

York Yard.

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The Globe

VOL. LXXV, NUMBER 2414

TORONTO, FRIDAY, NOVEMBER 27, 1920

24 PAGES

THE WEATHER
Probabilities: Partly fair; much
the same temperature.
The sun from 11 a.m. to 4 p.m. and 6 p.m. to 8 p.m.

MANY KILLED IN MIDNIGHT TRAIN WRECK NEAR TORONTO

URGE CAMPAIGN TO HELP GOODS MADE IN CANADA

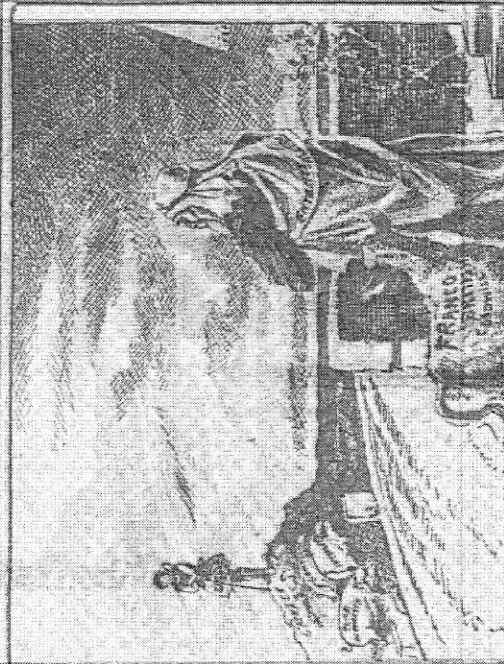
Boards of Trade in Con-
vention Ask Support of Can-
adian Industry

CARE FOR THE IMMIGRANT

Resolution in Green Rules on
Four Fails to Get
a Majority

Three days of the session of the Immigration Committee of the House of Commons ended yesterday with the passage of a resolution recommending that the government should take steps to secure the employment of immigrants in the city of Toronto.

HOPING FOR THE RETURN OF THE PRODIGAL SON



FARMERS ONLY GET SUPPLIES TO KEEP ALIVE

Food Distributed in China's
Famling Areas Goes
to Very Few

WEAK ALLOWED TO DIE

People Now Living on Roots
and Leaves—Pestilence
Looms For

In Russia nation
of famine conditions
prevail. Starvation
is rampant. The
government has
allowed the people
to starve. The
people are now
living on roots
and leaves.

No Conciliation Till Murders End

LONDON, Nov. 26.—The
Irish problem again was
brought up in the House of
Commons today and the
question of conciliation be-
tween the Irish people was
discussed. Premier Lloyd
George, giving his opinion
in the matter, declared
that he had always been con-
vinced that no policy of con-
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land until the reign of terror
has been broken, for that
very obvious reason that

G.T. LIMITED HITS BROKEN RAIL: PULLMANS CRASH INTO FREIGHT; DIFFICULT TO IDENTIFY BODIES

Train Going to Montreal is Wrecked on Out-
skirts of the City—Running 25 Miles an
Hour, and Pullmans Bump Over Ties and
Then Are Sideswiped by Freight Going
West

ALL PERSONS ON ONE SIDE OF SLEEPING CAR BELIEVED DEAD

Wrecking Train is Hurried to the Scene—Some
Injured Sent to Grace Hospital—Number
of Dead Cannot be Learned Early This
Morning—Day Coach Escapes Without
Damage

The Grand Trunk Pullman Flyer on route from Toronto to

November 27
1920

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No Conciliation Till Murders End

(Associated Press Despatch.)
LONDON, Nov. 25.—The Irish problem again was brought up in the House of Commons to-day and the question of conciliation between the Irish people was raised. Premier Lloyd George, giving his opinion in the matter, declared: "I have always been convinced that no policy of conciliation is possible in Ireland until the reign of terror has been broken, for the very obvious reason that men in Ireland who would be prepared to enter into negotiations at the present time are in terror of their lives and cannot do so freely."

LORDS CARRY SECOND READING

Home Rule Bill Advanced a Stage in Upper House

(Associated Press Despatch.)
London, Nov. 25.—The House of Lords to-day carried the second reading of the Home Rule Bill, rejecting the proposal for adjourn-

Train Going to Montreal is Wrecked on Outskirts of the City—Running 25 Miles an Hour, and Pullmans Bump Over Ties and Then Are Sideswiped by Freight Going West

ALL PERSONS ON ONE SIDE OF SLEEPING CAR BELIEVED DEAD

Wrecking Train is Hurried to the Scene—Some Injured Sent to Grace Hospital—Number of Dead Cannot be Learned Early This Morning—Day Coaches Escape Without Damage

The Grand Trunk Eastern Flyer en route from Toronto to Montreal was wrecked at midnight.

One estimate at four o'clock this morning was to the effect that ten persons had perished.

The wreck occurred on the outskirts of Toronto. The ill-fated train had climbed the grade and was gathering speed. It was travelling between 25 and 30 miles. As it passed the crossing at Hickson avenue, a short distance east of Little York, the engine ran onto a broken rail, lurched, but apparently stuck to the track.

The cars behind jumped. The leading day coaches closely followed the engine. The big, heavy Pullmans following commenced to rock and plunge on the ties. They swayed inward between the two tracks.

As the flyer left the rails a freight train coming from Belleville was approaching from the opposite direction on the other track.

Neither train could come to a stop in time. The swaying, jolting cars of the derailed flyer were "side-swiped" by the

November 23
1920

SATURDAY, NOVEMBER 27, 1920.

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SCENE FROM EARLY MORNING TRAIN WRECK



The terrific force with which a locomotive of a westbound train "side-swiped" a Pullman car in the eastbound night flyer on the Grand Trunk one mile east of the Main street bridge in East Toronto. The havoc wrought to the Pullman car indicates what heavy loss of life and property might have resulted had both or either trains been travelling at full speed.

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Globe
27 November 1920

A BROKEN RAIL WRECKS G.T.R. MONTREAL FLYER

Side of Pullman Cars Smashed
by Side-Swipe of Freight
Train.

TWO MEN ARE KILLED

Bodies of Killed and Injured
Rescued From Broken
Cars.

East Toronto was the scene of a
bad wreck on the Grand Trunk Rail-
way at midnight.

Two people were instantly killed
and four injured when the To-
ronto to Montreal night flyer left
the track and was side-swiped by a
west-bound freight train. The pas-
senger train was barely beyond the
city limits when it ran into a
broken rail, 300 yards east of Hick-
son avenue.

Whether the rail was broken before
the train struck it or the
steel ribbon snapped under the
coach will never be known.
The engine of the passenger train,
the two express cars, had passed over
when the middle section, the day
coaches, and the tail-end Pullmans,
Makura, Latourelle, Lindsay and
Royal City, left the rails and started
sideways from side to side over the
roadbed. The emergency brakes
went into action and gripped the
flying wheels. The train was slow-
ing up and passengers were hurled
from their berths and seats. Out of
the end a heavy freight was pound-
ing slowly along down grade into
York yards. Engineer Patrick Walsh
of the freight, peering out into the
night, saw showers of sparks
rushing from the car wheels of the
passenger train. He realized some-
thing was wrong and applied his
emergency brakes. In the engine cab
of the passenger train Engineer Mar-
shall of Belleville was doing every-
thing to bring his train to a stand-
still. But the distance was too
short and the heavy steel Pullmans
slung over the track came in con-
tact with the freight.

Grazed Into Pullman.

The freight cars gouged into the
Pullmans and tore away the sides.
The Pullman Makura crumpled up
like cardboard. The side of the
Pullman Makura rolled off just like
one would open a can of sardines by
rolling back the lid. The side of the
steel sleeper was rolled back from
one end to the other, with its bunks,
mattresses, hammocks, clothing, and
everything was caught in the impact.
The whole train was derailed and
came to a stop opposite the Toronto
brick works. The roadbed was torn
up for a considerable distance. The
rails were snapped in many places.
The wooden ties were ground into
matchwood. The heavy trucks of the
Pullmans sank deep into the road-
bed, while the whole train was tip-
ped on an angle at the edge of a
twenty-foot embankment on the
south side.

The four Pullmans suffered most.
The first two sleepers, Makura and
Latourelle, plunged into the freight.
One Pullman end was jammed
through the heavy steel vestibule of
the freight.

more casualties would be found. The
Star was informed that only two
bodies had been located.

The Makura, the ill-fated Pullman
sleeper that bore the brunt of the
wreck, had all of its left wall and
about a third of its roof ripped off.
All the berths along the left half of
the car were torn out and completely
demolished. The car itself had jump-
ed right off the rails and buried its
wheels and understructure in the
clefway between the main double-
tracks. As there is a slight curve in
the road-bed here, and as the roof
of the pullman had lurched over
towards the track along which the
freight train was travelling, the
Makura received the full impact of
the collision. Its steel side was whip-
ped off, and if it had been made of
tin it could not have been more
badly twisted and crumpled up. The
railway ties were dragged up, broken
in two and crunched into small kind-
ling, while the heavy steel rails were
bent and broken.

At eight o'clock this morning En-
gineer T. H. Marshall and Fireman
A. G. Cooper were both still on duty
in the locomotive that was drawing
the Montreal Flyer. Conductor H.
McMillan, who was in charge of the
Flyer, accompanied the emergency
train, which carried the uninjured
passengers on their way to Montreal.

The accident occurred just east of
the city limits, about four blocks be-
yond the end of the Danforth car
lines and just south of the Sunset
Inn. The train is said to have con-
sisted of a locomotive and eleven
cars of which seven were Pullman
sleepers.

This morning, about 50 yards up
the track in rear of the wreck had
been relaid and it was stated that
four Pullmans had been taken away.
The Star saw the locomotive, which
is one of the big Pacific type, fol-
lowed by an express car, a combined
express and passenger coach, a day
coach and three Pullmans — the
Makura, the Latourelle and the
Lindsay. The last two coaches and
the three Pullmans were all derailed,
having jumped the tracks in the
direction of the other main line. The
day coach had the last three windows
on the left side smashed and a con-
siderable amount of match-boarding
ripped off, but as this was just out-
side of the smoking compartment, no
great damage was done. The next
car was the Makura, which suffer-
ed so terribly. The Latourelle had
some windows cracked and both it
and the Lindsay had ugly gashes
along their sides, but none of the
cars suffered in any degree compar-
able to the damage wrought on the
Makura.

HON. MANNING DOHERTY IS HOME FROM BRITAIN

10,000 Immigrant Farmers for
Ontario—Embargo Against
Cattle Maybe Removed.

Ontario may have an influx of no
fewer than 10,000 immigrant far-
mers from England and Scotland
next spring, in the opinion of Hon.
Manning Doherty, Provincial Minis-
ter of Agriculture, who arrived home
last night after a stay of some four
weeks in England. The most of these
will be a very desirable class of
tenant farmers, he believes, and a
large number of them will have a
considerable amount of ready cash
with which to purchase farms and
implements and get right down to

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Second Body Identified as That of Chicago Man

After a search of the wrecked Pullman car, Makara, of the Toronto-to-Montreal night flyer on the C. T. R., railroad officials found yesterday morning that the death toll had been limited to two persons, whose bodies had been taken from the wreck early yesterday morning. The officials had feared that the toll would be much heavier, in view of the terribly shattered condition of the sleeping-car.

The casualty list now is:

DEAD.

Nathaniel Brown, porter, College street, Montreal.
Michael J. Sullivan, 4562 South Halstead street, Chicago.

INJURED.

George Harrow, Lacombe, Ont.
Alfred Sneider, St. Jacobs, Ont.
William Wallace, Viking, Alta.
W. R. Craig, Milwaukee.
J. H. Brodie, Montreal.

The identity of Brown was easily established with the assistance of porters of other cars on the train, but not until the wrecking crew had uncovered the debris of the berth which had been occupied by the second victim were any clues obtained to his identity.

Identified by Official.

Yesterday General Superintendent G. G. Bowker issued a statement that he was Michael J. Sullivan of Halstead street, Chicago, an operative of the Pullman Company. He was operative No. 21, and in the pocket of his vest were found instructions from the Pullman Company, detailing his duties until December 1, which provided for last night's trip on the wrecked train. There was also an affectionate note from his aunt of Halstead street, Chicago. These clues leave no doubt as to his identity. The Pullman Company has been asked to send a representative to Toronto to take charge of the remains.

The official explanation of the accident yesterday was that it was due to a broken rail which had been imperfectly rolled.

None of the injured was reported to be in a serious condition at Grace Hospital, where they are being taken care of by the railroad. One of the injured, J. H. Brodie of Montreal, is at a local hotel. All of them told stories of miraculous escapes.

Vindication for Steel Cars.

One passenger, R. J. Appleby of Bridgeport, Conn., pointed out that the accident served to show the value of steel cars. If the train had been made up of wooden coaches the death list would have been appalling, he claimed.

Officials of the company who remained on the scene after the remains of Brown and Sullivan had been taken from the coach, felt certain that others would be discovered in the wreckage. Coroner Densmy, while he believed that the examination of the car had been careful, remained until the freight train was pulled away to allow access to the wrecked Pullman. It seemed impossible that any passenger in the car could escape death. The car was a mass of twisted steel.

Not a Woman's Hand.

The explanation of the report of the death of a woman is that a hand, which later turned out to be that of Sullivan, was observed in

(Continued on Page 12, Col. 1.)

**BURN OLD BATONS;
ISSUE NEW ONES
WEIGHING MORE**

**Police Get Persuaders
Which Carry More Weight
in Argument**

November
25
1920
Globe

Damage

The Grand Trunk Eastern Flyer en route from Toronto to Montreal was wrecked at midnight.

One estimate at four o'clock this morning was to the effect that ten persons had perished.

The wreck occurred on the outskirts of Toronto. The ill-fated train had climbed the grade and was gathering speed. It was travelling between 25 and 30 miles. As it passed the crossing at Hickson avenue, a short distance east of Little York, the engine ran onto a broken rail, lurched, but apparently stuck to the track.

The cars behind jumped.

The leading day coaches closely followed the engine. The big, heavy Pullmans following commenced to rock and plunge on the ties. They swayed inward between the two tracks.

As the flyer left the rails a freight train coming from Belleville was approaching from the opposite direction on the other track.

Neither train could come to a stop in time. The swaying, jolting cars of the derailed flyer were "side-swiped" by the freight.

The sleepers were modern steel-constructed Pullmans, but the first of them was crushed to tinder.

The car which bore the brunt of the collision was the Pullman Makura.

The whole side of this Pullman seemed to be literally wiped out.

It was completely torn from the rest of the car, and seemed to be scattered in fragments along the track.

At four this morning two bodies had been recovered, one that of Nathaniel Brown, a porter, and one unidentified man.

Railway officials were sure that a woman's body was in a berth, and possibly that of a child.

The officials stated that it would be two hours perhaps before they could enter the wrecked Pullmans to get the bodies. They were not hopeful of many identifications. They were sure several other bodies were in the car.

The car is so damaged no hope is held out for any passen-

le in Orange, N.J., with the initials
ne berth.

Passengers Are Crushed.

This Pullman bore the tragedy of
the wreck. With the tearing off of
its whole side, passengers who were
already in their berths were literally
crushed to pulp without a moment's
notice. Bodies, berths and wreck-
age were indiscriminately crushed
and scattered, and the work of iden-
tification for hours proved well nigh
impossible.

Pullman Lindsey Wrecked.

Two cars behind the doom-
ed car Makura came the steel Pull-
man Lindsey. The front of the
Lindsey was smashed in and the
windows and furniture in the car
were badly broken. None of the pas-
sengers on this car, however, is be-
lieved to be seriously hurt.

Seven coaches in all left the rails.

Conductor McMillan Hurt.

Conductor McMillan, in charge of
the flyer, was on the platform be-
tween the Makura and the Lind-
sey at the time of the collision, and
his escape seems miraculous. His
hand was badly torn and he was con-
siderably cut and bruised.

The freight train remained on its
track. Engineer Patrick Walsh, who
was on the far side of the cab, es-
caped unharmed, but his fireman, on
the side of the flyer, received an ugly
gash on the head. The engineer of
the flyer, Thomas Marshall, and his
fireman were not hurt.

Freight Conductor's Story.

In an interview with The Globe
on the ground, shortly after the col-
lision, Engineer Patrick Walsh of
the freight train said he first no-
ticed fire coming from the brakes
of the approaching passenger train.
The engine was on the track, but
some of the cars behind seemed to
be swaying. He was only about 100
yards away when he noticed this.
He immediately applied the brakes
on his own train and almost as soon
did so he saw that one of the pas-
senger cars had jumped the tracks.
It lurched over the right-of-way
and between the tracks.

TORONTO DAILY STAR

TORONTO, FRIDAY, NOVEMBER 26, 1920.

6 O'CLOCK EDITION

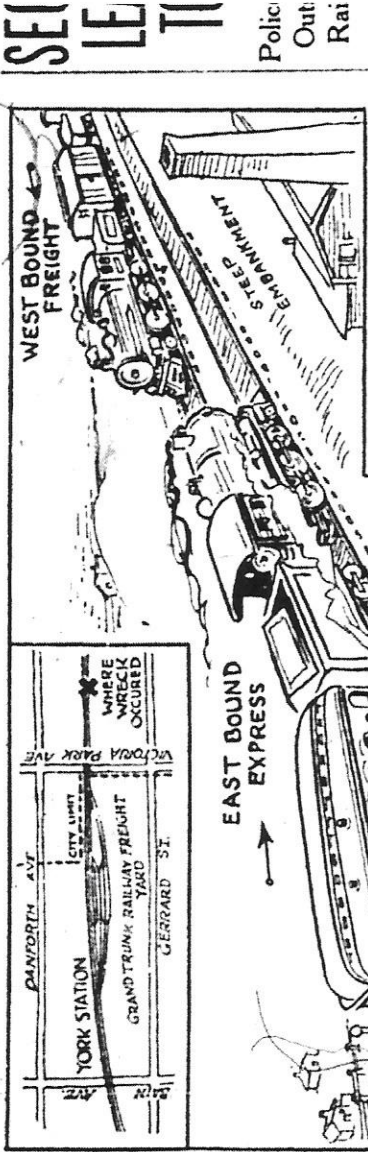
FEIN MOVEMENT ARRESTED

INDIAN AGAIN USES SPLIT OF AW MATERIALS

to, Trades Union Con-
gress Hissed for Stand
He Takes.

ON IN LONDON

By THOMAS GEGGIE.
Cable to The Star by a Staff
Correspondent. Copyright.
N. Nov. 26.—The Interna-
tional Union of Workers held
sittings on Wednesday, but
assumed the public discussion
in resolutions recommended
tion by the various commit-
tees and voting on these
no provided further evidence
no distinct schools of trades
ought are represented in this
left group, comprising Italy,
Sweden and Switzerland,
anaristic trades unionists,
France, Germany and other
n countries are represented
istic trades unionists.
No Political Labor.
e right, Delegate Halford, of
loses no opportunity of de-
bating



OVER \$100,000 SPENT TO TRACE A. J. SMALL

Mrs. Small Returns to the City
and Comments on John
Doughty's Arrest.

Arriving in the city this morning from New York, Mrs. Ambrose J. Small, wife of the missing theatrical magnate, drove directly to the Capital Trust Company offices for a conference with Dr. G. R. Connolly, managing director of the company, for the Small estate, and it was just as she conducted this and was on the point of leaving for an interview with her solicitor that, with characteristic gracious-

INJURED TELL OF THE WRECK OF FLYER IN EAST TORONTO

HOW THE TRAIN WRECK HAPPENED.
The above sketch was made by The Star artist, who visited the scene of the G. T. R. wreck this morning and depicts how the accident happened. The picture shows the passenger train as it approached the broken rail, which can be seen in the picture, and how it was thrown over on to the other track. The approach of the freight train, which sideswiped the Pullman, is also seen in the picture.

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TORONTO DAILY STAR

TORONTO, FRIDAY, NOVEMBER 26, 1920.

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TWO CENTS

NINETEEN MEN WERE KILLED

CANADIAN AGAIN OPPOSES SPLIT OF RAW MATERIALS

Delegates to Trades Union Congress Hoped for Stand He Takes.

SESSION IN LONDON

By Thomas Briggs.
Special Cable. The first of the International Trades Union Congress held its annual session in London, today, to discuss the question of the split of raw materials.

The delegates, representing 100,000 workers in 25 countries, are expected to meet in London, today, to discuss the question of the split of raw materials.

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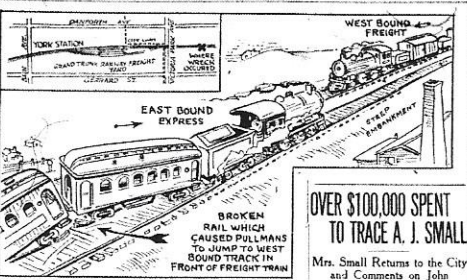
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INJURED TELL OF THE WRECK OF FLYER IN EAST TORONTO

W. H. Wallace Says Staying Up to Read Saved His Life.

TWO MEN ARE KILLED. Official Statement Places Dead at Two—Broken Rail Caused Accident.

Two men were killed and two injured slightly, but it is estimated that there were only two persons who were killed in the wreck last night, and that there were two men who were injured.

The Canadian delegate to the session of the League of Nations, Mr. Wallace, said that he was staying up to read and that he was not sleeping.

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SECOND OFFICER LEAVES TORONTO TO MEET DOUGHTY

Police Wish to Guard Against Outside Agents, Who May Raise Extradition Difficulties.

WITNESSES AT TRIAL

Toronto detective has left the city on instructions from Chief of Police Doughty to meet Detective Sergeant Mitchell and John Doughty, who are on their way to meet him.

It is understood that the detective has been sent to meet Mitchell and Doughty to discuss the case of the man who was killed in the wreck.

A lawyer has been picked to defend the man who was killed in the wreck.

The man who was killed in the wreck is expected to be tried in Toronto.

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It was just as she concluded this and was on the point of leaving for an interview with her solicitor that, with characteristic brusqueness, she consented to talk for a few minutes to the Women's Department of The Star.

She said that she was very tired and that she was not sleeping.

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BROKEN RAIL CAUSED PULLMAN TO JUMP TO WEST BOUND FREIGHT TRAIN

How the Train Wreck Happened. The above sketch was made by The Star artist, who visited the scene of the C. T. H. wreck this morning and depicts how the accident happened.

The freight train was approaching the passenger train as it approached the broken rail, which can be seen in the picture, and how it was derailed, after on to the other track. The approach of the freight train, which derailed the passenger train, is also seen in the picture.

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BISHOP DECLARES CLERGY THREATENED

London, Nov. 26.—Declaration at the "Bible Society" meeting to which the people of Ireland are expected to be sent as a long time ago, to be a long time ago.

The Bishop of London, who is expected to be sent as a long time ago, to be a long time ago.

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OPPOSED TO ABOLITION OF JUDICIAL COMMITTEE

Deliberations. The object of the Association of Banks of Trade and Commerce is to oppose the abolition of the Judicial Committee.

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THE WEATHER

FRIDAY, NOVEMBER 26, 1920. The local forecast is for a day of rain, with a high of 45 and a low of 35.

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WOMAN IS STRUCK ON HEAD WITH AXE

Mrs. Elizabeth Kneale, 11 years old, was struck on the head with an axe by her mother, who was angry with her for not doing her school work.

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