

C.P.R.

SANDPOINT,
ONTARIO.
(RENFREW),

JULY 26, 1928.

VOL LXXXV. NUMBER

HEAD-ON COLLISION KILLS TWO SOLDIERS AND INJURES OTHERS

Troop Train and Freight
Crash, and Men and
Horses Die

TWO ARE IN HOSPITAL

One Victim Pinched by Falling
Car, and Is Extricated
Alive

(Special Dispatch to The Globe.)
Ottawa, July 22.—Leaving two of
their comrades dead in Armagh, and
two seriously injured in the Victoria
Hospital, Renfrew, as the result of a
head-on collision between the troop
train and a freight train on the Cana-
dian Pacific Railway, about a quarter
of a mile west of Sand Point Station,
members of a squadron of the
Royal Canadian Dragoons, B Company
of the Royal Canadian Regiment, both
of St. John's, Que., had this afternoon
completed their trip to Petawawa Camp.
With them on the train were members
of the Royal Twenty-second Regiment
of Quebec City, which had joined the
St. John's Corps at Montreal on Tues-
day night, but none of the members
of the Twenty-second was injured.
The accident happened at 5 o'clock this
morning, and the men who were killed
or injured were in two cars, looking
after the horses, which were placed
near to the engine and in front of the
other cars carrying equipment and the
cavalcade for the men.

The wounded Trooper Thomas Gor-
don of St. John's, Que., and Lance
Corporal Vincent J. Colligan of San
Francisco, Calif.

Those in the hospital at Renfrew
are Troopers James Dufort and Joseph

July 26, 1928
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TWO ARE IN HOSPITAL

One Victim Pinned by Falling Car, and Is Extricated Alive

(Special Dispatch to The Globe)
Ottawa, July 25.—Leaving two of their comrades dead in Armagh, and two seriously injured in the Victoria Hospital, Renfrew, as the result of a head-on collision between the troop train and a freight train on the Canadian Pacific Railway, about a quarter of a mile west of Sand Point Station, members of a squadron of the Royal Canadian Dragoons, B Company of the Royal Canadian Regiment, both of St. John's, Que., late this afternoon completed their trip to Petawawa Camp. With them on the train were members of the Royal Twenty-second Regiment of Quebec City, which had joined the St. John's Corps at Montreal on Tuesday night, but none of the members of the Twenty-second was injured. The accident happened at 5 o'clock this morning, and the men who were killed or injured were in two cars, leading after the horses, which were placed next to the engine and in front of the other cars carrying equipment and the coaches for the men.

The dead are: Trooper Thomas Gordon of St. John's, Que., and Lance Corporal Vincent J. Collman of St. John's, Que.

Those in the hospital at Renfrew are Troopers James Doherty and Joseph Lamarche, both of St. John's. Others who were slightly injured were Troopers Mayhew, Ligere and Webster.

Pinned Beneath Car.

Trooper Gordon was killed outright and Corporal Collman died about 15 minutes after he had been taken from the wreckage. Trooper Doherty had a most remarkable escape. He was in the first car and was thrown through the window into a ditch beside the road. As this car settled down, Doherty was pinned under it, but the ditch saved him from being crushed to death. His comrades, who came to his rescue thought he had been killed, but with spades and oarsmen the earth was removed from around him, part of the ditch was prised off and he was pulled

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Head-On Train Collision

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out. No injured consciousness immediately after being released. The other injured men were not covered with heavy wreckage, but at first it was feared that several had been buried in the debris or had been killed by the horses which were wild with fright.

Church Becomes Hospital.

The crash of the impacted weeks people living in the district, and all calls were sent for doctors. They came from Sand Point and Arnprior and the injured men were given immediate attention. The United Church, just a short distance from the scene of the wreck, was converted into a temporary morgue and hospital. When the more seriously injured of the men had been given first aid, they were taken to the Victoria Hospital in Renfrew.

Dr. Jamieson, Coroner of Arnprior, was notified and after consulting the other medical men in attending the injured, opened an inquest, which was adjourned until Friday. The bodies of the two men were then taken to an Arnprior undertaking establishment, where they are kept pending orders from the military authorities.

Owens Horses Killed.

On the Gray train were 250 men and 70 horses. Seven of the horses were killed outright and five of the others were so badly injured that they were shot. After there was a certainty that all the injured had been attended and the injured horses put out of their misery, the people of Sand Point looked to the wants of the men. Breakfast was served from tables in the schoolyard and every house was opened to attend to the wants of the men.

Responsibility for the wreck will not be definitely placed until three inquiries which are under way are completed. In addition to the Coroner's inquiry, investigations are being made by the railway and military authorities.

Reported Ahead of Schedule.

The troop train had been given clearance at Arnprior, although it was stated to have been from ten to fifteen minutes ahead of its schedule time. It is reported that after the troop train left

which won many prizes at the Royal Winter Fair at Toronto last year.

Official Statement.

While officers of the Canadian Pacific Railway decline to know any statement until an official inquiry is made, inquiries are being done by any employees. It is acknowledged that the train carrying troops was slightly ahead of train order schedule on passing Arnprior and the possibility is that it drove beyond the crossing track at Sand Point before the eastbound freight was scheduled to draw into it. The officers, however, would not disclose names, a statement from the office of the General Manager merely saying that all men on the military special en route to Petawawa, carrying Squadron A, Royal Canadian Dragoons, and B Company, Royal Canadian Regiment from St. John's, Que., and the Royal Horse Artillery met the freight train near Sand Point. Two were killed and five injured. Captain Cullinan and Trooper Gordon, R.C.R.D., were riding in the horse cars at the head of the mixed special train. The first car apparently took the shock of impact, as many of those riding in the rear coaches were unaware that the accident had taken place. The other passengers were also in the first car. There were all only superficially injured, as far as can be ascertained by the coroner. All are in the Renfrew Hospital under the care of the army's doctors.

Scene of Other Disasters.

The fatal railway accident at Sand Point recalls other similar disasters at the same point. There is no more "famous" spot on the White Canadian Pacific Railway than this, as this particular bit of track is the same as that a transcontinental train had a fatal clash at that spot, and papers at that time, referring to the wreck mentioned earlier disasters. Sand Point itself is also a bucklers area, for a terrific explosion occurred there about a score of years ago, doing terrible damage and costing lives.

The place is prettily located on the Ottawa River. The railway mileage is 21, but the tracks run to Carleton

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In addition to the Coroner's inquiry, investigations are being made by the railway and military authorities.

Reported Ahead of Schedule.

The troop train had been given clearance at Arnprior, although it was stated to have been from ten to fifteen minutes ahead of its schedule time. It is reported that after the troop train left Arnprior efforts were made to raise the telegraph operators at Brassards or Sand Point, the two stations west of Arnprior, but at the latter station there was no one on duty, and it is said that the Arnprior station could not be raised by wire. It is reported that the freight train was running on schedule time, and would have easily reached the siding at Sand Point if the troop train had not been running ahead of time.

When the crews of both engines saw that a crash was inevitable they jumped just before the impact and escaped uninjured. The crew of the troop train was: W. Keay, engineer; A. C. Fraser, conductor, and J. Shouldice, fireman. The freight train: Alex. Hamilton, engineer; J. A. Reddison, conductor, and W. Stacey, fireman. All members of both crews are from Minden Falls. Before jumping, the engine crews had put on all the brakes, and could do nothing more.

Among the horses killed was Ray Sandra, owned by Captain James Ward,

that spot, and papers of that time, referring to the week mentioned earlier disasters. Sand Point itself is also a quiet town, for a terrible explosion occurred there about a score of years ago, doing terrific damage and causing loss.

The place is prettily located on the Ottawa River. The railway village is H., but the tracks run via Carleton Place and Almonte and by direct route it would be little more than an hour's drive to Ottawa. The town is backed on the side of a wooded hill overlooking the Ottawa River, which at that point is three miles wide and is known as Norway Bay, after which it named the famous summer resort across the river on the Quebec side.

Condition in Uncertain.

Russell, July 25. — Troopers James Doherty and Joseph Lamarche of the Royal Canadian Dragoons, the most seriously hurt of the five men injured in today's train wreck at Sand Point, were reported from Victoria Hospital last night to be "feeling fairly comfortably." Their condition was said to be "uncertain" as the extent of their wounds cannot be definitely fixed until X-ray pictures taken this afternoon are developed tomorrow.

Doherty is known to be suffering from dislocations to his neck and shoulders. Lamarche's injuries are described as also being very painful.

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THE GLOBE, TORONTO, THURSDAY, JULY 26, 1928.

Head-On Train Collision

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out. He regained consciousness immediately after being released. The other injured men were not covered with heavy wreckage, but at first it was feared that several had been buried in the debris or had been killed by the horses, which were wild with fright.

Church Becomes Hospital.

The crash of the impact awaked people living in the district, and of once none were sent for doctors. They came from Saint Point and Arnprior and the injured men were given immediate attention. The United Church just a short distance from the scene of the wreck, was converted into a temporary mosque and hospital. When the more seriously injured of the men had been given first aid, they were taken to the Victoria Hospital in Renfrew.

Dr. Jamieson, Curator, of Arnprior was notified, and after ascertaining the other medical men in attending the injured, sprang an appeal, which was answered until Friday. The bodies of the two men were then taken to an Arnprior Undertaking establishment where they are kept pending orders from the military authorities.

Dezen Horses Killed.

On the troop train were 250 men and 70 horses. Seven of the horses were killed outright and five or six

which won many prizes at the Royal Winter Fair at Toronto last year.

Official Statement.

While officers of the Canadian Pacific Railroad declined to divulge any statement, itself, an official announcement made yesterday by the company, states that it is acknowledged that the train carrying troops was slightly ahead of train order schedule on passing Arnprior and the possibility is that it drove beyond the crossing track at Saint Point before the eastbound freight was scheduled to draw into it. The officers, however, would not discuss cause, a statement from the office of the General Manager merely saying that at 4:58 a.m., the military special en route to Petawawa carrying Captain A. Royal Canadian Guards and D Company, Royal Canadian Regiment from St. John's, Quebec, and the Royal Horse Artillery Saint Point, two were killed and five injured. Corporal Cullinan and Trooper George R.C.D., were riding in the horse car at the head of the mixed special train. The first car apparently took the shock of impact, as many of those riding in the rear coaches were unaware that the accident had taken place. The other casualties were also in the first car. They were all only superficially injured, as far as can be ascertained by the commandos. All are in the

T. H. PRATT RESIGNS AS BOARD CHAIRMAN

51 YEARS IN MINISTRY

A. F. Hatch Succeeds Veteran Hospital Governor at Hamilton

AIRPORT BY-LAW PASSES

(Chair Correspondence of The Globe.)
Hamilton, July 25.—T. H. Pratt resigned as Chairman of the Board of Hospital Governors this afternoon, when the annual election of officers was held. He has been a member of the board for the past 22 years and was Chairman for 18 consecutive years. Mr. Pratt's withdrawal from the headship of the board was deeply regretted, but he expressed a wish to be relieved of these heavy responsibilities. F. F. Threlkeld and others paid tribute to Mr. Pratt's years of service on the board, and it was decided to draft a formal resolution, which will be presented at the next meeting of the board.

REV. CANON H. B. PATTON,
who has retired after thirty-three years
as rector of St. John's Church, Pre-
ceptor, and Bishop of the Diocese of Peter-
borough, Canon and Mrs. Patton will
in future reside in Toronto.

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