

THE CHRISTMAS
NIGHT TRAIN WRECK
DUNDAS, ONTARIO

DECEMBER 25. 1934

CNR ENGINE 6146

All Those Hurt in Wreck Will Recover

DOCTORS AT HOSPITAL FIND PATIENTS MAKING PROGRESS

Several Are Still in Grave
Condition

WILL "PULL THROUGH"

Some Unable Yet to Tell
Their Stories

With but one or two exceptions, patients in the General hospital suffering from injuries sustained in the Christmas night C.N.R. train wreck on the Dundas mountain are recovering rapidly, according to a report released this morning by the assistant superintendent, Dr. Myles G. Brown, and yesterday afternoon, three of the 29 travellers in the hospital at that time showed so much improvement they were discharged and allowed to proceed to their homes.

Are Discharged

Cyril McBride, 135 Howland avenue, Toronto, who suffered a badly lacerated temple in the crash, was one of the three discharged yesterday, the other two being W. McCauley, 118 Garfield avenue, Leamington, whose injuries consisted of an injury to his groin and right thigh, and George Troy, Ford hotel, Montreal, whose spine was hurt when the terrific impact of the "pitchin" hurled him out of the seat he occupied in the London special.

A. M. Smith, London; Capt. Muir and Mrs. J. Bayes, both of Toronto, were discharged previous to yesterday afternoon, and, as a result of yesterday's departures, there are only 26 injured persons now confined in the hospital. Dr. Brown stated this morning that several others were almost ready to leave, and, if their condition improves as it has within the past few days, they would probably be discharged this afternoon.

At the present time the most seriously injured is William Muir,

Railway Board

FEDERAL OFFICIAL VISITS SCENE OF RECENT DISASTER

Has No Comment To
Make Upon Affair

SUSPENSION OF CREW

Employees on Special
Dropped Temporarily

The official inquiry into the train disaster at Dundas on Christmas night opened this morning, when George Spencer, of the Dominion railway board, arrived in Hamilton and made a complete inspection of the scene of the wreck.

In company with officials of the C.N.R., he examined the various switches and sidings to the east of the station and was given an explanation of the working of the block traffic signal system at that particular spot.

Would Not Speak

Mr. Spencer maintained strict silence when questioned by the Spectator, and other than admit his identity, he had no comment to make upon the inquiry. The officials spent practically the entire morning looking over the tracks between the station and the siding where the disaster occurred.

Newspapermen and photographers were forbidden access to the tracks and no photos of the officials could be taken. The inquiry will continue in the city to-day, but the hearings will be strictly in camera.

Facts at Inquest

It now appears that the full story of the wreck will not be gleaned until the coroner's inquest, which opens next Friday night. Permission has been given for the use of the main court room at the court house to accommodate all the witnesses, press representatives and others who will attend.

Cials could be taken. The inquiry will be completed in one night, though the number of witnesses, about 20, will make the session a long one. It is the first large inquest which has come under the jurisdiction of Coroner J. Heurner Mullin since his recent appointment.

Crew Suspended

Suspension of the entire crew of the ill-fated holiday special train has led to speculation as to whether the entire blame for the accident rests on the shoulders of brakeman Edward Lynch, who admitted throw-

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Charge Over Wreck Not Considered

POLICE REPORTS BEING EXAMINED BY HUMPHRIES

Deputy Denies Decision
Made Not to Prosecute

WILL AWAIT INQUEST

Attorney-General to De-
termine Action on Return

Toronto, Ont., Dec. 29. — (Special).—Jra A. Humphries, K.C., deputy attorney-general, to-day denied to the Spectator a report that no charge will be laid against Brakeman Edward Lynch, whose mistake in opening a switch is blamed for the Dundas C.N.R. wreck.

Not Considered

"We have not considered it," declared Mr. Humphries.

Mr. Humphries explained that he had just received reports of investigations conducted by Inspector E. D. L. Hammond, of the criminal investigation branch, and provincial police officers in the Hamilton district. These reports are being examined, he said, but he declined to say what they contained. "We will wait until we have a chance to examine the reports, and after the result of the inquest the matter will be discussed with the attorney-general," said Mr. Humphries.

Attorney-general Roebuck is not expected back at Queen's Park until after the new year, but officials declare no action will be taken until the coroner's jury's verdict is returned.

Probe Monday

The official probe by the Dominion railway board into the Christmas night train accident at Dundas will open here on Monday, it was announced last night. The probe will be held in camera, and the meeting place of the officials has not been made public yet.

Are Improving

This morning, the condition of the injured was reported by hospital authorities to be the same in all cases as it was yesterday, with one exception. A slight improvement has been noticed in the condition of George A. Wilkie, senior, of Toronto. The most seriously injured of all passengers who escaped death in the wreckage, William Murray, Montreal, has not shown improvement since last night. It is believed that the crisis is past in his case, however, and no further deaths are expected.

With the case to all intents and purposes cleared up, the cause of the wreck determined, the several inquiries which were ordered at the time of the tragedy are now assuming a formal aspect. The provincial police have abandoned their investigation, apart from the routine aid which they are offering

Railway Board Request

The suspensions, it is understood, were made at the request of the railway board. The order did not apply to the crew of the Maple Leaf flyer which crashed into the special on the siding. The engine crew will no doubt give evidence at the inquest on Friday.

The railway board will make a thorough inquiry into the circumstances surrounding the side-tracking of the holiday special, including the action of Brakeman Phelps, rear-end trainman, both opening and closing the switch, which allowed the holiday special to berth on the siding in readiness for the passage of the flyer.

Injured Improving

The General Hospital this morning reported improvement in the condition of all those patients injured in the wreck last week.

William Murray, Montreal, who was the most seriously injured of the survivors, was somewhat improved this morning and it is now felt certain that he will recover, though it will be a long time before he is well again. Both his legs and an arm were fractured.

Bert Condon, 608 Dunn street, Toronto, was discharged from hospital on Saturday and permitted to return home.

Engine in Yards

The heavy engine No. 416, which pulled the Maple Leaf flyer on its tragic mission of death, was taken to the company's yards at Stratford yesterday, bearing scars of the horrible wreck. It will be repaired there.

A small crowd had gathered to watch the engine arrive as "dead-head" on the regular train from Brantford. The front of the steel monster was still in position back into the boiler. Splinters of the wooden coaches in which so many met death and injury were jammed into the crevices in the front of the locomotive. The air tank at the front was shattered in and the ladder leading to the catwalk was twisted and broken. Onlookers marvelled at the engine crew having escaped injury.

The brakesmen of the engine had been struck by powder under the friction of the application of the brakes. Their faces completely buried in soot. The engine was sent back to the yards. Given the way the water tank was dented by the impact of the coaches, the Maple Leaf itself.

Played Noble Part

Despite the rumors that were written about the Christmas day wreck, there were some heroes and sacrifices of self-interest who served unhesitatingly and bravely and passed their oblation with scarcely a thought for their personal efforts. There were five doctors and a number of other passengers on the Maple Leaf flyer. Returning from Christmas celebrations, they left their comfortable coach as soon as the collision occurred and commenced the work of rescue. It was fifty yards down to the clothes, strength was used and at times even danger was taken removing badly injured people from a coach poised over a flaming engine that no one knew just how badly was damaged.

They had been working almost to exhaustion when the first help arrived from Dundas and Hamilton. After it was all over they disappeared from the picture, not even their names recorded, their contribution to the work of rescue being being almost unrecognized until a Hamilton passenger on the flyer who saw it all and scanned the press of the country eagerly for some recognition of it, felt the injustice done these unknown mercy workers and spoke his piece.

aiding and prevent an awful wreck.

Ordered to Slow Up

Although it has not been admitted before, Lynch, on a question from the reporter, stated definitely that there were slow orders for all trains travelling along the steep embankment in the area where the crash occurred. "Past a point 200 yards eastward from the station all trains are, according to the rules, expected to travel not more than six miles an hour."

This regulation had been made, he said, because of the nature of the embankment at that point, which he pointed out, in some places had been bolstered up with cotton bales, and deeply into the foundations of the roadbed.

"When did you first come to and begin to function after the realization of the accident?" the reporter inquired.

"I don't want even to think about it," he answered slowly, with the first outward evidence of the mental anguish that he had undergone.

Assisted In Rescue

"Did you assist in the rescue work," he was asked.

"Yes, for a time, and then I rode into Hamilton in one of the baggage cars."

"Is it at all customary to stop to make repairs on a main line?"

"Yes—sometimes," he replied a little hesitantly.

"But in this case it was only a minor repair?"

"On yes—but I had got into my head that we were on the main line and it was the sign of that rear brakeman coming up to the front of the train that sent everything wrong as far as I was concerned."

The statement released by the officials gave substantially the story he had told the inquiry, Lynch said. He said that as far as he knew he would not be appearing again before the officials for investigation.

"I will be called at the request of counsel," he added. "But I haven't even been notified about the inquiry."

Just arrived back from a continuation of the investigation at Hamilton, where he presented his laboriously written reports of his part in the disaster, he was in no condition last night to discuss the case. But from the minute he arrived neighbours dropped in to offer commiseration and newspaper men arrived in droves.

Priest Visits Him

Among the callers was Father Brennan, his parish priest, who counselled him to make only guarded statements. He was physically and mentally exhausted. Father Brennan said to a reporter, "I simply advised him as a friend not to make any statements until at least the official inquiry is cleared up."

The priest did indicate that Lynch had been very frank in what he did say about his part.

"That is his type," Father Brennan added. "He is one of the most popular railway men in this town of railway men."

Last night Mrs. Lynch was weeping as she patiently explained that her husband absolutely refused to make any statement.

"He is exhausted and has gone to bed," she said. "He must appear

HUMAN FACTOR BLAMED FOR RAIL MISHAPS

(Continued from page 1.)

600,000 to maintain equipment, compared with \$618,000,000 in 1932, a drop of 3.3 per cent.

Rail traffic increased from 257 billion ton miles of freight in 1932 to 273 billion in 1933.

Railway officials pointed out the curve of maintenance expenditures followed that of the decrease in traffic rather closely.

The railroads, it was said, entered the depression with equipment and right-of-ways in fine condition and thus were able to cut their expenses from \$635,000,000 in 1929 to \$522,000,000 last year without endangering passengers.

again before the inquiry to-morrow and isn't able to see any one."

Hearing for the first time in the afternoon from a reporter of the official statement laying the onus of the crash directly on her husband's shoulders, Mrs. Lynch bore up bravely under the shock.

"But I cannot say anything about it," she said. "I didn't even know Ed had any part in it until this afternoon. I don't know how it could have happened—Ed was such a good careful railroad man."

Jury May Recommend

No doubt the jury which Chief Coroner J. H. Murnaghan is recommending for the inquest on the evening of January 4 will have some recommendation to make after it has pronounced its verdict. The inquest is to be held over one victim of the accident, to alleviate the necessity of waste of time through duplicate hearings on each of the 15 dead.

Was 13th Guest

Those persons of a superstitious turn of mind will be interested to know that Mrs. Ned Sinclair of 11 Washington avenue, Toronto, was the 13th guest at a dinner in London just before she left for home on the train where she was to meet her death. She had been at the W.C.A. in London, and there was laughing comment among the ladies there when it was discovered that there were 13 present at the table. The guests little thought that commiseration was to make true the age-old superstition that calamity is in store for the 13th to sit at a table.

A less tragic fate met Miss Daisy Capeman, sister of Mrs. R. R. Caspary, 64 Wharfedale road, Toronto, who occupied seat No. 13 in one of the wrecked parlor cars. She escaped with a fractured rib.

Victims Buried

Toronto, Dec. 28.—(CP)—Daniel Mackham, N.C. chairman of the Ontario minimum wage board, and his wife Florence Winifred, victims of the Christmas night wreck at Dundas of a special holiday Canadian National railway train, were buried here to-day.

Representatives of numerous fraternal lodges with which Mr. Mackham was connected attended the funeral. The service was conducted by Rev. J. O. Johnston at Berkeley street United church.

EDWARD LYNCH DESCRIBES EVENTS

(Continued from page 1.)

...as were both on the same job, and I didn't feel like giving him orders. But I thought we were on the main line—I knew No. 16 was due—and I thought he had neglected his duty. I was told by the conductor to go down to the station and wire ahead for another engine to meet our train at Bayview. I started walking down the track. But about three-quarters of a mile ahead down the track, I should judge, I saw the lights of No. 16. I ran down waving my lantern, trying to flag the express. It came roaring on.

"Was the express travelling at high speed?" the reporter asked.

"Yes," he replied. "I kept waving my lantern," he went on, "but the flashing was having no effect. Always in my mind in those few terrible moments was the thought of our special standing on the main line. When the express was about 200 yards away, I should judge, I switched over to the switch."

"Did you actually see the crash?" he was asked.

"I heard the crash—but I had started again on my way to the station," he said. "I thought that I had switched the express to the siding and that it had probably hit some box cars there. It wasn't until I got to the station that I was told and knew about the wreck."

"What did you do then?" the reporter persisted, as Lynch nervously put his hands through his hair.

"When I realized what I had done—everything just went blotto," he said. His wife, sitting at the table beside him, was making a vain effort to hide her welling-up emotion as she again listened to the story that has brought sorrow to the household. Upstairs the children could be heard tumbling about in bed, oblivious of the tragedy that had so suddenly and devastatingly visited their humble home.

"Were you confused at all about your directions—did you think that perhaps you were walking down the westbound track instead of the eastbound?" the reporter asked.

"That is just it," he answered. "I thought for some reason or other—perhaps because I also had the fixed idea we were on the main line—that I was running down the westbound track when I saw No. 16's lights. I was convinced I must save our train that the brakeman at the end had made some mistake."

"Did you think the switch was closed or open?" he was asked.

"I don't know whether it was closed or open," Lynch said. "I only knew that I thought I was opening it to throw the flyer on the siding and prevent an awful wreck."

Ordered to Slow Up

Although it has not been admitted before, Lynch, on a question from the reporter, stated definitely that there were slow orders for all trains travelling along the steep embankment in the area where the crash occurred. "Past a point 200 yards eastward from the station all trains are, according to the rules, expected to travel not more than six miles an hour."

This regulation had been made, he said, because of the nature of the embankment at that point which, he pointed out, in some places had been bolstered up and

Brakeman Tells

EDWARD LYNCH, BADLY SHAKE DESCRIBES EVENTS OF NIGHT

Thought He Saved Train
in Throwing Switch

FEDERAL INVESTIGATION

Ottawa Tribunal Will Sit
Here Next Week

The grim scroll on which is recorded the tale of the Dundas train wreck has been fast unrolled. The cause of the disaster, a brakeman's error of judgment, is known. It seems that *finis* has been written at the foot of the roll of dead, numbering 15. Now only the formal coroner's inquest into the tragedy remains, to shed final complete light upon the incidents.

Gives Complete Statement

To-day, Edward Lynch, the unfortunate trainman whose error caused the wreck, made a complete statement to the press. It is a pitiful tale of a man's attempt to avert disaster, with fatal results.

There has been some speculation as to whether the crown might see fit to prosecute any persons involved. While officials are not at present free to make any statement, with the inquest pending, it was learned last night on good authority that such action is very unlikely.

The investigation by the Dominion railway board into the wreck will open here next week, it was announced to-day. It will be conducted by George Sweeney, head of the operating department of the board. Members of both train crews will testify. All sittings will be in camera.

Lynch's Story

Toronto, Dec. 23. — (Special) — Somewhat shaky, but without any attempt to minimize the catastrophe caused by his one awful moment of mental aberration, Edward Lynch told to-day how he brought about a major train wreck, with all its terrible toll of death and disaster.

"I had it in my mind that we were on the main line. God knows why," he said as calmly as possible. "As I have said at the inquiry, I was up in front where the engine was being repaired. Then I saw the rear brakeman coming toward the front of our train. I couldn't understand why he should be coming up to the front, and I didn't want to say anything to him.

(Continued on page 8.)

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 railway police collected valuables, hand baggage and other property left in the coaches by passengers, and the procedures which were being adopted to distribute all of the same to their rightful owners. Inquiries regarding such may be made to the railway officials or to the General Hospital.

Couldn't Be Located

Edward Lynch, one-armed brakeman on the holiday special on the Dundas siding that figured in the tragic Christmas night railway crash, cannot be found. He is said to have unwittingly thrown the switch that caused the smash. The Munico brakeman has been employed by the Canadian National railway practically all his life, according to Mrs. K. J. Craddock, 68 Norman street, whose husband is a first cousin of the missing man. "It was probably his first job," she said, adding that the Lynches and their many cousins were nearly all in the employ of the C.N.R. something in the manner of a family tradition.

Mrs. Craddock stated that she was in communication with room 822 in the Royal Connaught hotel close to 11 o'clock last night, presumably with the C.N.R. claims agent, with the object of insisting Lynch to stay overnight at their house on Norman street. Mrs. Craddock stated she was told that Lynch was expected at the hotel, but that he hadn't arrived yet.

Another relative of the brakeman, a second cousin, who is staying with the Craddocks, stated that he was born in Orillia about 37 or 38 years ago. He lost his right arm while employed on the Canadian National railway. He is married, and his home is in Munico. Prior to that date he lived in Toronto.

When speaking to the Spectator this afternoon, Mrs. Craddock commented, "There is something fishy about the switch part." She could not understand how it happened and she certainly did not seem to think that Lynch was to blame for the fatal accident.

LYNCH THOUGHT TRAIN STOPPED ON MAIN LINE

(Continued from page 1.)

extra by the railway officials, noticed that his engine had what is known as a hot crank-pin. He ran into the siding to see if it could be cooled off. After waiting some minutes, he and the conductor, M. Cherry, decided that the engine 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 56 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 pile-up."

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. Bryant, London, superintendent of this division and E. W. Cameron, accident 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 groups 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. (C.P.) 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 thereof—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 enginemen 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 has 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 enginemen 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 to 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 2 1/2 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."

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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. Heuner 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, 1933, 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 summonses 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.

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He also paid compliment to the thoroughness with which the railway police collected valuables, hand baggage and other property left in the coaches by passengers, and the procedures which were being adopted to distribute all of the same to their rightful owners. Inquiries regarding such may be made to the railway officials or to the General Hospital.

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EVEN MOST CRITICAL CASES SHOWING MUCH IMPROVEMENT

Relatives Come to Hamilton to Visit Victims

ALL BODIES REMOVED

Son Identifies Remains of Mother in Morgue

Another day has dawned since the terrible Christmas holiday train crash on the side of the Dundas mountain, and, thanks to the expedient and efficient treatment administered by the General hospital staff to the suffering as they were rushed in from the chaotic scene, even the most critical of the 32 injured passengers on the ill-fated London special have "passed through the shadow of the valley of death." Dr. Myles G. Brown, assistant superintendent at the hospital, reported this morning that, without exception, all survivors of the awful calamity were recovering rapidly.

Bodies Claimed

Too, relatives have claimed the bodies of those who succumbed in the accident, and, following their release by the hospital authorities, were conveyed to their respective residences. The first body to leave the city morgue at the General Hospital was that of P. F. Sbe, 400 Avenue road, Toronto. This unfortunate victim of the accident, which shook the entire Dominion, was removed at 3 o'clock yesterday morning.

The body of Dr. G. H. McGuffin, of Cooksville, interne at the General Hospital two years ago, was the next to leave. The two coloured porters on the train who lost their lives in the crash, F. Brooks and P. E. Smith, were taken to Toronto last evening, and following that the bodies, one by one, were claimed by sorrowing parents and relatives and arrangements made for their removal.

To-day, visitors from all parts of the province were arriving in the city to see friends and relatives confined in the hospital, and, in most cases, these anxious persons were admitted to the rooms, most of the injured being recovered sufficiently to receive guests for short periods.

Son Identifies

The body of Mrs. Margaret Sinclair, 11 Walsingham avenue, Toronto, the last to be identified, was also the last to leave the morgue. (Continued on page 10.)

LEADING FIGURES IN RAIL DISASTER



At left above is seen Norman Devine, London, engineer, who was in charge of the forward train which was rammed in the Dundas disaster. At centre, top, is Bert Burrell, engineer, of Sarnia, whose locomotive ploughed through the rear of the standing train; at upper right is Freeman Reason, son of Major Albert Reason, who was injured and is in the General hospital here; at lower left is Major Leo Smallwood, engineer of the department of highways staff, who suffered a fractured skull, and lower right, Stewart Jones, prominent London man, who was killed.

Saw Headlight of Limited Rushing Toward Him—Reversed Switch to Send Engine Into Passenger Cars

Told Conductor Immediately What He Had Done—Became Excited As the Maple Leaf Swept Into Sight

A frantic attempt on the part of a brakeman to avert what seemed to him impending disaster was responsible for the horrible Christmas night train wreck which cost the lives of 15 persons and injured more than 30 others.

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Had Mr. Lynch been right in believing that his holiday train was on the main line, his action in throwing the switch that sent the fast express hurling into the siding would have made him a hero. His error, no doubt partly attributable to the intense darkness, turned out to be a costly one.

Capable Employee

Officials of the railway stated that Mr. Lynch was in good physical condition and did not suffer from lack of sleep or any disturbing element. His action was taken on the spur of the moment with the sole purpose, as he thought, to avert calamity. He has been with the railway since 1918, and for ten years acted as conductor. During the depression, with its consequent reduction of staff personnel, he was made a brakeman again, and it was in this capacity that he served at the time of the wreck.

The explanation of the accident clears the air of all speculation, which has followed since the tragedy. There was much talk of broken switches, failure of signal systems and other possibilities. But the disclosure reveals that it was the human element which failed in this particular instance.

The switch being thrown at the last minute accounts for the green signal lights along the route, which led the engineer of the crack express to believe that the way for him was clear.

The engineer of the holiday special, called the passenger

(Continued on page 10.)

Cause of Christmas Night Train Wreck Is Revealed By Brakeman To-day

THREW SWITCH OPEN IN PATH OF LOCOMOTIVE

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The engineer of the holiday special, called the passenger (Continued on page 10)

I'M ALONE CASE BEING HEARD AT CAPITOL FRIDAY

Sir Lyman P. Duff Arrives at Washington

Chief Justice Will Be An Adjunct

Canada Claims \$386,000 in Damages

Washington, Dec. 27.—(AP)—Sir Lyman P. Duff, chief justice of the Canadian supreme court, will arrive in Washington today to preside at the ongoing conference.

BRITAIN DEVELOPS NEW PURSUIT PLANE

London, Dec. 27.—(AP)—The Royal Air Force will soon be fitted with pursuit planes capable of attacking a speed of 300 miles an hour, the Daily Herald said today.

Discussing recent experiments made at Martenham, the paper said the planes would be constructed with retractable landing gear, four-way radio and oxygen equipment, permitting flight at high altitudes.

They will be piloted by some of the air service, who are now being trained to handle them.

LAVAL CUT HIS HOLIDAY SHORT

CANADIAN HAS FOUND VACCINE FOR PARALYSIS

Dr. M. Brodie, Ottawa, Reports New Serum

Discovery May Eliminate Dread Scourge

Philadelphia Medical Experiments, Too

New York, Dec. 27.—(AP)—Five years ago, in a Montreal laboratory, Dr. Maurice Brodie set himself on the trail of the germ responsible for afflicting untold millions with infantile paralysis.

Today, the young Canadian bacteriologist, after the Pittsburgh convention of the American Association for the Advancement of Science on his long labours and the vaccine they have prepared to battle high hopes that the frightful disease is to be curbed.

The modern, 33-year-old, citizen scientist left untold, however, the fact that his experiments appear to be also pointing a way to staving the world of sleeping sickness.

His laboratory research for a preventive vaccine for this mysterious malady is advanced to the point where vaccinated white rats are able to withstand intracerebral injections of the virus itself.

Some medical authorities accept his anti-paralysis vaccine as a new proven guardian against the disease which decries the spinal motor cord to the muscles, thus leaving inanimate and withering of limbs. Not so Dr. Brodie. His most definite conclusion is that it is quite likely children who receive this vaccine are sufficiently protected.

Final Proof
Several hundred children and adults convalescing in New York and Bakersfield, Cal., have been vaccinated against acute anterior poliomyelitis, an infantile paralysis is medically known. Four five months after they submitted to the treatment showed antitoxin to combat.

(Continued on page 10)

TWO REPORTED DEAD AS GALES STRIKE BOSTON

Winds Reached Velocity of Hurricane

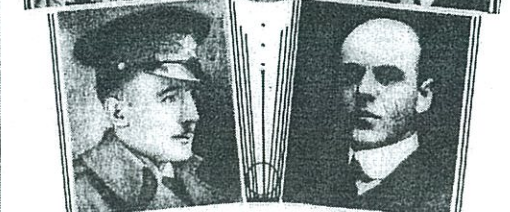
Highest in History of the Old Centre

Wintry Blasts Throughout United States

Boston, Dec. 27.—(AP)—A second gale, approaching hurricane force, swept Boston and other New England ports during the night, leaving death and destruction in its path.

Two were known dead, buildings were battered, utility poles and towers in the Greater Boston area were pulled into water, and scores of lives were imperilled by fierce winds which, according to

LEADING FIGURES IN RAIL DISASTER



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FRANCE REFUSES TO SURRENDER TROTSKY

Exiled Red Safely Hidden By His Friends

Soviet is Expected To Demand Extradition

Paris, Dec. 27.—(AP)—French officials said today that Leon Trotsky, exiled former communist leader, was "safely hidden" in France and "even if the soviet ask his extradition he will not be surrendered."

The soviet government announced at Moscow that Leon Trotsky, exiled leader of the Russian Revolution, had fled to France in 1925 in order to avoid extradition to the Soviet Union.

The officials said that the soviet government was "very anxious" to have Trotsky, but that they were "not willing to surrender him."

Trotsky is known to have been in France because of his traditional policy of maintaining political independence. He was said to be unwilling to force his name to leave on the grounds that such action would be equivalent to sending him to death by poison.

The French government said that it had no intention of extraditing Trotsky, and that the soviet government's demand for his extradition was "a purely political move."

It was also said that it was not expected that Trotsky would be extradited to the Soviet Union.

(Continued on page 10)

ELLSWORTH DID NOT REACH BYRD BASE BY PLANE

Projected Antarctic Hop Was Held Up

Dispatch From Dunedin, N.Z., Is Denied

Explorer Is Waiting for Clearer Weather

New York, Dec. 27.—(AP)—Charles Ellsworth, commander of the Byrd Antarctic expedition, said in a wireless dispatch today that a projected flight across Antarctica had not taken place.

The flight, which was to have taken place today, was held up by a combination of factors, including a lack of fuel and a lack of clear weather.

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THIRTEEN ARE DEAD FROM BOILER BLAST

NEW CLASS OF FREE THINKERS IS DEVELOPED

Radicals of Pink Tinge in the Schools

Depression Brought On Liberal Attitude

Religious Opinions Still Conservative

Pittsburgh, Dec. 27.—(AP)—A new class of radicals, at least, "part four pink" ones, has been kept up among college and high school students by the depression, two educationists today told the American Association for the Advancement of Science.

There was a "large and significant" increase in liberal attitudes toward social problems among students in 1923-1934 as compared with the early depression years of 1913-1922, according to a survey reported by Dr. E. L. Stange and Dr. H. H. Bromberg, of Purdue university.

College students, they found, were slightly more liberal even than college men. The students' attitudes, however, were more liberal than the attitudes of the boys.

College students and high school students, they said, were more in favor of social radical steps that would go beyond the present state of the new deal, the educationists said, including government ownership of railroads, public regulation of business, and heavy taxation of large fortunes and incomes.

College students, they said, were more radical, however, because they realize they are living in a time when social change is being made, and they are more concerned with the future than with the past.

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Locomotive Ripped To Bits—Train Wrecked

Many Miners Were Hurt in West Virginia

Approximately 100 men were in the train. They had been picked up at their homes, along Armstrong creek, by the work train operated daily by the Ekimom-Piney Coal company, a subsidiary of the Kopye Coal company.

As the train killed were in the first of the three coaches on the train. The crash, which was fatal, was caused by two explosions as the train moved while the locomotive, packed up steam.

Boiler was holed along the tracks and a building nearby was shattered by the blast, which was the immediate cause of the disaster.

Car View Up
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Capable Employee

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The engineer of the holiday special, called the passenger

(Continued on page 10.)

The Casualty List

THE DEAD

Dr. G. H. McGuffin, Cooksville, interne two years ago in Hamilton General hospital.
 F. Brooks, coloured porter.
 F. E. Smith, London, coloured porter.
 William H. Pryce, 134 Collin avenue, Toronto.
 H. Stewart Jones, 419 Dufferin avenue, London, vice-president, H. J. Jones, lithographers, London.
 Phillip F. Sise, 400 Avenue road, Toronto, son of Paul Sise, president, Northern Electric company, and nephew of C. S. Sise, president, Bell Telephone company.
 O. H. Erloch, Toronto.
 Mrs. O. H. Erloch, Toronto.
 Marion Parker, aged 12, 100 Bloor street, Toronto, daughter of Herbert and Mrs. Parker, and grand-niece of W. J. Parker, superintendent Hamilton street railway.
 Miss Alice McDougall, 29 Chaplin avenue, Toronto, identified this morning.
 Daniel W. Markham, K.C., 6 Pine Crescent road, Toronto.
 Mrs. Winnifred Markham, wife of Daniel W. Markham, recently created K.C., who resided at 6 Pine Crescent road, Toronto, identified this morning.
 Miss Edith Spackham, 12 Beech avenue, Toronto.
 An unidentified woman.
 Unidentified man; may be father of Miss Alice McDougall (also dead).

THE INJURED

The following is the condition of the injured, according to latest hospital reports:
 Mrs. E. M. Culver, Bank of Montreal, Toronto, bruises, condition good.
 Mary Secord, 30 Chestnut street, Brantford, abrasions to the right thigh, lacerations of the face; condition good.
 Miss Dorothy Boddington, 333 Dundas street east, Toronto, laceration of the forehead and back of scalp; condition good.
 Bert Condon, 602 Dunn street, Toronto, multiple abrasions of the forehead; condition good.
 Mrs. L. R. Down, 254 Avondale avenue, Toronto, cuts to the face and leg; condition fairly good.
 Mrs. George McCracken, Border Cities Star, Chatham, lacerations of the shoulder, thigh and finger; condition good.
 L. R. Down, 254 Avondale avenue, Toronto, sprained back; condition good.
 W. J. McCaulay, 116 Garfield avenue, Toronto, abrasions and lacerations; condition good.
 Miss Marion Garfinkel, 177 Forest Hill, Toronto, fractured ribs.
 Capt. W. Muir, 180 Ferris avenue, Toronto, lacerations and cuts; discharged.
 George A. Wilkie, 5 Close avenue, Toronto, burns on hands and face; condition good.
 George A. Wilkie, jun., 5 Close avenue, Toronto, burns on hands and face; condition fair.
 Mrs. George A. Wilkie, sen., cuts over eye, sprained ankle.
 W. M. Murray, Bank of Montreal, Montreal, fracture of both legs; condition fair.
 Cecil McBride, 133 Holland avenue, Toronto, lacerations; discharged.
 A. M. Smith, 130 Windsor crescent, London, lacerations to the face and scalp; discharged.
 Miss Mildred Shafer, 106 Humberstone avenue, Toronto, lacerations; condition good.
 Walter Rice, Toronto representative of the Regina Leader-Post, 25 Burnside avenue, Toronto, lacerations of the forehead, hip and leg; condition fairly good.
 George Troy, Ford hotel, Montreal, lacerations; condition good.
 Mrs. J. W. Bayes, 202 Campbell avenue, Toronto, shock; discharged.
 Mrs. Florence McCarny, 39 Spadina avenue, Toronto, sprained shoulder and shock; condition good.
 Ruth Stevenson, 102 St. George street, Toronto, abrasions and possible fracture of the leg; condition fair.
 Mrs. Hilda Parker, Toronto, contusions and lacerations; condition fairly good.
 Leo Smallwood, London, possible fractured skull; condition critical.
 W. O. Detwater, 117 King street west, Toronto, dislocated collar bone; condition good.
 Alice Baker, 328 Huron avenue, Toronto, contusions and cuts; condition good.
 Daisy Copeman, 134 Close street west, Toronto, fractured ribs; condition good.
 C. Horn, 375 Rusholme road, Toronto, possible fracture of left foot.
 Harry Brennan, 120 Kendal avenue, Toronto, lacerations of the face and ankle, skull injuries; condition fair.
 George Reid, 101 Eglinton avenue, Toronto, lacerations of the face, possible fractured pelvis; condition fair.
 W. A. McDonald, 480 Oriole Parkway, Toronto, fractured nose; condition fair.
 Miss Margaret Anderson, 294 Dovercourt road, Toronto, bruises.
 C. F. Fisher, 325 Mount Pleasant road, Toronto, shock.
 Mrs. Grace Watson, shock.
 Miss Frances Axford, 11 1/2 Spadina road, Toronto, badly shocked; condition fair.
 Freeman Reason, London, lacerations of scalp.
 Mrs. Freeman Reason, facial lacerations.
 Alfred McLean, 190 St. George street, Toronto (at St. Joseph's), shock, minor injuries.

Late News Flashes Japanese and Dutch
 Trade Chat Adjourns

Connellsville, Pa., Dec. 26.—(CP)

Mex. Revolt Advances 45, 4607, and

Tokio, Dec. 26.—(CP-Havas)—

Continued on Page 2

COACHES WERE CRUSHED IN BY ENGINE'S HUGE WEIGHT

(Continued from page 1.)

reservations. Mr. Hayes suggested that the train car on the train was crowded and that it would be a good idea if Captain Muir took one of the chairs in the second car. This, of course, he did and was in the lower lounge of the two wrecked cars.

"It seemed as if the whole train was breaking up and coming down upon us," parts of the roof kept falling in and men and women were screaming. Some one was crying, "For God's sake bring us light!"

A lady sitting next to me was thrown into my arms on the floor and several of the chairs fell upon us. Both of us, I'm sure, felt our last moments had come. Another man was crying, "Oh God, I'm dying, oh God, I'm dying," and when they brought him it was discovered he was pinned to the floor by an overturned chair across his throat.

Capt. Muir and the lady who was rescued with him spent 15 minutes in the dark, waiting for help. Help arrived and they were removed out the window. But just as they began to get up, the train was jerked forward and they were hurled to some unknown through the window.

Hurled From Car

Freeman Reason, another of the injured, whose condition was serious and whose exact injuries are not yet known, was thrown completely out of the train and lay on the ground for some time before he was rescued. He had just been to the rear smoking compartment and was on his way back to his chair in the main compartment when the shock came. Reason had just been talking to Philip Sten, who had also been rescued, and they were in the rear smoking compartment and who was almost instantly killed. Len Shumway, another of the seriously injured, has also been taken to St. John's at the time. All three are former Londoners, prominent in the military and naval circles. Mr. Sten was an officer of the Royal Highlanders of Canada (The Black Watch), Montreal, and had been seconded to the Canadian Engineers in London during his temporary residence there a few years ago. He is the son-in-law of J. P. McLaughlin, president of the Bank of Montreal, and was formerly a partner in the largest advertising agencies in the country. McLaughlin has recently been elected to a directorship in the new Bank of Canada.

Reason was a former officer in the crack First Hussars, a cavalry regiment in London, and a small wheel was a major in the machine gun. The latter served overseas with the Royal Navy Air Service and since the war has been a very keen sportsman.

Danger of Fire

Without visible impact, but following from shock and with a crash, several flames were seen. Mr. Sten, of London, Ont., was in the lower lounge of the train for Ottawa, in a small car, and was in the middle of a civil service position with the King's Privy Council. The behavior of the victims and rescuers was marvellous. Fully appreciative of the difficult accessibility to the scene, if the situation had not been the time which elapsed in getting the injured to Hamilton and St. John's. Many of the rescuers were in the hospital on arrival and later he had nothing but words of highest praise.

Mr. MacKay stated that he had been off the train being taken to the hospital, and that the only one who was not injured was the man who was rescued. He thought that the man who was rescued was the only one who was not injured. He thought that the man who was rescued was the only one who was not injured.

Non-injured

C. E. McMillan, of Toronto, who was returning to his home after visiting relatives in London, suffered a deep gash over his right 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 had he been a smoker he might have suffered the same fate as some of those who had come to the smoking compartment. Mr. McMillan spoke very highly of the attention accorded him by the doctors and hospital nurses.

Dismissing wonderful head and face injuries, Roy Gordon, of Toronto, said on his head that, "I've never played that hard before." He had been in his home at Kingston for the night and was on his way to the third coach in the train.

After the train had been pulled in and in the lower lounge and was struck with the generally splendid behavior of the more seriously injured of its fellow-travelers.

It remained for a newspaper reporter, Douglas Mackie, of the Sun, to give the first official account of what transpired shortly after the crash occurred at Dundas last night.

Mr. Mackie was seated in the fourth car from the rear of the London-Toronto train which was drawn up at the siding.

He had just been handed a telegram from his employer informing him that he was expected back at work on Wednesday morning. Mr. Mackie glanced at his watch. It was exactly 9:20 p.m. A second or so later the entire train shuddered with open violence that every one in his car was thrown forward in their seats.

Steam Pipes Burst

At the same moment the lights went out. Silence reigned for a few seconds and then the air was filled with shouts of confusion as the passengers realized that the train had been struck.

One man who had suffered a wrench when the steam pipes burst, when the train pipes burst. He shouted for help, but he was alone outside. Attempts to open the door failed and Mr. Mackie was pulled through a small window. He found and no doubt saved the life of his fellow passenger.

Every window in the fourth coach was smashed. The train was jerked forward and the line to the rear chair car, a shambles. They literally had been thrown through the window.

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Injured in Railway Accident at Dundas



Above are shown some photos of the railway accident victims taken in their beds at the General Hospital. On the left is Cecil McBride, 135 Holland avenue, Toronto. Next is Capt. W. W. Muir, 180 Fern avenue, Toronto; then W. J. McCauley, 16 Garfield avenue, Toronto; then Bert Candon, 608 Dunn street, Toronto, and George Troy, Ford hotel, Montreal. All are in good condition.

"It was simply horrible. The screams of the injured were intermingled with the confusion shouting of those from the other coaches."

Horrible Spectacle

The baggage room of the C.N.R. station, Stuart street, resembled the dressing station behind the lines following a major engagement in the World War.

Official policemen and nurses gathered around in horrified spaces as the first patient bodies were brought in by train. Shortly before 1 a.m. there were seven of them lying beneath tarpaulins. Two were little girls, who a short time before had been prattling delightedly at the Christmas presents they had received.

"I was in that coach," said a mid-leaved Toronto man, who refused to disclose his name. "My wife and daughter were with me and they are badly hurt. They put them out and then through to Toronto at

leave them off at Hamilton for hospital treatment. It was all so sudden I hardly know what happened. We pulled in to Dundas at 1:10 or thereabouts and had to stand there about ten minutes in the dark, except for the train lights when there was a crash and I found myself underneath a seat. I got my wife and daughter out and screaming. People were crying and shouting."

Three college boys whose identity could not be learned, were among those in the coaches at the waiting train when the crash occurred. The boys were in the fourth coach from the end and after a long delay, one of them remarked that if they didn't get along, the regular would soon be along. The last and only uttered the words when the train crashed.

Terrific Crash

"We had just passed the sign when said Dundas when suddenly there was a terrific crash," said

Miss E. Griffith, who was interviewed by telephone in her room at the Royal Connaught hotel at 5 o'clock this morning. Miss Griffith lives at Parkhill, about 30 miles from London, but was returning to her work in Toronto. There was one man in our coach, whose name we never did learn, who seemed to keep his head. He shouted, "All keep your seats!" It was due to his calmness, I'm sure, that we all got out of the coach without any trouble. He there was no one in our coach who was hurt badly. I must say that the coaches got to the scene fast. We had only been out on the siding a few minutes, it seemed, when there were at least two doctors working there.

F. Turner, of Toronto, was with Miss Griffith in the same coach. He was asleep when the spectator called the Connaught, but Miss Griffith stated that he could add nothing further to her story.

"I don't feel like talking about it," said Miss Griffith, who was interviewed by telephone in her room at the Royal Connaught hotel at 5 o'clock this morning.

Charles, of Woodstock. She would say nothing further.

The facilities of two undertakers were required to remove the bodies of the dead from the C.N.R. station to the morgue at the General Hospital. Brown Bros. and J. H. Rossman company each supplied a funeral car, and the ambulances belonging to the former firm was also pressed into service for the injured. Three other ambulances met each train, and rescued the injured to the hospital for treatment, while the taxis removed many who were suffering minor injuries.

Will Never Forget

"Max I never have to go through such an experience again," said William Garvin, Montreal, a passenger on train No. 16, treated the severest prayer when seen at the C.N.R. depot early this morning, a few hours after the wreck.

Mr. Garvin said that so far as he was able to judge there had been no severe shock felt by the train he was on. There was a slight

(Continued on page 2.)

Flashlight View of Last Night's Railroad Wreck



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 in 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.

COACHES WERE CRUSHED IN BY ENGINE'S HUGE WEIGHT

(Continued from page 7.)

reservations. Mr. Hayes suggested that the rear car on the train was crowded and that it would be a good idea if Captain Muir took one of the chairs in the second car. This, of course, he did and was in the lesser damaged of the two wrecked cars.

"It seemed as if the whole train was breaking up and coming down upon us -- parts of the roof kept falling in -- men and women were screaming -- some one was crying. 'For God's sake bring us light' -- a lady sitting next to me was thrown into my arms on the floor and several of the chairs fell upon us. Both of us, I'm sure, felt our last moments had come. Another man was crying, 'Oh, God, I'm dying -- oh, God, I'm dying,' and when they brought lights it was discovered he was pinned to the floor by an overturned chair across his throat."

Capt. Muir and the lady who was rescued with him spent 15 minutes in the dark, shattered car before help arrived and they were removed out the window. Both lost all their luggage and the lady her purse and fur coat, which were handed to some unknown through the window.

Hurled From Car

Freeman Reason, another of the injured whose condition is still serious and whose exact injuries are not yet known, was thrown completely out of the car and regained consciousness lying on the right-of-way. He had just been to the rear smoking compartment and was on his way back to his chair to read when the shock came. Reason had just been talking to Philip Sise, who had also been sitting in the rear smoking compartment and who was almost instantly killed. Leo Smallwood, another of the seriously injured, had also been talking to Sise at the time. All three are former Londoners, prominent in military and social circles. Mr. Sise was an officer of the Royal Highlanders of Canada, The Black Watch, Montreal and had been seconded to the Canadian Fusiliers in London during his temporary residence there a few years ago. He is the son-in-law of J. E. McConnell, president of McConnell, Baxter & Eastman, limited, formerly McConnell & Fergusson, limited, one of the largest advertising agencies in the country. McConnell has recently been mooted for a directorship in the new Bank of Canada.

Reason was a former officer in the crack First Hussars, cavalry regiment in London, and Smallwood was a major in the machine guns. The latter served overseas with the Royal Naval Air Service and since the war has been a very keen flying enthusiast.

Danger of Fire

Without visible injuries, but suffering from shock and with his back severely strained, W. T. Macnamara, of London, Ont., who was en route aboard the train for Ottawa to assume a civil service position with the King's printer, stated that the

fated train. He had been able to aid in the rescue work and was struck with the generally splendid behaviour of the more seriously injured of his fellow-travellers.

It remained for a newspaper reporter, Douglas Mackie, of the Sudbury Star, to give the first coherent account of what transpired shortly after the tragic crash occurred at Dundas last night.

Mr. Mackie was seated in the fourth car from the rear of the London-Toronto train which was drawn up at the siding.

He had just been handed a telegram from his employer informing him that he was expected back at work on Wednesday morning. Mr. Mackie glanced at his watch. It was exactly 9.22 p.m. A second or so later the entire train shuddered with such violence that every one in his car was thrown forward in their seats.

At the same moment the lights went out. Silence reigned for a few seconds and then the air was filled with shouts of confusion as the passengers realized that the train had been struck.

Steam Pipes Burst

One man who had entered a wash-room was almost suffocated when the steam pipes burst. His shouts for help were heard by those outside. Attempts to open the door failed and Mr. Mackie was propelled through a small window. His timely aid no doubt saved the life of his fellow passenger.

Every window in the fourth coach was smashed.

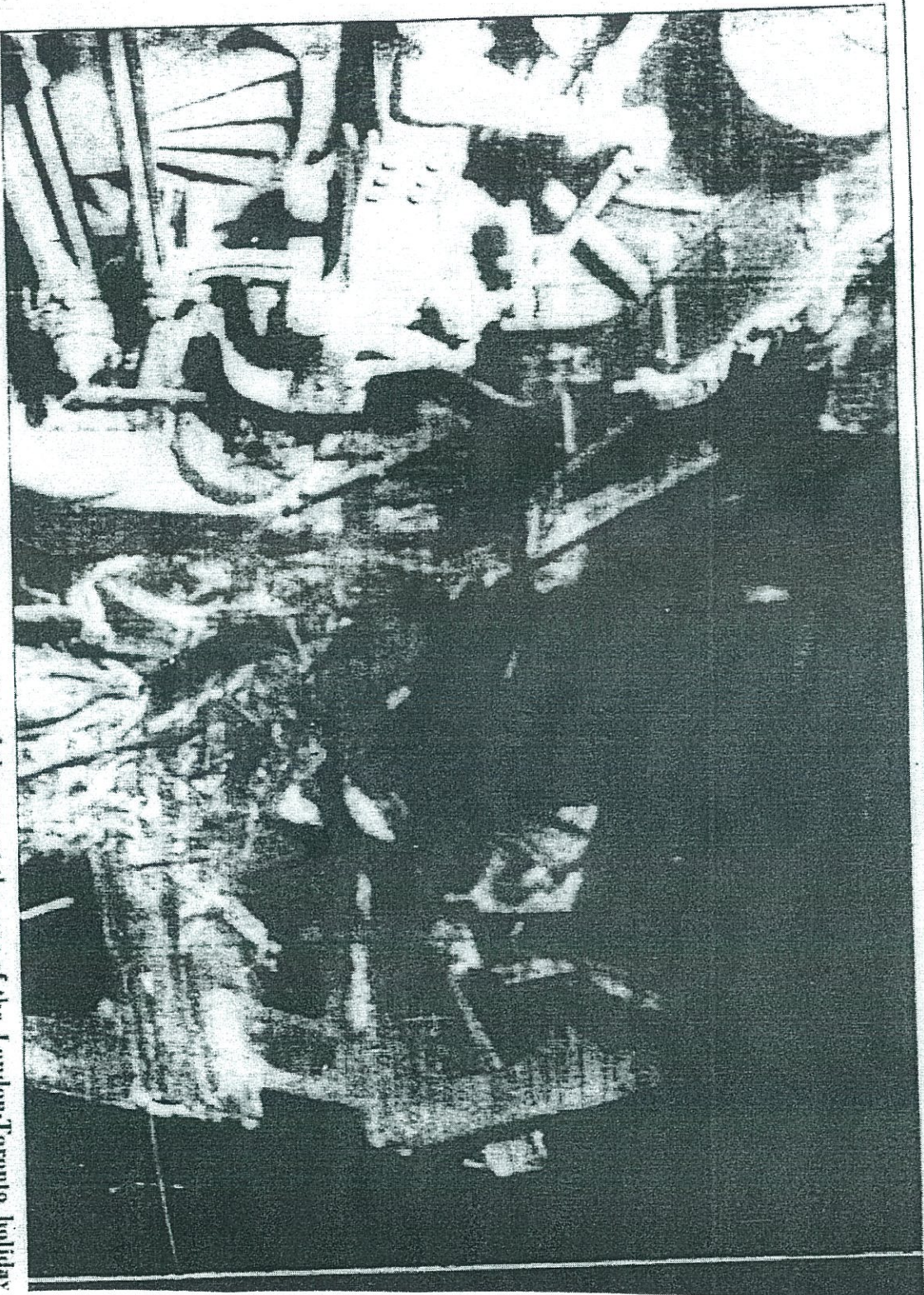
Mr. Mackie staggered out onto the line to find the rear chair cars a shambles. They literally had been telescoped together by the engine due to the limited.

"I can't for the life of me see how any one could have been in those coaches and lived," he declares.

Flash

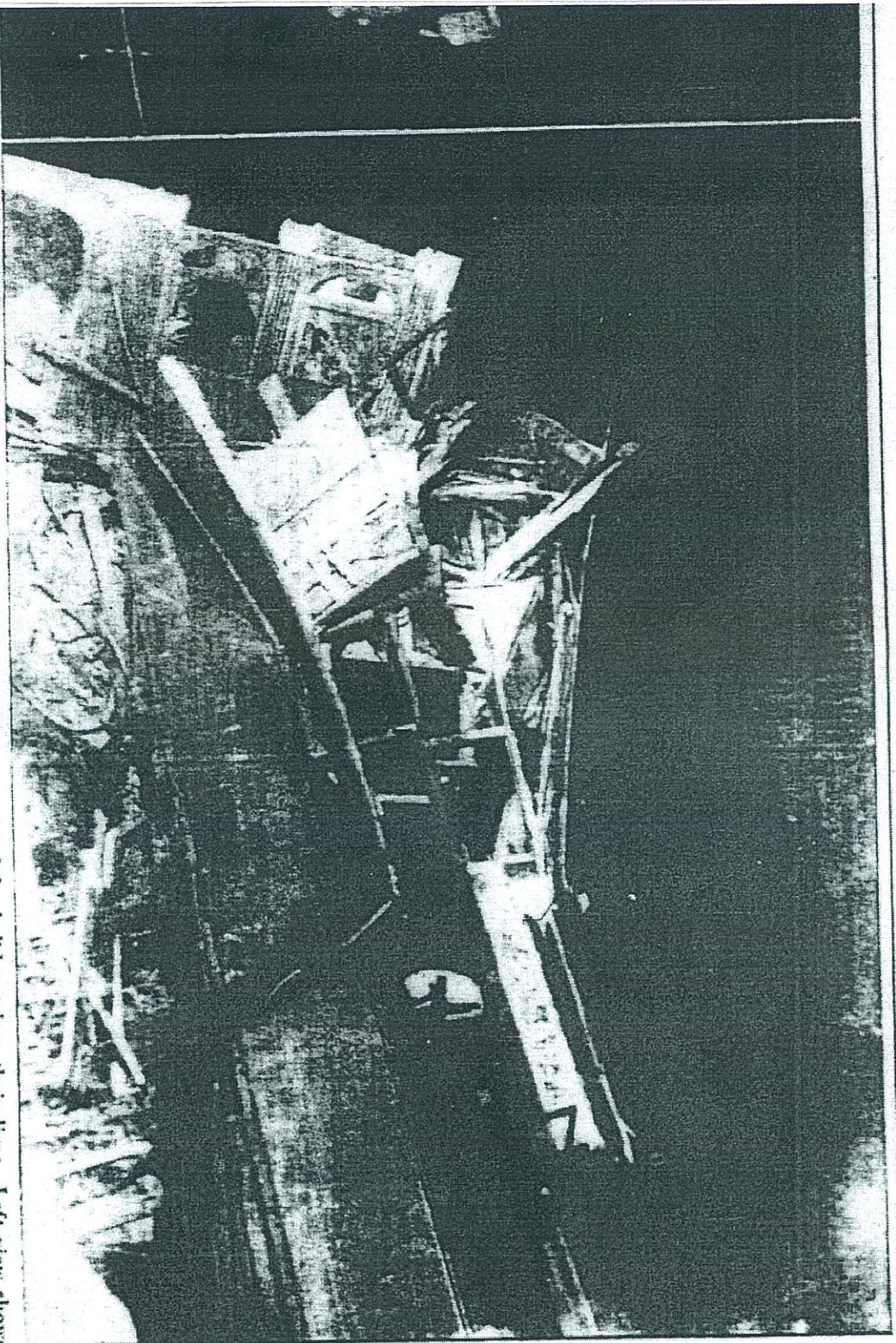


Night Photographs Show How Two of Holid



These views are awe-inspiring. They reveal the terrific damage in two of the cars at the rear of the London-Toronto holiday telescoped coaches with the great engine of the Chicago-Montreal flyer plunging into them, a mass of twisted steel and shattered holiday special and looking back toward the engine of the flyer.

Holiday Special Coaches Were Smashed to Bits



oronto holiday special and make one wonder why far more than the fifteen reported dead did not lose their lives. Left view shows the
eel and shattered wood. Right is another and even more graphic view of the same coaches taken from a point toward the front of the

last to depart on the buses, 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 7.30 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.

consistently as a result of the impact, 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 completely 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 milled about the wrecked trains. Many of the spectators were still garbed in their full-dress suits, apparently having come right out to the accident from some gay Christmas night party.

The task of clearing away the wreckage was conducted under the personal supervision of W. J. Pigot, 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

Recovering from a most harrowing 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 morning, obviously distraught and extremely 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 General hospital.

Six Treated at Toronto

Toronto, Dec. 16.—(C.P.)—Six persons injured in the train wreck at Dundas last night, when the Canadian National railways Detroit-Toronto 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, Barrie; Mrs. Maynard Griffith, Edward Scott, Donald Porter and Mrs. Donald Porter, all of Toronto.

Inquest Ordered

Investigations into the tragic Christmas holiday crash will be commenced immediately by the local provincial police. It was learned this morning with Sergeant W. C. Oliver in charge of the proceedings.

An inquest has been already been called by Chief Coroner J. H. Mullin for Monday evening at 7.30 o'clock in the court house.

Early this morning as searchers finished their work, fragments of a human body were found among the debris. It is unknown, however,

number of other passengers reported injured.

"Immediately word of accident was received, General Superintendent 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 Pigot, of the London division, proceeded 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 region, Canadian National railways, issued the following supplementary statement early to-day in connection 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 reported 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 represents 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 accounted 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 regarding the wreck by Dr. Inksetter, and railway officials in Dundas. He got in touch with the chief of police in Dundas by phone, and Provincial 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 hospital and undertook a preliminary investigation of the bodies that were at that time at the morgue.

stated 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 7.30 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 front end of the coach was damaged, but not to any great extent.

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 rapidly cleaned up the scene by burning the debris.

Under the direction of C.N.R. policemen, suitcases, Christmas gifts and packages and personal effects of the passengers were taken to Hamilton to be held until claimed by their owners. Many of the articles 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 unfortunate person had been overlooked. Most of the dead and injured had been located before midnight, however, and the search after that time revealed no further victims.

The Chicago engine was damaged considerably as a result of the impact, 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 completely 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 8.30 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 milled about the wrecked trains. Many of the spectators were still garbed in their full-dress suits, apparently having come right out to the accident from some gay Christmas night party.

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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 general manager, central region, Canadian 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 passenger being badly damaged, and, so far has been definitely determined at this time, there are eight known dead, and an undetermined number of other passengers reported injured.

"Immediately word of accident was received, General Superintendent 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 Pigot, of the London division, proceeded 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.

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whether the gruesome discovery represents 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 accounted 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 regarding the wreck by Dr. Inksetter and railway officials in Dundas. He got in touch with the hospital at

FIFTEEN KILLED, FINAL CASUALTY LIST INDICATES

(Continued from page 11)

staff for last work in the emergency ambulance room. Engineer Burrell and Fireman John Kennedy, both of Sarina, 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

Engineer B. Burrell, 415 Wellington street, Sarina, 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 wrecked 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 when "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

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 train were brought to this city by special buses 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 Bert-ram 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 Lamden 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 of 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 wrecked train looking out over the town of Dundas, a four-foot path skirted the track, and beyond that was a almost sheer drop of about 50 feet.

Many of the rescuers, working on the 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

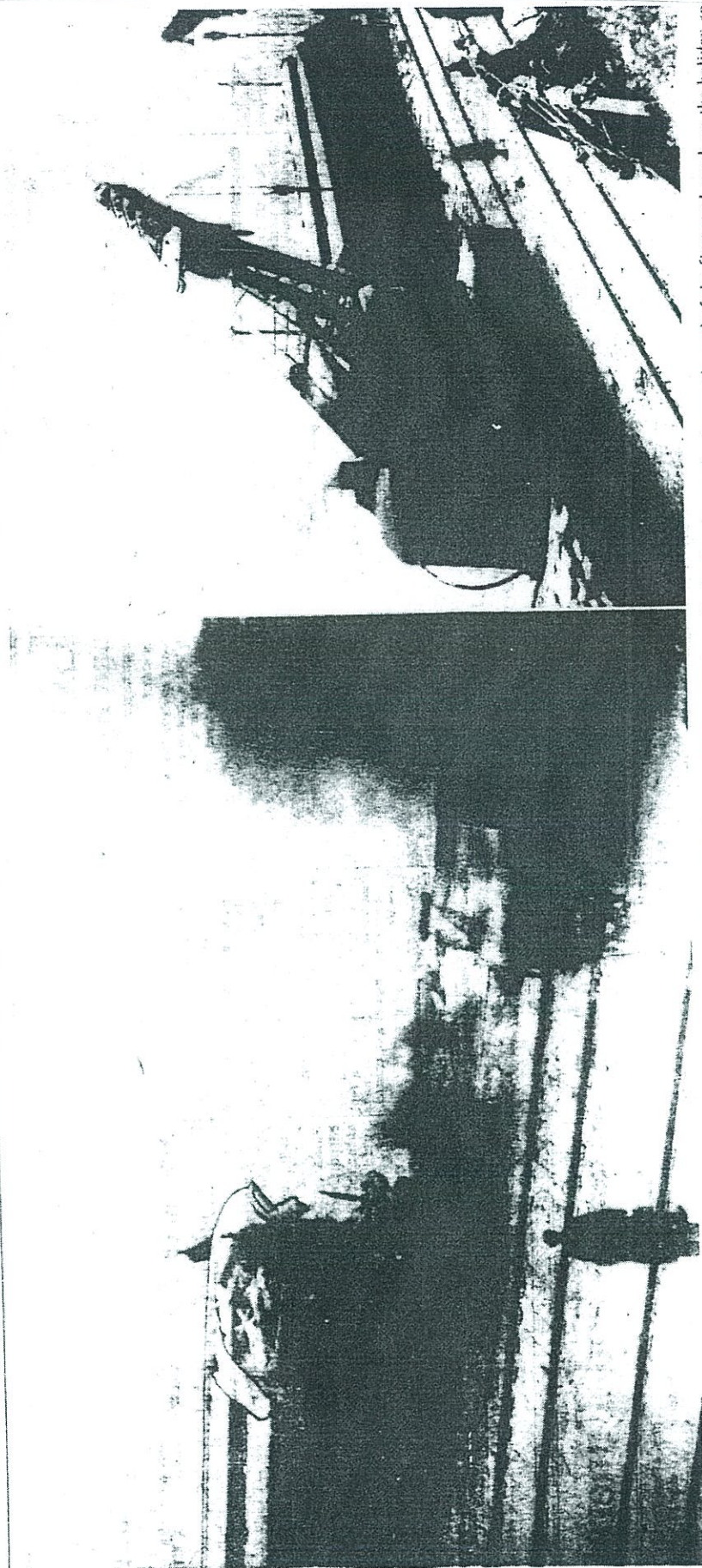
Burned Wreckage

After the dead and injured had been cared for and searchers were on the scene, the sky took a ruddy glow as labouring gangs began burning the fragments of wood from the coaches. Several of the 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 pointed to the scene in hundreds as the news of the wreck spread throughout the district like wildfire. One motorist, incidentally, will probably regret his trip in the 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.

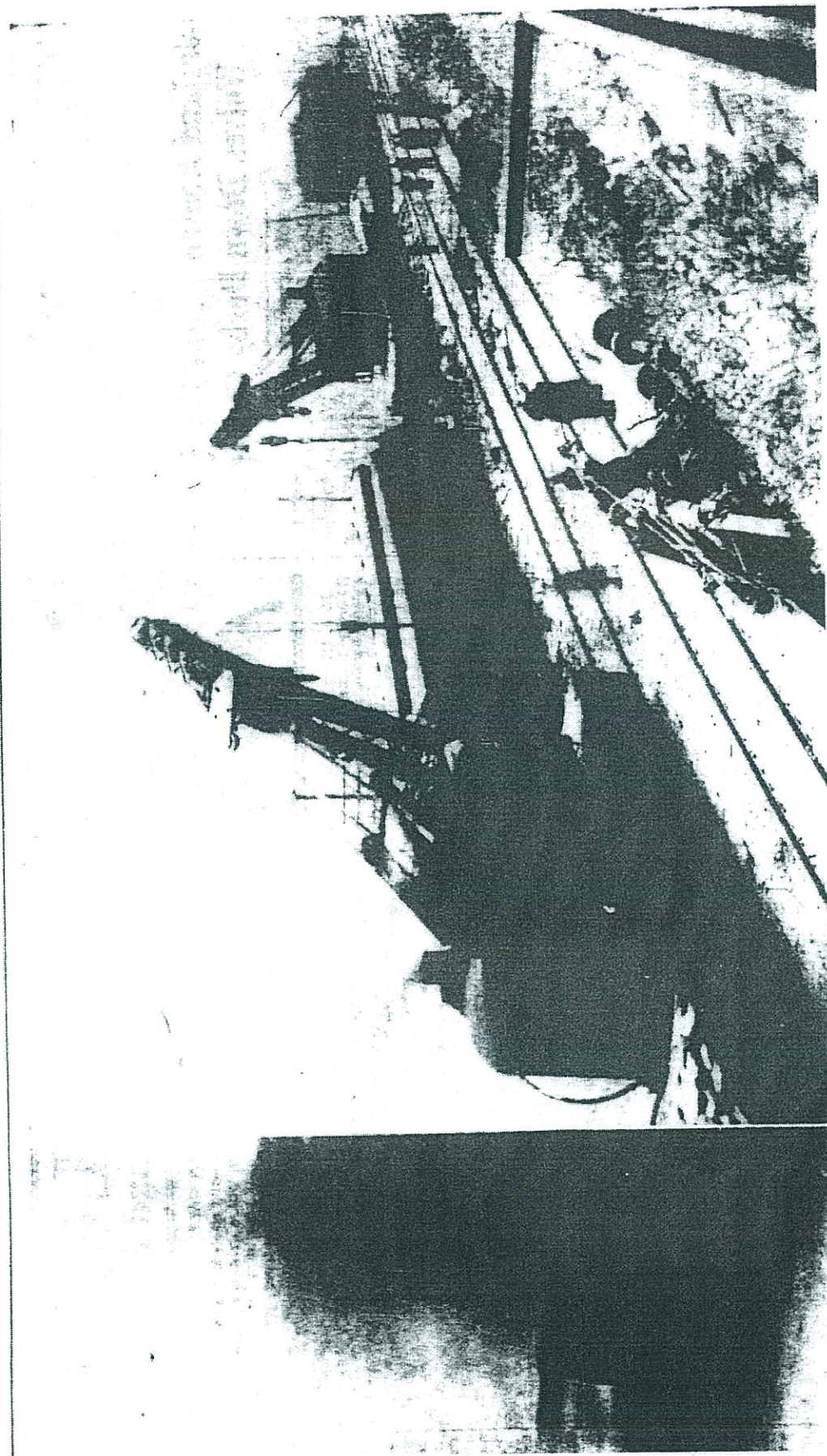
Hundreds of Dundas residents a

Giant Cranes of Hamilton and London Wrecking Trains Clearing Tracks

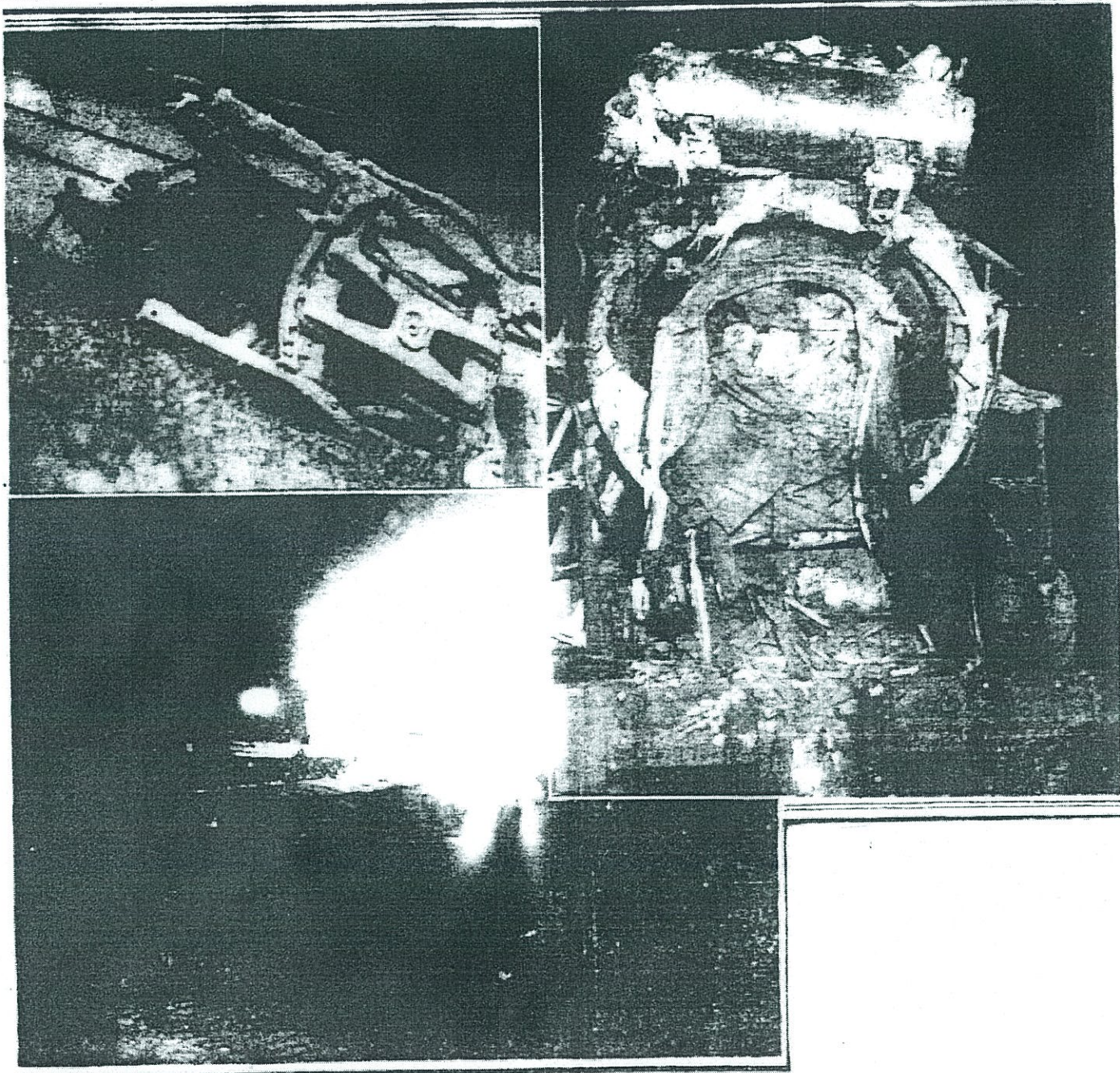


A big crane which threw the steel work over the embankment into the valley below after which the wood debris was burned. In the picture also is seen the end of the first steel coach on the holiday sp
s had died in the lavatory was removed after hours of work. Here was the last body removed and so badly damaged was the end of the coach that much steel work had to be chipped away before her
own remnants of a happy Christmas, greeting cards, presents, muffs, etc. Immediately to the right is where the two death cars stood and where most of the killed and injured were located. Rig
upon at work. The Hamilton wrecking crew was on the spot ready to commence clearing the tracks in record time, even before many of the dead and injured had been removed.

London Wrecking Trains Clearing Tracks After Disaster



which the wood debris was burned. In the picture also is seen the end of the first steel coach on the holiday special. Here it was that the body of a woman moved and so badly damaged was the end of the coach that much steel work had to be chopped away before her remains could be reached. Here also were by to the right is where the two death cars stood and where most of the killed and injured were located. Right, the wrecking crews from Hamilton and ing the tracks in record time, even before many of the dead and injured had been removed.



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 6116, 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 woodwork from the steel. The blaze so caused could be seen for miles.

COACHES WERE CRUSHED IN BY ENGINE'S HUGE WEIGHT

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 of his was made in a pressive incoherence, he was badly shell-shocked during the German 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 cuts about the head. When the accident occurred 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 man run toward the rear of the train, carrying a lantern and at the same time noticed the lights of an approaching train coming around the long bend.

Had Premonition

Strangely enough, some premonitions

SPEC. EXTRA GAVE DETAILS OF DISASTER

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

Eyes of Continent on Hamilton,
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

Survivors Tell of Scenes of Terror Following Last Night's Rail Tragic

WHEELS WERE CRUSHED IN BY ENGINE'S HUGE WEIGHT

WORSE THAN THE WAR"

Discussion Was Beyond All Description

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in the C.N.R. — express-
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en into eternity occurred.

Worse Than War
 One of the most vivid descriptions of the horrors of the Chinese came from Capt. W. W. Muir, formerly of the 48th and now living at 120 Fernside, Toronto. Captain Muir was fighting for the Christmas holidays in Indochina and was an occupant of fourth seat since the rear end is second one.

[illegible]

Had Premonition

EDITAL MAC

**SPEC. EXTRA
GAVE DETAILS
OF DISASTER**

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

Eyes of Continent on Hamilton, Photo Services Wanted Planes, Chartered Taxis

Lake. When the Hamilton area jumped into the spotlight of the continent when the Chicago-Montreal flight, known when westbound as the Maple Leaf, went eastbound, crashed and the ensuing hours of night, the old adage that had been passed down for generations to apply in this case. In an hour or so on the turbulent seas of the Gulf of St. Lawrence, the flight was lost. Part of this was caused by inspectors upon hundreds of Hamiltonians who had been told the flight was bad because of the disaster and were phoning their favourite radio stations to report the crash. The flight was not a disaster, but the fact was from people who had friends or relatives on board to report the crash. The flight was not a disaster, but the fact was from people who had friends or relatives on board to report the crash. The flight was not a disaster, but the fact was from people who had friends or relatives on board to report the crash.

Wide Interest
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TO FACE TRIAL IN HIGH COURT ON THEFT COUNT

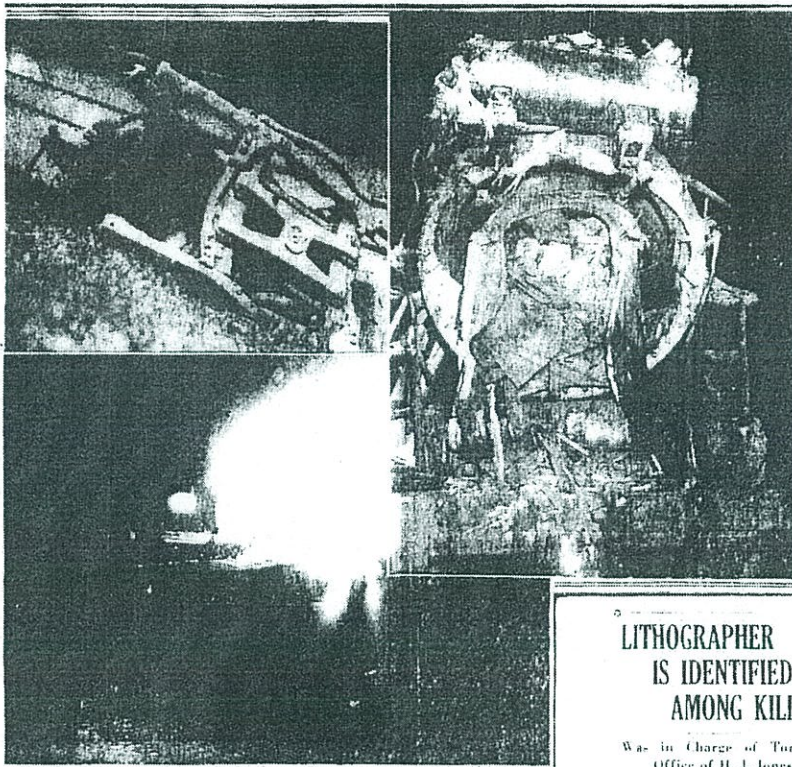
Gildo Zamprogna Committed, Also Accused of Receiving Stolen Goods

Suits Alleges Stolen Are Identified By Store Proprietor and Son

coloured with most of a number of values of other values of α .

Steinberg Acquittal by Mag

Terrible Havoc Wrought in Wreck



Top left photo shows wrecked trunk of passenger coach on the London-Toronto huffing speculator wreckers had removed the splintered "sandwich." Top right is the badly mangled front of the powerful 6416, 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 huddling special. Lower left 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 sand-work from the steel. The blaze is caused could be seen for miles.

GRAPHIC STORY OF WRECK TOLD BY CONTROLLER

Donald J. McFarlane Among
First on the Scene, Girls
Worked as Nurses

Took Three Women to Hospital, Two Died Being Removed From Debris

[illegible]

Others Helped

There were other helpers, and, considering the equipment laid out on hand at what remained of the work there and Dr. D. M. Livingston, Dr. H. Smith and Dr. B. Swann were some of the others who

It was a pretty cold-blooded thing. It looked as if the two teams had come together and formed a pyramid. On top was a man. He was marked as spot and he looked as if he had been caught there. Evidently he had been between two cars at the time of the collision and when they buckled up he was on top. I took them some time to get him out.

The terrible thing about it was that you felt so helpless. There was so little I could do. I took three women who had been in the flyer in the hospital. They were just shaken up a little but they were mighty thankful for the way the engineers of their train had handled the train. They said it was just moving at the time they were in the siding. He said unrepentant the day when he saw there was going to be a collision.

Lived Few Minutes

LITHOGRAPHER IS IDENTIFIED AMONG KILLED

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

Other Londoners Involved in Wreck, Dundas Centre Pastor Injured

Special to the Spectator
London, Dec. 26. (Ind. attention)
J. H. Stewart Jones, vice-president
of the H. J. Jones Sons Ltd. (the
proprietors of the C. O. and C. O. S.)
is killed in the London railway