explosion rred 11 miles below here.

he railroad belongs to the coal apny, which is a subsidiary of Koppers Coal and Transporta- company of Pittsburgh. It is standard gauge line which hauls workers to and from their jobs rning and night, and carries l from the mine to Montgom- during the day.

he mine is the third largest of operated by the company and ploys about 900 men.

Bishop Owen To Visit Hamilton

ill Preach at Christ's Church Cathedral For First Time Since His Elevation

The most Reverend Derwyn T. ver, D.C.L., Archbishop of rot., primate of all Canada, will be the preacher at Christ's Church thedral next Sunday (December), at both services. This will be a first time that the archbishop s visited Hamilton since his elec- m as primate.

Matins will be sung at 11 o'clock. d in the evening the annual carol vice will be sung by the choir, der the direction of Harry A. ones.

trouble could not be remedied, and it was decided to send word into Hamilton to have the engine replaced at Bayview.

The train was left at the siding. The switches had been correctly set by E. Phelps, the other brakeman on the passenger extra, to permit the Maple Leaf to pass on the main line.

Volunteered To Go Back

Mr. Lynch volunteered to go back to the station at Dundas, about 400 yards, back up the line, and telephone Hamilton for the new engine. He informed the officials at the hearing yesterday that it was very dark and he had been working in the cars up to this time. He started up the track, waving his lantern. Then he noticed the headlamp of engine 16, the Maple Leaf flyer. He was seized with the idea that his own train was on the main line, and the express would crash into it. He ran to the switch, unlocked it, and set it to shunt the approaching train off into the siding.

"I thought something was going to happen," said Mr. Lynch, in explaining how he came to throw the switch. "I unlocked the switch and swung it. Number 16 ran on to the siding. The next thing I heard was the crash."

Told Conductor

The conductor on train No. 16, E. Palmer, is a man of 36 years' experience with the railway. He has been a conductor for 31 years. His train was travelling with a complete crew. He told the officials:

"I got out of the train as quickly as possible. I met the flagman of the train ahead. I think that his name is Lynch. He stated that, thinking his train was on the main track, he had thrown the switch to avoid a pitch-in."

Lynch was in an ordinary frame of mind and had been carrying on his duties in a normal way throughout the evening, officials were told.

Conductor Cherry said that Lynch had volunteered to go back to the station and telephone for a new engine. "That was the last time I saw him until afterwards," said Mr. Cherry. "Later he said that he had had the impression our train was on the main line. He frankly admitted his mistake. Mr. Lynch was asked his condition before leaving London, and said that he had been all right. He had had a full sleep and there had been a complete crew on his train."

Officials did not comment upon what action might be taken over Mr. Lynch's error. It was admitted that it was a very dark night and the brakeman had thought he was doing the right thing in changing the switch as he did. The switch had previously been set correctly by Brakeman Phelps, whose duty it was to look after this operation.

The hearing yesterday at which this information was revealed, was held in the C.N.R. station before W. J. Pigott, London, superintendent of this division, and E. W. Cameron, assistant superintendent. During the afternoon 14 witnesses in all were heard. Their sworn testimony was taken, and it revealed no disagreement as to the facts of the case.

No Further Casualties

No further casualties have resulted from the accident among the injured persons at the General Hospital.

The 15 dead have all been identified and their bodies removed for burial.

The scene of the accident has been cleared of all evidence of the disaster. Only a few charred embers mark the spot where wrecking crews burned the last vestiges of the wooden coaches.

Official Statement

Toronto, Dec. 27.—(CP)—Mr. W. A. Kingsland, vice-president and general manager, central region, Canadian National Railways, issued the following statement, this morning:

"The company's investigation of the unfortunate accident at Dundas on the night of December 25, shows that passenger extra 5300 arrived at Dundas siding at 9 p.m. and stopped there because of a hot crank pin on engine 5300. This crank pin had become hot between

Brantford (where engine was last inspected) and Dundas.

"After the passenger extra had entered the siding, Rear-end Brakeman Phelps properly set and locked the switch for the main line and turned the marker lights on the rear of his train from red to green to indicate to the enginemen of any following train that the passenger extra was clear of the main line.

"During the time the switch was set for the passenger extra to enter the siding the automatic signal near Dundas station would show a red light (stop) and the next automatic signal about 2½ miles west would show a yellow light (caution); but the lights would change to green, indicating clear track, when Brakeman Phelps reset the switch for the main line.

To Replace Engine

"On examination of engine 5300, the engineman and conductor decided that it would be better that another engine should be supplied at Bayview to take the train from Bayview to Toronto. Forward Brakeman Lynch, of the passenger extra, who had joined the other employees at the engine, was instructed to go back to Dundas station and ask the operator to send the necessary message to Hamilton for the relief engine.

The Fatal Error

Brakeman Lynch says that he had been busy with his passengers, and did not know that his train had entered the siding, but thought it was still on the eastward main line. As he was proceeding towards Dundas, he noticed the headlight of the engine of train No. 16, and fearing that it would strike the rear of his train, if it proceeded on the main line, he says that he became excited and rushed to the switch which he unlocked and turned for the siding in the face of approaching train No. 16, thus causing the latter train to enter the siding and collide with the passenger extra.

Clear to Last Moment

"The investigation discloses that train No. 16 had clear signals and a clear track until the moment the switch was thrown by Brakeman Lynch immediately before train No. 16 entered the siding. When the engineman on train No. 16 realized what had been done he immediately applied his brakes in emergency, and made every effort to stop.

"Brakeman Lynch, who has been in the company's service over 16 years, is a classed conductor.

"Close inspection of the road bed, track, automatic signals, switch light and switch shows that all were in perfect order."

Became Excited

Lynch told railroad officials at an investigation he thought the special train was still on the main eastward line.

When he saw the headlight of the "Maple Leaf," the No. 16 express, he became excited, Lynch said, and rushed to the switch, unlocked it and turned it for the siding in the face of the oncoming express. The "Maple Leaf" entered the siding and crashed into the Christmas special, killing 15 and injuring about two-score persons. Lynch had been in the company's service for 16 years and is a classed conductor.

The statement said close inspection of the roadbed, track, automatic signals, switch light and switch showed all were in perfect order.

The company's statement said passenger extra 5300 arrived at the Dundas siding at 9 p.m. and stopped there because of a hot crank pin on the engine.

Brakeman Phelps set and locked the switch properly after the train had entered the siding. Phelps also turned the marker lights on the rear of his train from red to green so the engineer of a following train

would know the extra was clear of the main line.

The signal light near the Dundas station and one 2½ miles west would show red (stop) and yellow (caution) during the time the siding switch was set for the extra. These would change to green after Phelps had reset the switch for the main line.

Lynch joined others of the crew when it was decided another engine would be asked for from Bayview to Toronto. He was instructed to go back to the Dundas station to have a message sent to Hamilton for the relief engine.

Had Clear Signals

"Brakeman Lynch says that he had been busy with his passengers and did not know that his train had entered the siding," said the official statement, "but thought it was still on the eastward main line. As he was proceeding towards Dundas station he noticed the headlight of the engine of train No. 16, and fearing that it would strike the rear of his train if it proceeded on the main line, he says that he became excited and rushed to the switch, which he unlocked and turned for the siding in the face of approaching train No. 16, thus causing the latter train to enter the siding and collide with the passenger extra."

The investigation discloses that train No. 16 had clear signals and a clear track until the moment the switch was thrown by Brakeman Lynch immediately before train No. 16 entered the siding. When the engineman on train No. 16 realized what had been done he immediately applied his brakes in emergency and made every effort to stop."

Inquiry to End

The clear explanation of the wreck will remove the need for continuation of the investigation, it is considered. Inspector E. D. L. Hammond, of the criminal investigation department of the provincial police, was sent up here yesterday to assist in the investigation, and he has conferred with W. H. Moore, local inspector.

The inquest into the death of the victims will be held at the court house here on Friday evening, January 4. Coroner Dr. J. Heurner Mullin will preside. The testimony of the train crews will then be given in public.

Date Set For Inquest

Dr. J. H. Mullin, chief coroner, in an interview this morning, stated that the original date established in conference with the crown attorney was found undesirable for many reasons, and that the inquest would be held on Friday, January 4, 1935, at 7.30 p.m. According to the usual procedure, the inquest will be held on one of the bodies of the victims of the tragedy, and it has been considered unnecessary to hold separate inquests for each individual case. All cases, however, would be completely dealt with in the report which would be made to the crown attorney.

He stated that under the direction of the crown attorney and with the assistance of the provincial police, evidence was being gathered as rapidly as possible, and official summons would be served to many witnesses. Any others who believe that they have information which would be of value are urgently requested to communicate with the authorities. He also states that he is not averse to receiving suggestions which in any way affect the method of approach to this investigation.

Every Aid Given

He stated that from repeated personal observations he knew that all concerned had co-operated completely in the arrangements for transportation to and reception and care of the bodies in the limited space available at the city morgue, and, later, the interviews with the distressed relatives. He especially referred to the presence of the chairman of the Board of Governors, W. H. Cooper, in the early morning hours. Dr. Langrill, Dr. Brown, Miss Brewster and other members of the staff had far exceeded normal hours and duty. Every possible effort was made to verify the identifications, and as soon as this was attended to the release orders were issued.

He also paid compliment to the thoroughness with which the rail-

Major Charles Armstrong and Mary Perrella Armstrong, and was an adherent of St. Paul's Presbyterian church. Mr. Armstrong served three years overseas with the Army Service Corp. He was a member of Temple Lodge, A.F. & A.M. Mr. Armstrong married Jean, daughter of James B. Nicol, of Aberdeen, Scotland, who survives him. Also surviving are one son, James G. Armstrong, and one daughter, Miss Marjorie Blanche Armstrong, both at home; two brothers, C. K. Armstrong, Ancaster, and A. H. Armstrong, Hamilton, and one sister, Miss Blanche Armstrong, Ancaster. The funeral will take place from his residence, 96 Balsam avenue south, on Saturday afternoon at 2 o'clock to Woodland cemetery.

Thomas Edwin Warburton

Thomas Edwin Warburton, an employee of the W. H. Yates Construction company, who had been working since the middle of November in London, Ont., died in that city this morning. His unexpected passing was attributed to an attack of heart disease. Mr. Warburton resided at 473 Ottawa street north, this city, and belonged to the Carpenters' union, No. 18, and Excelsior lodge No. 44, I.O.O.F. Surviving him are two brothers, George, of Toronto, and Christopher, in Cleveland, and four sisters, Mrs. William Fuller, Mrs. B. Schaupp, Mrs. Edward Liddycoia, and Mrs. James Hawthorne, all of Hamilton. The funeral will be held from his home, 473 Ottawa street north, on Saturday afternoon at 2 o'clock to Hamilton cemetery.

James E. Nichol

James E. Nichol, who resided with Mrs. E. Stadelman, 95 Queen street north, passed away yesterday at the General hospital at the age of 74 years, after a short illness. Mr. Nichol was a very well known and prominent resident of this city, having resided here practically all his life, and many friends will deeply regret his passing. For the last 35 years Mr. Nichol had been a member of Crescent lodge, I.O.O.F. He is survived by one son, Edward M. Nichol, Brantford; one daughter, Mrs. William Hope, Buffalo, N.Y.; three brothers, Robert Nichol, this city; William Nichol, Toronto; Henry Nichol, St. Catharines, and three sisters, Mrs. John Smith, Toronto; Mrs. J. Tomlinson, Freeman; and Mrs. James Irwin, Buffalo, N.Y. The funeral will take place on Friday afternoon at 2 o'clock from the funeral chapel of J. H. Robinson Co., Ltd. Interment will take place in Woodland cemetery.

Baby Joseph Jatarane

Baby Joseph Jatarane, aged three years, son of Mr. and Mrs. V. Jatarane, of 70 Strachan street east, who was severely scalded with boiling water on Monday, died this morning at the General Hospital.

Many friends attended the funeral of Harry James Ward, husband of Ellen Harris, which took place yesterday afternoon from a funeral chapel. A. Fotheringham, J. Vibert and J. Fotheringham conducted the services at the chapel and graveside, and Harry J. Allen presided at the organ during the service. The pallbearers were E. Cope, H. Norman, T. Pryer, P. Pike, E. Button and G. Holt. Interment was made in Westmount Memorial park cemetery.

Yesterday afternoon the funeral of George Geddes Leith was held from the home of his parents, Mr. and Mrs. Robert Leith, 21 Jones street, to Hamilton cemetery. Rev. C. C. Murray, of First United church, and Rev. I. H. Pritchard, of the Caroline street mission, conducted the service at the home and grave. Those acting as bearers were: O. W. Pickett, R. Stewart, C. Ryan, E. O'Reilly, F. Smith and A. Mandar.

The funeral of John Dockings, who died on Sunday, took place yesterday afternoon from his residence 391 Concession street, to Hamilton cemetery. Rev. W. I. McLean, of Chalmers' Presbyterian church, conducted the services at the home and by the graveside. Those acting as bearers were Harry Bryant, Charlie Hunt, William Baker, Georg Davis, Alex. Bowman and Norma Fletcher.