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deem necessary after investigation.

Door Still Open to U. S.

Washington, Nov. 13.—Although
the door still is open for United
States helpfulness in the reparation
problem, President Coolidge regards
the last move in that direction as
having come definitely to an end.

RACING THROUGH FOG, FLIER IS WRECKED

Peterboro' Express Piles Into Freight Engine and Kills Fireman

TORONTO TRAINMEN HURT

(Special Despatch to The Globe.)

Lindsay, Nov. 13 — When the
Canadian National express from
Peterboro', bound for Toronto,
crashed into a freight engine and
caboose obscured by fog here to-
night, Fireman J. H. Peck of Otta-
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his mate, Engineer George Hanni-
nan of Lindsay, driver of the freight
engine, was badly scalded. Thomas
McCabe of York, Toronto, driver of
the passenger train, was injured
about the head, and his fireman,
John Levelly, was scalded, while
Freight Conductor Archie Hoover of
Lindsay, who was standing on the
caboose attached to the freight en-
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Passengers Shaken Up.

Passengers on the train from Peterboro' were badly shaken up, but none was seriously injured. The two engines are locked together, and traffic will be blocked until the wrecking crew, which is now busily at work, gets the line cleared. The accident happened about 6.30 p.m.

The freight had just pulled into the siding in the corporation limits and the caboose had been shunted to the main line. Two or three unsuccessful efforts were made to couple the caboose and the engine, and while trying to make the coupling No. 95 approached from the east, piling into the tender of the freight.

Expected Wife Soon.

Peck was thrown forcibly through the window, falling under the wheels, and was crushed to death. He had been employed on the Depot Harbor line, but was moved with a number of other Ottawa men to Lindsay quite recently, to handle the grain rush. Just a few days ago he

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When the passenger train struck the light engine and caboose the latter, which was ahead of the engine, was shunted with terrific force down a long grade, dashed past the depot and ended on a "Y" siding near the freight sheds, half a mile away.

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SEPTEMBER 24,
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which the two will be able to unite their forces in the Dominion and Provincial elections.

Wheat is moving freely toward the lake ports, shippers being desirous of getting a large quantity to the eastern centres before the closing of navigation. Within 24 hours, to-day, 300 car loads were sent east from the C. P. R. yards, the largest number for a like period this year.

The date on which the Northwest Assembly elections are to be held will probably be about November 15, although Mr. Haultain a few days ago gave his opinion that they would be held about October 23. The delay that is taking place in printing, and the supply of four hundred ballot boxes, for the making of which tenders are now being asked, will necessarily place them at a later date than this.

FOOTPADS IN CHATHAM.

A Farmer Held Up and Robbed on the Highway - Another Young Farmer Shot by an Unknown Man.

Chatham, Sept. 21.—(Special.)—The presence of footpads in the country district adjoining this city has been established by various occurrences of late. In no instance, however, until last night, has the work of the highway-men been attended with anything more than a scare to the intended victims. But to-day the police have a genuine case of highway robbery in hand, and one of the alleged footpads in the cells. Moreover, in the General Public Hospital lies a man suffering from a serious wound in the leg, the result of a revolver shot fired at him by a

SCALDED TO DEATH

Three Men Buried in a Rail-
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INSTANTLY KILLED.

Freight Train on the Mid-
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MILLBROOK - Midland

Twelve Cars Piled in a Mass of Wreckage—The Conductor's and Second Brakeman's Narrow Escape.

Millbrook, Sept. 22.—(Special.)—A terrible accident occurred on the Grand Trunk Railway about three miles and a half north of here early this morning, in which three lives were lost and a freight train completely wrecked. The killed were Robert Johnston, engine driver; Nicholas Maloney, fireman, and George Greenbury, brakeman. The train was running from Port Hope to Lindsay, by way of Peterboro', and passed through Millbrook shortly after 3 o'clock. When about a mile and a half from a small station called Fraserville the engine struck a cow lying on the public road crossing. The engine was thrown from the track and into the ditch, and twelve cars were piled in a heap, with the unfortunate engineer, fireman and brakeman underneath. The death of two was instantaneous, and the fireman lived only a few minutes. The conductor and second brakeman, who composed the remainder of the crew, were in the caboose and escaped uninjured. This is the most terrible smash which has occurred on the Midland branch of the Grand Trunk for twelve years or more, and the people here, as well as in the other places along the line, by whom the victims were well known, share the sadness felt by the dead men's comrades from one end of the road to the other. There is in the calamity, besides the sadness of three such deaths, something additionally horrible in the suddenness which gave the men no chance for their lives, but killed them in the engine cab together, and additionally solemn in the entire absence of human responsibility, except that which may be apportioned to those who, although seeing that the railway companies guard so carefully their tracks, have not better guarded the public crossings.

The ill-fated train was a special

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the public crossings.

The ill-fated train was a special freight, which for a few weeks past has been made up at Port Hope every morning about 2 o'clock, to distribute along the line the freight which has accumulated during the previous day for the northern stations. Last night it was drawn by engine 634, and consisted of thirteen cars and the caboose. There were four box cars and nine flats. Three of the box cars were loaded with general merchandise and one with iron, and the flats were empty. The crew consisted of Conductor Fred Russell, Driver Robert Johnston, Fireman Nicholas Maloney, and Brakemen George Greenbury and W. Shields, all of Lindsay but Maloney, who lived at Port Hope. It is told in illustration of the fatal chances of human affairs that the trip was not Johnston's own turn to go out, that although this was his regular train and route he only ran upon alternate days, and this trip he was taking to accommodate the other driver. Of Greenbury, too, it is told that before the train started his mate asked him which end of the train he would take, as one brakeman always rides in the engine and the other in the caboose. He chose the front of the train and his choice was fatal. An hour later he was lying crushed under a mass of iron and timber, in a shroud of burning, scalding steam.

THE SCENE OF THE ACCIDENT.

There is a stiff grade just north of here up which the train had pulled without difficulty, and speed was then probably increased at the approach of another lesser grade. The train was light, and although no one knows at what speed it was running it was likely going fast when the cow was struck upon the crossing of the side line a mile and a half south of Fraserville in Cavan Township. The animal must have been lying down or it would have almost inevitably been thrown clear of the track. As it was, the pilot threw it ahead of the engine, and it was the second time the engine struck it the trucks were derailed. When The Globe's reporter reached the scene, the marks and debris still told the story of the disaster, although the railway company, with the usual haste, has had a gang of men at work all day removing the wreckage.

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MILLBROOK

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Eight cars were shot over the engine by the impetus of the velocity of the train when the accident occurred. They were piled one on another in a heap of splintered wood and twisted iron. The eight cars in their passage stripped the engine of its cab, and it was the ninth car that fell upon the unfortunate occupants, and pressed them with its tons weight against the dome of the engine. The steam pouring in hissing, scalding

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Driver, Fireman and Brakeman the Victims.

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volumes from the broken dome enveloped them, and if they had received no other injuries it was impossible they could have come out alive.

THE SURVIVORS' EFFORTS.

Russell and Shields, dazed and stunned with the suddenness of the shock, and with the sound of crashing timbers and escaping steam in their ears, climbed from the caboose as quickly as they could. Making their way to the engine they looked for their mates. They saw that Johnston and Greenbury were dead. Maloney was still alive, and Russell took his hand. The poor fellow begged, "For God's sake get me out." Russell and Shields tried to release him, but a truck held him fast. It was only twenty minutes later that death came to release him from his agonies. Russell and Shields set off for Fraserville. They aroused some of the section men there, and obtained a hand-car. Returning to the scene of the accident, they carried the car around the wreckage and came to Millbrook, and aroused Station Agent Cochrane. He sent word of the catastrophe to the chief despatcher's office at Peterboro', and wrecking trains were sent for from Port Hope and Lindsay. It was 5.45 o'clock when the news reached Peterboro'. The auxiliary from there left as soon as possible thereafter, bringing Mr. W. Hayden, local agent at Peterboro', and a telegraph operator, to tap the wires at the wreck. Dr. Gray, a Coroner living in Baillieboro', a village some miles away, was sent for, but did not come to the scene. As soon, therefore, as the bodies could be released they were taken to Millbrook. This was after 10 o'clock. In the meantime, the old father of Nicholas Maloney had come out from Port Hope upon hearing of the accident. He was driven by Dr. Turner, jun., to the wreck, but when he reached the scene the bodies had been taken by rail to the town. They were brought to Undertaker Gillott's establishment and embalmed.

They were all scalded from their head to their feet. Johnston had his neck broken and one thigh and one arm also broken. When found he was in a sitting posture, with his back against the

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They were all scalded from their head to their feet. Johnston had his neck broken and one thigh and one arm also broken. When found he was in a sitting posture, with his back against the dome of the engine. Greenbury also had his thigh broken. All three bodies were badly bruised, but Maloney had no bones broken. They were found close together, crushed under the last truck of the ninth car. To indicate how terribly they were scalded, the undertaker says that when he was preparing Maloney's body to be put into its coffin he noticed what he thought was a rag in one of the clenched fists. With some difficulty he opened the hand, and what he had thought was a piece of cloth was a roll of shrivelled skin.

THE VICTIMS.

The bodies of Johnston and Greenbury were taken by the noon train to Lindsay, and Maloney's remains were taken into Port Hope by his father. Johnston was one of the best-known drivers on the railway. He was a very intelligent and reliable man, and liked by every one on the road. He enjoyed the confidence of the Grand Trunk officials and the respect of the people of Millbrook and Port Hope, where he used to live, as well as of his own townspeople, by whom he was elected last January one of their Deputy Reeves in the Lindsay Town Council. He was a prominent member of the Brotherhood of Locomotive Engineers, and, because of the confidence reposed in him, both by his fellow-workmen and his employers, he was generally one of those selected to go before the General Manager when the brotherhood had anything to lay before him. It was to this fact one of the railway men alluded when, as he was helping to lift his body into the coffin, he remarked, "Poor

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This was his third wreck. Once before he struck a cow on the track and was thrown into the ditch. The other wreck was different from this in that human agency and human diabolism were responsible for it. It was his engine that ran into a tie set up in a cattle guard at the Grand Junction and ditched itself not very long ago, and in that wreck, as will be remembered, he was severely scalded. It was engine No. 634 that a month ago found James Deyell asleep on the track near the summit, just south of here, and cut his body in two, although Johnston was not then driving on it.

George Greenbury, brakeman, was only 25 or 26 years of age. He was married during the early part of the past summer to a young girl who to-day, while still a bride, must wear the sorrows of widowhood. His home was formerly in Stouffville, where he will be buried. He was a member of Midland Court, Independent Order of Foresters.

Nicholas Maloney had been on the road for twenty years. He worked for a number of years as a section hand with his father, who until he became too old was a section boss on the Midland. Thirteen years ago he went on the road as a fireman. He afterwards became a driver, and two or three years ago ran the local passenger train between Peterboro' and Toronto. He was a member of the Irish Protestant Benevolent Union, and was 35 years old. He was unmarried, and lived with his father and mother in Port Hope. His brother came down from Toronto to Port Hope this afternoon.

THE LINE CLEARED.

The auxiliary trains arrived at the scene of the accident at 7.30 o'clock.

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THE LINE CLEARED.

The auxillary trains arrived at the scene of the accident at 7.30 o'clock. Working from both ends of the wreck, they spent all day, and it was not until 6.10 o'clock that the message was sent to Peterboro' that the line was clear. The trains during the day went around by the Bethany line, but the express to-night came over the repaired place in the road. There is a curve in the line at that point, or it might have been the wrecked engine and train would not have gone into the ditch, and the consequences been different. The place was visited to-day by people from many miles around.

It was 6.30 o'clock this evening when The Globe's reporter left the scene. Curious and sympathetic spectators were still there. The wreckage was not all cleared away. The tops of three box-cars were lying beside the track, splintered into kindling wood. Massive platforms, disconnected axles and wheels, and scattered parts of cars filled the ditches for several rods, although most of the lighter debris had been carried away. A shapeless mass of hide, flesh and bones near the rails was all that remained of the cow, the cause of all this destruction, which belonged to a farmer named Lusk. The section-men had sprinkled lime upon the rails to hide the blood-stains that covered them. A rail bent into a quarter-circle bore evidence to the tremendous force which had torn it from its bed. The engine was lying upon its side, and, with its great iron nose shoved through the fence at the side of the track, it suggested a noble horse that had broken his back at a jump. Fire glowed through the open door of the fire-box, conveying the idea of recency, while two battered hats, which lay forgotten upon the spot where they had died who a few hours before had worn them, invested with the element of human suffering and sorrow the scene upon which the night was closing.

A few minutes later a tempest of wind and rain fell, and washed the ground, as though to obliterate the marks of the catastrophe.

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