

THE EVENING RECORD

WINDSOR

VOL. 22, NO. 154

The Evening Record, Published Continuously for 22 Years, Sept. 7, 1912 WINDSOR

Twelve Injured When Eastern Flyer Jumps Track Near Chatham

Miss Lafferty, Brother of Former Windsor Physician, Lies Fatally Hurt in Maple City Hospital—Death Expected at Any Moment.

Spreading Rail is Blamed

Passengers Extinguish Fire in Wrecked Diner When Two Cars Leave Rails as International Limited Was Going 45 Miles an Hour—Mrs. Don. McGregor, Daughter of Windsor People, Injured.

(By Staff Correspondent.)

Chatham, Sept. 27.—Miss Lafferty cannot live say the physicians. She now lies in the hospital with her back broken. Her death is expected at any time.

Miss Lafferty is a sister of Dr. Theo. Lafferty of Detroit, a former well known physician of Windsor.

Another woman injured in the wreck and well known in Windsor, is Mrs. Don McGregor, of Chatham, formerly Miss Lillian Evans, daughter of Mr. and Mrs. F. S. Evans, 171 Ouellette avenue. She received a cut in the back of the head, others on the face and minor bruises, and a general shaking up. She will be confined to her bed for a few days.

Mrs. McGregor is the wife of Mr. Donald McGregor who is to join partnership with Mr. John Duck to handle the Ford agency in the Windsor district. They are to locate in a proposed garage at the corner of Chatham and Ferry streets.

Chatham, Sept. 27.—While travelling at a rate of 45 miles an hour, Grand Trunk train, No. 16, due in this city at 5.18, was wrecked five miles west of the city shortly before 5 o'clock yesterday afternoon.

Miss Lafferty, a Chatham school teacher, was badly injured and attending physicians say she cannot recover. A large number of Chatham people, on the last Thursday excursion of the year, were injured, but none seriously. The most severely injured are:

Mrs. Mead, of Kent Bridge, injured about the back and side cut. Mrs. Robert Coyle, Chatham, badly shaken up and back injured. J. E. Richards and wife, both of this city, injuries consist of cuts and bruises, the latter probably has ribs broken. Miss T. S. Lewis, 1999 John street, Detroit, head cut. Mrs. Cox, Walmer road, Toronto, head cut and bruised. Miss Costello, Toronto, head cut and suffering from shock. M. E. Gray, Brantford, head cut and back injured.

BROUGHT TO HOSPITAL.

The first five were brought to the city immediately after the wreck and hurried to the hospital.

Miss Helen Wilson, 73 George street, Hamilton, was brought to the city, but was not taken to the hospital. Her injuries consisted of bad bruises to the lower limbs and she also suffered considerably from shock.

The train was in charge of Conductor Higgins, of Toronto, and Engineer Overend, of the same place.

TRAIN NEAR THE DIAMOND.

The conductor stated that he had left Windsor on time and was keeping up his schedule at the time of the accident. The train was about a mile and a half west of the diamond at Ringold and in a few seconds more would have started to slow down for the crossing.

The accident came with such suddenness that no one knew what had happened till they found themselves sprawled out on the floor of the cars. The train consisted of six cars, a diner, sleeper, chair car, two day coaches and a baggage car. With the exception of the diner and one of the day coaches, all of the cars remained on the roadbed.

TWO CARS TELESCOPED.

The other two telescoped and it was found in these that the majority of the injured were travelling.

The conductor could give no explanation for the accident. He believed it possible that the rails had spread, although he could find no evidence to show that this had been the case when he inspected the roadbed following the accident.

One of the waiters in the dining car was also injured by flying glass and he had several teeth knocked out when the jar of the collision sent him headlong against the side of the car. He was also brought to the city for treatment.

List of Injured.

The complete list of injured: Mrs. Rev. A. A. Warren Hastings, Alpena, Mich., badly bruised; Miss Murphy, Chatham, shock; Jas. Ewing, Chatham, bruised; Miss Mildred Shaffer, Detroit, shock; Harold Jarvis, Detroit, shock and both hands cut; Miss Mackness, Chatham, badly shaken up; Mrs. Don McGregor, Chatham, head cut and body bruised; Mrs. Fenning, Chatham, face bruised; Mrs. B. E. Richards, Chatham, bruised; Miss Sharp, Burlington, bruised; Mrs. Biggar, Mount Pleasant, bruised; Mrs. Clobery, Hamilton, wrist sprained; Mrs. Turnbull, Hamilton, body bruised; Mrs. Robert Coyle, Chatham, wrist sprained; Mrs. Jebbs, address unknown, badly bruised; Mrs. Barr, Chatham, shock; Miss Eva Barassin, Chatham, shock; Mrs. John Park, Chatham, shock; Mrs. Arthur Cartier, Chatham, shock; colored porter of the dining car, nose cut and teeth knocked out.

Miss Mackness is also in a serious condition, her mind being apparently affected by the shock.

The train due to arrive in Chatham from Detroit at 5.18 p.m., hit a bad rail two and a half miles west of the Canadian Pacific railroad diamond.

Crowded Coach Turns Turtle.

The engine ran on one rail for 22 car lengths. The day coach and the diner turned turtle and landed in the ditch while the last two cars broke away from the train and remained upright on the roadbed. The train was in charge of Conductor Higgins and Engineer Overend.

The schedule time for the train is 45 miles an hour, and Engineer Overend said that he was not exceeding that speed, but some passengers declare the speed was greater.

Half a dozen doctors from this city were soon on the scene attending to the injured, who, as soon as their wounds were dressed, were brought to the Chatham hospital.

The day coach was filled with people mostly Chathamites. This was the last day of the cheap excursions to Detroit, and many from this city made the trip.

After the day coach pitched into the ditch it caught fire, but the flames were soon extinguished.

Herbert Biggar, 259 Talbot street, London, a newsboy on the train, was one of the first to recover after the shock and he was first to render aid. It was largely due to his heroic conduct that the injured were rescued quickly. The dining car was badly wrecked.

Injured Taken to Chatham.

Large numbers of persons visited the wreck, going out in motor cars, and every assistance was given the doctors in caring for the injured and bringing them to the city.

The wrecking train arrived on the scene about 8 o'clock and commenced the work of clearing the track. Had it not been for a roadway crossing the track near the place of the accident, the other two cars also would have gone into the ditch. They stopped on this roadway when they left the track.

September 27 1912

FEW MILES WEST OF CHATHAM TWO COACHES ARE TELESKOPED

Conductor and Crew Can Give No Explanation of Accident Unless the Rails Spread Though There Is No Sign of This—Accident Came With Such Suddenness That No One Knew What Had Happened

PASSENGERS EXTINGUISHED FIRE IN THE WRECKED DINER

Passengers Had Difficulty in Getting Out, Being Forced to Crawl Through the Doors on Their Hands and Knees.

CHATHAM, Ont., Sept. 26.—While traveling at a rate of 45 miles an hour, Grand Trunk train, No. 26, due in this city at 5:18, was wrecked five miles west of the city shortly before five o'clock this afternoon.

Miss Lafferty, a Chatham school teacher, was badly injured and attending physicians say she cannot recover. A large number of Chatham people, on the last Thursday excursion of the year, were injured, but none seriously. The most seriously injured are:

Mrs. Mead, of Kent Bridge, injured about the back and side out.

Mrs. Robert Coyle, Chatham, badly shaken up and back injured.

J. B. Richards and wife, both of this city, injuries consist of cuts and bruises, the latter probably has ribs broken.

Miss T. S. Lewis, 1939 John street, Detroit, head cut.

Mrs. Cox, Walmer road, Toronto, head cut and bruised.

Miss Costello, Toronto, head cut and suffering from shock.

M. E. Gray, Brantford, head cut and back injured.

The first five were brought to the city immediately after the wreck and hurried to the hospital.

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The train was in charge of Conductor Higgins, of Toronto, and Engineer Ovensend, of the same place.

Train Near the Diamond.

The conductor told The Free Press to-night that he had left Windsor on time and was keeping up his schedule at the time of the accident. The train was about a mile and a half west of the diamond at Ridgely and was a few seconds more would have started to slow down for the crossing.

The accident came with such suddenness that no one knew what had happened until they found themselves sprawled out on the floor of the cars. The train consisted of six cars, a diner, sleeper, chair car, two day coaches and a baggage car. With the exception of the diner and one of the day coaches, all of the cars remained on the roadbed.

Two Cars Telescoped.

The other two telescoped and it was found in these that the majority of the injured were traveling.

The conductor could give no explanation for the accident. He believed it possible that the rails had spread, although he could find no evidence to show that this had been the case when he inspected the roadbed following the accident.

One of the waiters in the dining car was also injured by flying glass and he had several teeth knocked out when the jar of the collision sent him headlong against the side of the car. He was also brought to the city for treatment.

Fire Breaks Out.

Following the accident a fire started in the dining car, but it was extinguished by several of the passengers before it had gained alarming proportions. To the quick actions of the passengers in this respect much credit is due, as scores would probably have been burned to death.

The passengers in the telescoped cars had difficulty in getting out, being forced to crawl through the doors on their hands and knees.

Wrecking trains were sent to the scene of the accident from Windsor and St. Thomas and finally succeeded in clearing the tracks. Grand Trunk train, No. 26, due in Chatham at nine o'clock, took the delayed passengers on their way.

That several of the other cars on the rear of the train did not topple into the ditch is due to the fact that the roadway crosses the track at the scene of the accident.

Physicians to Scene.

Several local physicians, including Dr. N. V. Bray, the company's surgeon, were notified of the accident and hurried to the scene in automobiles. They attended the injured.

M. E. Gray, of Brantford, who had his head cut and his back injured, was able to continue on his way home on the next train.

Mrs. Hastings, on her way from her home in Alpena, Mich., to visit friends in Woodstock, was seated in the day coach and was thrown against a seat, cutting her lip badly and also suffering contusions and bruises to the head. One eye was slightly scratched and bruised. She continued her trip.

BRISLEY AVE. SCHOOL
AGAIN BADLY CROWDED

GOES TO BASKIN
FOREST, Jack M. W. A. Anders
a graduate of the Forest high school,
last year's winner of the Lake Umbagog

September
27
1912

LONDON EVENING FREE PRESS

LONDON, ONTARIO, MONDAY, MARCH 3, 1913.—20 PAGES.

CIRCULATION, M.

People Killed and Scores Injured in Wrecks in Ont

IN INJURED UBLE-HEADER EAR HANOVER

ment on Owen Sound. Port
George Cole, News Agent, is
s Escape.

over, as the result of a piece of iron
k between the rail and plank. It is
posed that it was a piece of flange that
hit on the previous Sunday night
n an extra went through to clear the
k. The train kept the track for about
yards with the exception of one truck.
It followed the rest to the point where
rail broke. This apparently caused
first engine, No. 2060, to right about
the tender sliding along the rails
side for a distance of 75 yards. The
nd engine, No. 2041, glanced off the
into the ditch to the right and fell
its side.

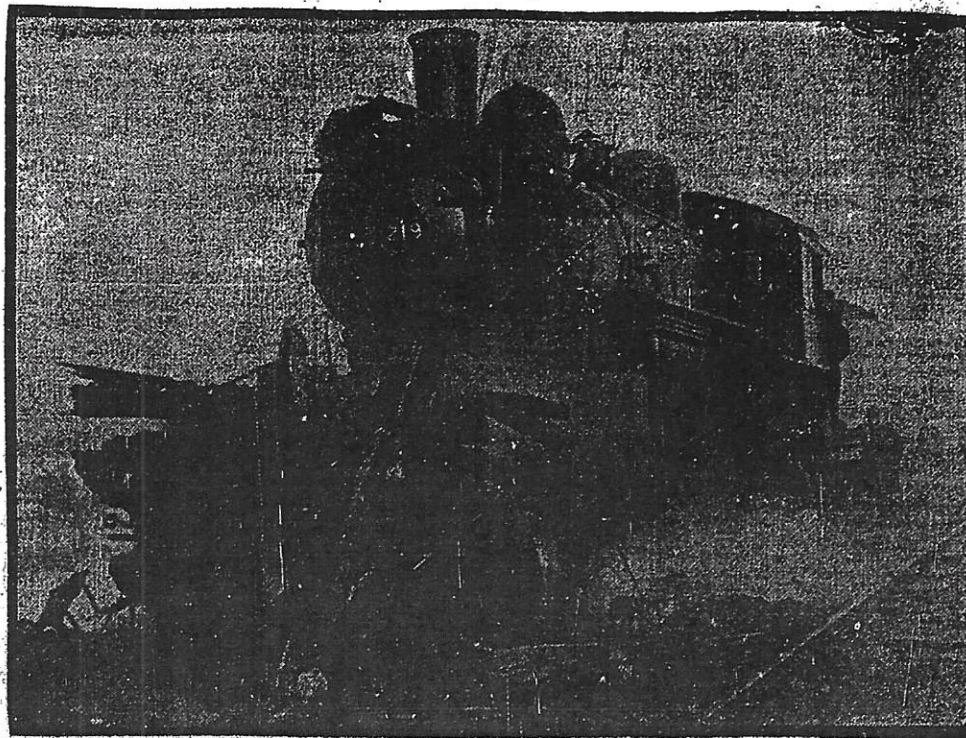
Locomotives Smashed.

Engines were almost completely
and the side of the baggage
was ripped open by coming
contact with the first engine, which
close to the rails. The first engine
tore open the side of the first pas-
enger coach, the wheels of which broke
glass in the window. The mail car
stove in on one end. The mail mat-
was badly scattered and mixed, but
not damaged.

Mail Clerks Escape.

He mail clerks, Charles McNiven and
t Merrifield, escaped without a scratch.
baggage car and coach, with engine
2204, which train was coupled with
6 on account of the heavy track, was
killed and damaged to some extent.
train was in charge of Conductor
t. of London, a man of about 40 years
age, who was in the baggage car when
happened. He was unconscious when
nd and standing on his head among
baggage. The train was traveling
ut 25 miles an hour when the acci-
ent occurred and the track was com-
pactly free of snow in this locality.
there were about 25 passengers on
and while some of them were badly
ken up and suffering from shock none

CHICAGO EXPRESS IN COLLISION WITH FREIGHT TRAIN NEAR VILLAGE OF WYOMING



(Photographed for The Free Press.)

The picture shows how the caboose of a freight train was crushed by Grand Trunk train No. 2, which caught up to it on the main line on Sunday afternoon. Conductor Cooper, of Sarnia, and his brakeman escaped without injury.

WOODROW WILSON LEFT PRINCETON EARLY IN THE DAY

To Become President of United
States To-Morrow—Students
Accompany Him

PRESIDENT TAFT HOLDS OPEN HOUSE.

With Well-Known Smile Greets Political
Friends and Enemies Alike—Was
At Work Early in Morning.

PRINCETON, March 3.—Woodrow
Wilson left Princeton early to-day for
Washington to become president of the
United States to-morrow. Mrs. Wilson,
their three daughters, the Misses Mar-
garet, Jessie and Eleanor, and an escort
of 500 Princeton students accompanied him.

TAFT HOLDS OPEN HOUSE.

WASHINGTON, March 3.—President
Taft held open house to-day and with
his characteristic smile greeted political
friends and foes. Although he was up
until 3 o'clock this morning clearing up
his desk of important business, he was

C. N. R. ENGINE GOES OVER AN EMBANKMENT; TWO DEAD

Fireman Thoms, Parry Sound, and J. Smart, a Brakeman From
Mount Albert, Men Killed—Engineer Scott, Parry Sound, Re-
ceived Slight Injuries—Accident Occurred at Leaside, a Small
Village, Four Miles East of Yonge Street, Toronto.

TORONTO, March 3.—Fireman Thoms,
of Parry Sound, and J. Smart, brakeman,
of Mount Albert, in this county, were
killed, and Engineer Scott, of Parry
Sound, received slight injuries this morn-
ing when a Canadian Northern freight
engine plunged over the embankment at
Leaside. Smart and Thoms were carried
with the engine into the ravine, but En-
gineer Scott was shot through the door
of the locomotive and landed practically
unharmed.

Leaside is about six miles up the Don
Valley and is about four miles east of

Yonge street. It is near the eastern end
of the large tract of land which forms
the Canadian Northern townsite and
there is a small village close to the sta-
tion.

The freight was running at good speed
in a blinding snowstorm when it sud-
denly left the rails and the engine, becom-
ing detached, shot down the hill.

The other members of the train crew
hastened to the rescue of their mates,
but Smart and Thoms were dead and their
bodies horribly mangled. The cause of
the accident is supposed to have been
a spread rail.

GERMANY'S BIG EXPENDITURE CAUSES WIDESPREAD COMMENT

British and Other Papers Take Marked Notice of Germany's Ac-
tivity—Army Strength Increase Very Great—Cost Will Be
Stupendous—Initial Outlay Will Aggregate \$300,000,000

TWENTY PER WABASH EX

Accident At Cayuga, Onta
Were Tossed About 1
Were Lost—Spread E

ED. EVANS, porter,
MRS. EMERSON, Don
T. H. McKellar, W
D. A. WATTS, porter,
T. M. STEWART, RO
MRS. A. J. KENDALL
MISS MARIE FISK,
MELVIN W. SHEP
J. M. GOSS, Ulice, N
L. E. SHARP, Buffal
TOROS SHAIN, Troy
H. B. HAMILTON,
MRS. L. D. MORRIS,
MISS ESTELLE SNY
H. H. HAMILTON, C
MRS. MATILDA SHU
P. B. FARRELL, BU
CONDUCTOR SHORT
EMANEAL HILLMAN
MRS. HILLMAN, ANI

CAYUGA, Ont., M
press train, east bound
score of persons were
ously. As a result of
was derailed. Five o
steep embankment.

That no one was
passengers were tossed
were shaken up and in
to the rails.

Melvin W. Sheph
American Athletic Clu
returning from Kans
won in events held th

TRAVELING AT GOOD S

CAYUGA, March 3.—The Wa
from Detroit for Buffalo wa
two miles east of here at 7:15 o
morning. Five coaches being de
rolling over a 20-foot embankm
eral people were hurt, none of t
ly. That several were not l
remarkable. Spreading rails a
for the accident. The train
ing at a fast clip and all the co
wall blew. Doctors were th
summoned from the surround
and the injured cared for in

Following is a list of the i
Mrs. L. D. Morris, of Chi
about head; Miss Estelle Sny
cago, knee fractured and head

REMAINS LAID AT RI IN WOODLAND CEM

Funeral of Mr. A. O. Graydon
Afternoon and Was
Private.

The remains of Aquilla Orn
don were quietly buried this a
Woodland Cemetery. The f
strictly private, only the
family and friends attending.
The request had been made to
am the number of floral offeri
exceptionally large. The service
ducted at 2:30 o'clock by Ver
don Richardson and Revs. B. J.

ops Fighting

Fighting has completely ceased
between the lines in front of Con-
e Gallipoli Peninsula, owing to
official announcement to-day.
Investing the Fortress of Adrian
Sunday.

RIGHT P. M., TWELVE NOON

as is known, there is a strong and
owing sentiment among moderate and
tical-minded, temperance men in
vor of legislation along such lines and

EXPRESS.

ENGINE SLIPS DOWN STEEP GRADE AND OFF RAILS

Mix-Up at Railway Street on G. T. R.
Ties Up Springbank Line for
Awhile.

A run-off that was difficult to deal with occurred yesterday afternoon on the small spur line on Railway street, which connects the Grand Trunk tracks with the street railway line to Springbank Park.

An engine was engaged in shunting some cars from one track to the other and for greater security was taking them over one at a time. A start was made on the grade, which is very steep at this point, but the weeds were so thick that the engine began to slip and get beyond control, sliding down towards the street railway tracks and shoving the car ahead of it.

The car went off the track within a few feet of the connecting switch and plowed its way towards the big embankment. The tender of the engine followed and sank in the soft earth until the axles were resting on the rails. The driving wheels of the locomotive followed and when finally brought to a stop only the small forewheels of the engine remained on the track.

The freight car off the track was too close to the street railway track to allow traffic to proceed on that line. The first car that came along was loaded with medical delegates en route to the garden party at Springbank. They were held up, as were the cars following, until arrangements could be made to send all street car traffic over one line.

The auxiliary was sent over in the evening and brought down on to the spur line, where, after several hours work, it got the derailed rolling stock back where it belonged.

June 26 1913
London Free Press

CHATHAM WRECK

Hamilton Auxillary Sent Out to Help Clear the Debris

The big steam derrick used for handling wrecks, was sent out from the G. T. R. Stuart street yards Saturday night about 6 o'clock to clear a freight wreck near Chatham. The wreck occurred at a time when the train had slowed down for the Pere Marquette diamond to fifteen miles an hour, otherwise it would have been much worse. A broken wheel was the cause of the accident, and six box cars were derailed, the tracks being torn up and badly damaged. It took the Hamilton and St. Thomas steam derricks several hours to clear the tracks for traffic. No one was injured.

October
27
1913

RAILS NEAR PUCE

ONE WOMAN SLIGHTLY HURT—
PANIC FOLLOWS WHEN FIVE
COACHES AND TENDER JUMP
TRACK.

TRAIN WAS MAKING UP LOST TIME

Tracks Blocked for Hours—Cars Re-
mained Upright After Bump-
ing over Rails and Ties—
Passengers Have Re-
markable Escape.

INJURED.

MRS. McCANN, 15 Washington
avenue, slightly hurt.

E. B. FRANK, Midland, back
sprained.

FRITZ YACHMAN, New York,
head lacerated.

MRS. FRANCES, 702 Trumbull
avenue, London, left arm hurt.

G. C. CLARKE, 113 Kirby avenue,
London, hand injured.

MRS. S. BROWN, Detroit, arm
hurt.

(Special to The Record.)

Puce, Nov. 25.—The derailment
of Grand Trunk passenger train
No. 16 was caused by a broken
draw-bar. All the passenger
coaches left the track, but the en-
gine kept to the rails. No passen-
gers were seriously injured, with
the exception of one woman, who
received some cuts about the head
and face. The fireman of the en-
gine was severely shaken up but
refused to leave his engine. The
passengers were conveyed to Cham-
ham by the local, and a special
was made up at that city to take
the passengers to Toronto.

Two of the five cars have been
placed on the track and are now
on sidetrack. The wrecking gangs
from Windsor and London are
working on the removal of the
other three cars, but traffic is held
up. No less than eleven trains, pas-
senger and freight, are held up at
Belle River. Traffic will be re-
sumed at noon.

Miss Pulling, of Sandwich, and
Mr. J. H. Roud, of Windsor, were
passengers on the train, but they
received no injuries.

An effort to make up 15 minutes
that had been lost in transferring
G. T. R. flyer No. 16 from Detroit
to Windsor on Monday afternoon,
came very near costing many of
the passengers and the train crew
their lives. The train is due to
leave Windsor at 4:15 o'clock, but
on this occasion did not leave un-
til 1:20 o'clock. While the train was
speeding by Puce, Ont., at a rate
of speed estimated to be in the
neighborhood of 50 miles an hour,
six coaches and the tender left the
rails, the engine alone remaining
on the tracks. Only one woman
was hurt, her injuries consisting
of a few scratches about the head.
Wrecking crews from Windsor and
St. Thomas were rushed to the
scene and worked hours in an ef-
fort to clear the track.

The train was in charge of Con-
ductor Higgins, and the engine
was driven by Engineer Oberwein.
When the coaches left the rails
there was great confusion among
the passengers, which included a
number of prominent Windsor men.
The track is very bad at that point
owing to the soft roadbed. It was
only a miracle that many were not
killed outright.

There was considerable hustling
around after the wreck, as the mail
train, which was due in Windsor at
5:45 o'clock, had left Chatham and
was nearing the scene of the
wreck. The train was flagged just
in time to prevent it crashing
into the stranded engine, and de-
railed train.

The passengers on the ill-fated
train were taken to Chatham and
resumed their journey on another
mail train. Wagon trains coming
to Windsor were sent over the M.
C.R. from St. Thomas to Windsor.
This train was wrecked last fall
near Prairie siding, when it jump-
ed the tracks. Several Chatham



PRINCESS MARIE

Cable despatches from Stockholm
say that all Sweden is terribly ex-
cited over the rumors that link
Princess Marie's name with two Rus-
sian officers accused of buying
Swedish military secrets. The prin-
cess, who is the cousin of the czar
of Russia, is reported to have fled
to her father's home in Paris.

TITLES FOR VARIOUS OFFICES IN CANADA

"His Excellency" and "Her Ex-
cellency" for Governor-General
and Wife—Chief Justices
and Judges to be Cal-
led "Honorable."

Ottawa, Nov. 25.—A communica-
tion from the colonial office to the
government here announces con-
currences in the adoption of certain
changes in the titles of titles for use
in Canadian officialdom. The titles
hereafter to be used will be:

1. The governor-general of Canada
to be styled "His Excellency" and
his wife "Her Excellency."
2. The lieutenant-governors of the
provinces to be styled "His Honor."
3. Privy councillors of Canada to
be styled "Honorable," and for life.
4. The auditor-general to be styl-
ed "Honorable" while in office.
5. Senators of Canada to be styl-
ed "Honorable," but only during of-
fice, and the title not to be continued
afterwards.

Speaker an Honorable.

6. The Speaker of the House of
Commons to be styled "Honorable"
during the tenure of office.

7. The chief justice of Canada, the
judges of the supreme and exchequer
courts of Canada, and the chief jus-
tices and judges of the undermen-
tioned courts in the several prov-
inces of Canada to be styled "Hon-
orable" during terms of office. On-
tario, the Supreme Court of Ontario;
Quebec, the Court of King's Bench,
the Superior court and the circuit
court of the district of Montreal;
Nova Scotia, the Supreme Court of
Nova Scotia; New Brunswick;
Manitoba, the Court of King's Bench
and the Court of Appeal; British
Columbia, the Court of Appeal and
the Supreme Court of British Col-
umbia; Prince Edward Island, the
Supreme Court of Prince Edward
Island and the Chancery Court; Sas-
katchewan, the Supreme Court of
Saskatchewan; Alberta, the Supreme
Court of Alberta.

8. The president and Speakers of
the legislatures of the provinces to
be styled "Honorable" during ten-
ure of office.

9. Executive councillors of the
provinces to be styled "Honorable"
while in office.

"Honorable" for life.

10. Gentlemen who were legisla-
tive councillors in the provinces at
the time of the union (July 1, 1867)
to retain their title of "Honorable"
for life.

The following to be eligible to be
personally recommended by the gov-
ernor-general for his majesty's per-
mission to retain the title of "Hon-
orable." (a) Speakers of the senate
and of the house of commons, on re-
tirement after three years of office,
not necessarily continuous; (b) The

BADLY INJURED IN SMASH-UP

RUNS INTO CAR LEFT STANDING
ALONGSIDE CURB ON OUEL-
LETTE AVENUE—REAR LIGHT
NOT BURNING.

A.N. LAWRENCE TAKEN TO HOTEL DIEU

Walter Jordan Thrown From Car
Machine Skids Into Telegraph
Pole After Leaving Pay-
ment.

Two prominent Windsor men were
injured in automobile accidents Mon-
day night. Mr. A. N. Lawrence, sales
manager of the Ford Motor company,
received injuries that required his
removal to Hotel Dieu when his car
ran into a machine owned by Ald.
Trumble and left standing in front
of his residence on Ouellette avenue.

Mr. Walter Jordan, of the firm of
Jordan and Griffith, was thrown from
his car when it skidded and bumped
into a telegraph pole on the river
road above Ford. Mr. Jordan had
turned out on the narrow roadway
to allow the passage of another ma-
chine when his car dropped from the
pavement into the soft mud at the
side. In an attempt to bring the ma-
chine back to the pavement he threw
his steering wheel over and the car
skidded back against a telegraph
pole. Mr. Jordan was thrown heavily
to the ground but luckily escaped
with a badly bruised face and hand.
One of the other occupants of the car
was head first through the glass
windshield but escaped without a scratch.

While walking out Ouellette av-
enue on his way home following his
accident, Mr. Jordan passed Ald.
Trumble's machine, which had been
left standing in front of the alder-
man's home at 203 Ouellette, and
noting that the rear light was not
burning, remarked to Mr. Jean Jean-
ette, a tailor in his employ with
whom he was walking, "There's go-
ing to be an accident tonight. The
tail light on that machine isn't burn-
ing and some person is going to run
into that car."

They had not gone two hundred
feet when they heard a crash and
turning around saw Trumble's ma-
chine thrown half-way up the lawn
and a smaller car almost buried in
its tonneau. Rushing up they found
Mr. Lawrence, who was driving the
car, pinned to the seat under the
steering wheel, his face and clothes
covered with blood from cuts inflicted
by flying glass. They surrounded
him extricating him from the wreckage
and assisted him to Hotel Dieu. Mr.
Peplin was called and six attend-
ants were taken in the injured man's
chin and other severe cuts drawn.
He was removed to his home, 323
Ouellette avenue Friday morning.

Mr. Lawrence was driving home
after eleven o'clock, and was using
the center of the car tracks. As he
nearly Erie street the Ouellette av-
enue car approached and he turned
back to the road and drove into the
auto left standing alongside the curb.
The impact was terrific and was
heard for blocks. The Ford car rip-
pled through the heavier machine and
completely smashed the rear axle,
wheels, gears and body of Trumble's
car. The front axle and wheels of
the Ford were bent, the lights broken,
fender and wind shield smashed
and the steering gear buckled. The
damage to both cars runs into hun-
dreds.

ONE MONTH LEFT

The Goodfellows are Preparing to
Look After the Little Ones
at Christmas.

Already \$115.00 has been donated
to the Goodfellows and more will
follow. There seems to be a great
many people in the world, especially
at this time of the year, and they
usually find themselves helping the
Goodfellows. It does not make any
difference how much you give to this
cause, it is how you give it.

Cash donations are more useful
to the Goodfellow than any other
kind, because in some cases a man's
aid will not do a little girl and a
girl's dress will not add to "Tom-
my's" appearance, so it helps some-
when the Goodfellow can go right
out and buy just the thing that is
needed the most, and have the money
to pay for it.

In the past the Goodfellows have
found that late assistance has been

PLANS THREE- CAMPAIGN

SIX-HOUR CANVASS OF B
MEN OF THE FIVE
TOWNS FOR MAINT
FUNDS.

\$10,000 PER YEAR THREE YEAR

Committees Feel Certain
Amount—Submit Byla
People at January E
tions.

December 2, 3 and 4,
January 5.

These are the four big d
history of the Ontario bord
rallies. Ford, Ojibway,
Walkerville and Windsor.
The first three are the
portant dates for between
of 10 and 12 m. Every
ness man in said municip
be given a chance to subsc
maintenance fund of th
organized Ontario Border
ment Bureau, the assoc
will look after publicly c
cally growing territory as
industrial and general de

The various committee
ning to do their work on
days and feel certain th
\$10,000 per year can be
1914, 1915 and 1916. T
will be submitted to th
Ford, Ojibway, Sandw
erville asking for munic
to the same fund so that
vote at the election to
January 5th.

The grant of \$2,000 f
needs only the approval o
cell and does not require
of a bylaw.

The committees from
Windsor wards will start
meetings and then a
ference. Some of the lar
interests have already b
and promise to subscri
when called upon by
The time and place of
committee meetings will
so that notice to all w
be mailed on Wednesday.

There will also be a g
ing of the committees f
municipalities at the v
hall next Monday evening
general plans for the
be gone over in detail.

"Branch factories of
States industries are i
Canada every year and
home we are not getting
we should be getting
lack of a concerted effort
Milton Carmichael, mas
campaign. "The advan
part of Canada have n
the proper publicity in
industrial world. The
will remedy that, and
three years ago, and
accomplish great results
of the entire movement,
the enthusiasm display
first day of the canvass
number 2nd. With th
before at that time, the
pling the movement wh
doubling of the populat
Ontario border within
of time."

Two More Shot in Italian Feud V In City

Two more Italians
Monday to the sword-
reled slaying, as the
the Italian feud now be
Detroit.

Both men, Vito Ad-
lono Adamo, brothers,
down by unidentified
were walking on M-
ween Rivard and Rus-
way home about 8 o'cl-
ing. Vito Adamo was
ing carried into St. M
and his brother, Salvato
half an hour later.

The gunmen made it
running, throwing a vari-
alloy and a pistol on
after, found another ax
barrel gun in a wagon
have no further clue.

Last night's shooting
fourth Italian shooting
the last month, the
being two deaths, the
and three American
of the wounded. One of
one of the Italian
under arrest, will face

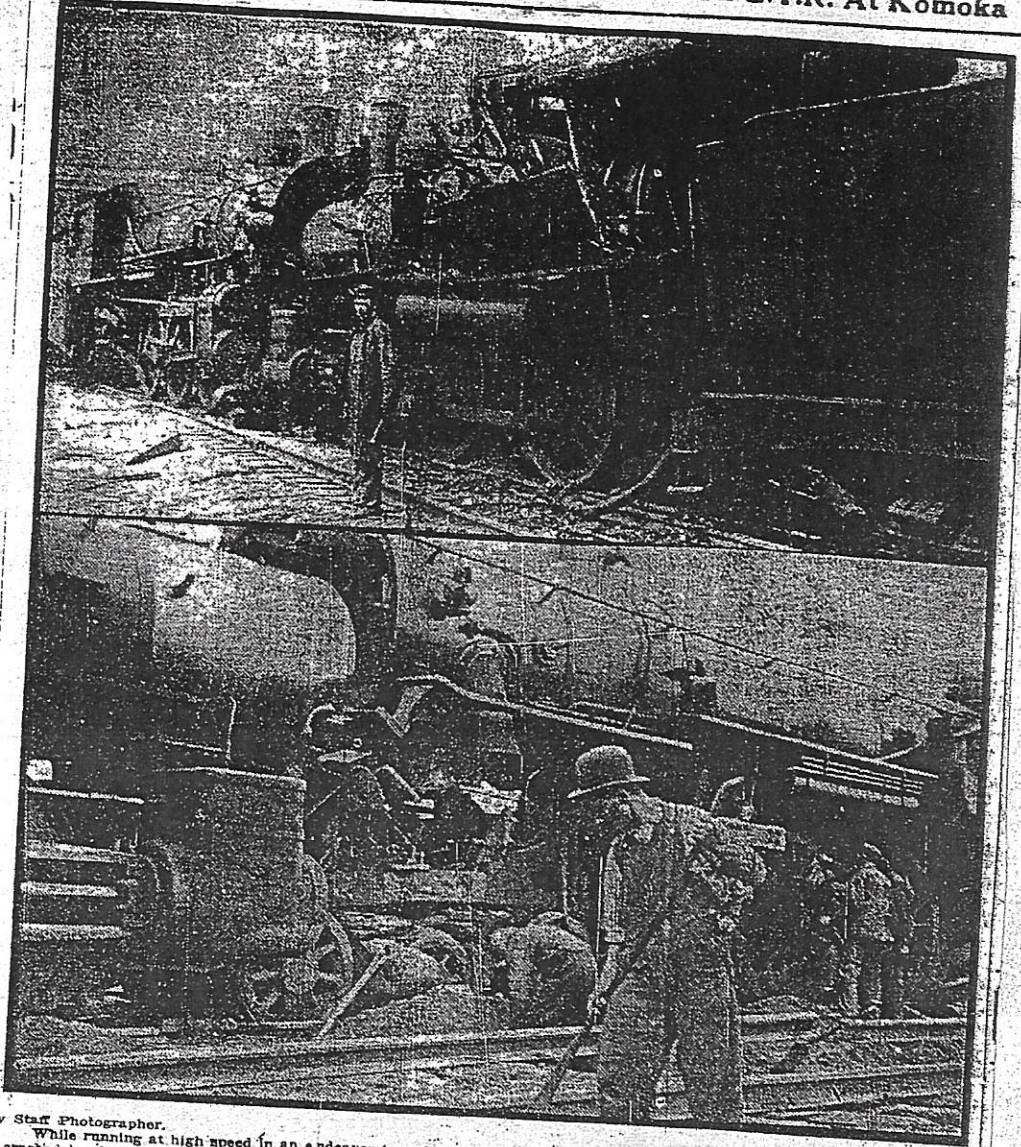
Windsor
November 25
1913

LONDON EVENING FREE

LONDON, ONTARIO, WEDNESDAY, SEPTEMBER 2, 1914. -10 PAGES.

INFLICTED A STUNNING DEFEAT

Giant Locomotives Come To Grips In Wreck On G.T.R. At Komoka



By Staff Photographer.

While running at high speed in an endeavor to make-up three hours lost time, Grand Trunk-Lehigh Valley Express No. 4 crashed head-on into a way freight at 6.20 this morning. These pictures show the result to the locomotives. Engineer Lockhart, of Sarnia, who was at the throttle of the express, escaped unhurt. He is shown standing beside the pair of wrecks.

SCORE INJURED
WHEN EXPRESS
COLLIDES WITH
FREIGHT HEAD-ON

But Steel Coaches on Lehigh Val.

September
2

1914

cure Adjournment.

The Vote.

YEAS.
Robinson,
Richter,
Spittal,
Ashplant,
Coles.

NAYS.
Wright,
Blandford,
Moore,
Murphy,
Johnston,
Bennett.

Mayor Graham has called another special meeting of the City Council to-night for the purpose of giving a by-law for the purchase of the Spencer property its second and in all probability its third reading, in order that the purchase papers may be signed by Monday at noon—if the Council decides to make the purchase.

The mayor received a letter from a friend this morning, who suggests that the hall be built on wheels, which will satisfy the advocates of the different sites.

Of short duration, but sweet to the man who likes to see a well planned battle fought, was the defeat of the second reading of the by-law.

The meeting lasted exactly eight minutes, three minutes of which was spent in congratulating Ald. Wright, the leader of the opposition, on the 25th anniversary of his wedding.

City Clerk Baker read the agreement drawn up by the city solicitor and Mr. Spencer's solicitor, which said that the purchase was to be made by noon on the last day of September, and the money paid over and the final deeds signed on November 15.

The reason for the purchase date being set so early, the city solicitor explained to Mayor Graham yesterday, was that Mr. Spencer might notify his tenants, all but one of whom are monthly ones, that they must move by November 15. The city solicitor insisted that the building must be free from encumbrances before the city could take it over, though the city could, of course, rent the stores to Continued on Page Fourteen.

LONDONERS TO JOIN
COLONIAL INSTITUTE

Local Council officers, Messrs. Dr. and Mrs. Belton—Mrs. Yarker Reports.

Mrs. Yarker, corresponding secretary, gave her report at the "Y" rooms, Dundas street, yesterday, in which she referred to the fact that thanks had been extended to all convenors and members of committees in charge of arrangements for the entertainment of National Council delegates and to the members of the different affiliated societies for their assistance in making it a success. The special thanks of the Local Council was tendered to the different papers for their reports of the meetings.

Reference was made to the departure of Dr. and Mrs. Wood from the city. Mrs. Wood has been vice-president of the council and a very active member of the Victorian Order of Nurses, and her loss will be much felt. A resolution of regret at losing her was passed.

Congratulations were extended to Dr. and Mrs. Belton, who are celebrating their 25th wedding anniversary.

Prospects are excellent for a large addition to the membership of the Colonial Institute from London.

Mr. Boode was that at the depot by Industrial Commissioner Henderson and entertained at the London Club to luncheon in company with Mayor Graham. With all he was the guest of Mrs. E. B. Smith a number of members of the Local Council at the Hunt Club for afternoon tea.

CASE FOR A SOLOMON.

Montreal Judge Must Decide Which of Two Women Is Boy's Mother.

MONTREAL, Sept. 28.—Judge Leet, of the police court, figured in the role of a 20th century King Solomon this morning when two women, Mrs. Mary Gyapok and Mrs. Mary Bracka, appeared before him both laying claim to being the parent of a three-year-old boy. The case got into the police court by the two women fighting with one another over the child, and while the magistrate is ostensibly only called upon to consider the assault phase

ALD. W. D. E. WRIGHT, leader of the opposition to the Spencer city hall site.

STOP QUAIL-HUNTING
IN KENT AND ESSEX

Year's Close Season Is Imposed by Government—Hungarian Partridge, Two Years.

TORONTO, Sept. 28.—For the protection of game in Kent and Essex orders-in-council have been passed by the Ontario Government prohibiting the hunting, taking or killing of quail in those counties for a year from the 15th of November next. In Essex the hunting or killing of English or ring-necked pheasants, Hungarian partridge or ruffed grouse is prohibited for two years from the 15th of October.

COACHES OF "FLYER"
BREAK FROM ENGINE

Passengers Frightened by Accident Near Toronto Thursday Night's Wreck.

To the tune of "Nearer My God, to Thee" the Grand Trunk train, due to arrive in the city at 8:55, came to a standstill at the River last night, near the foot of the city hall. The passengers were thrown from their seats and it was thought for a few minutes that the train had collided with another. "It would be a fine thing if we were to have another 'Titanic' wreck," said one of the passengers when he heard a farmer playing the hymn on a cornet in a distant farmhouse, and a few minutes afterwards the train came to an abrupt stop.

It was learned later that the engine had broken loose from the cars and was some few hundred yards up the track. Automatic airbrakes had stopped the coaches. All the passengers were badly frightened.

PENALTIES FOR LAYMEN
WHO FAIL TO REPORT

License Department Calls Attention of Police to Enforcement of Liquor License Act.

The provincial license department is calling the attention of municipal police officers to the fact that the Liquor License Act provides penalties for laymen who failed in the enforcement of the act.

A case of this nature to the best of their memory has never yet been brought to the attention of the local police authorities. They say, however, should a citizen be found in the act of giving liquor to an Indian later or sees another person doing likewise, and he fails to report the matter to them, it would be next to impossible to prosecute him. They would have a hard task ahead of them, they think, in proving that the man knew that the person gave the drink to or he saw getting the liquor was on the prohibitory list.

Most persons on the Indian list are practically unknown to the average citizen. The list is so large at present and growing steadily in size that the bartenders themselves know only a small proportion of them. Beside the police and immediate friends or relatives of the Indian later, or persons who might happen to be in court when he was out on the list, no

He was followed by many men who have become noted leaders in the campaign against home rule, and these were succeeded by thousands of the rank and file of the Orangemen and Unionists in the northern province of Ireland.

A message from the Lord Primate was received and publicly read. It said: "May God give you strength and wisdom to guide aright Ireland's faithful sons in trying to save our beloved national land from degradation, religious strife and civil war."

The league and covenant against home rule, as well as the women's declaration, was signed extensively today in London and other cities of the United Kingdom.

REDMOND EXPECTS
NO WAR IN ULSTER

British Government Would Not Tolerate It, Says Nationalist Leader.

DOES NOT LOOK FOR
DEFEAT OF LIBERALS.

Points Out That Only 12 of 33 Ulster M.P.'s Voted Against Home Rule.

NEW YORK, Sept. 28.—Wm. Redmond, a brother of John Redmond, leader of the Irish party, and himself a member of the British Parliament for 30 years, returned to the Hoffman House last night from a great Irish meeting in Philadelphia. Mr. Redmond will make an address at the Irish home rule meeting in Carnegie Hall on Sunday evening, and will return on Monday to Ireland.

Mr. Redmond last night discussed interesting but guarded the situation in Ulster. "In the first place," he said, "it is absurd to think that there is any danger of any effect being ever upon the fortunes of our home rule bill. That measure has progressed too far now to be seriously hampered by such opposition as is being displayed by a part of the Ulster constituency."

"You must bear in mind the fact that of the 33 Ulster members of Parliament only 17 of them voted against home rule. This was as even a division as there could possibly be. It represents certainly not over half of Ulster and the half of Ulster cannot be expected to vote against home rule."

"The four other grand divisions of Ireland are united for home rule and the whole British people understand this thoroughly. The talk on this side of civil war in Ireland because of the Ulster disorders is the merest bomb. There can be no civil war there. Why, the British Government would not tolerate it."

Mr. Redmond explained fully the Parliamentary situation of the home rule bill, which shows that it is virtually certain that its complete enactment cannot be delayed longer than two years. The only accident, he says, which could postpone longer would be the fall of the present Liberal Government, and as that party has something over a hundred majority he rejects the suggestion of its possible defeat.

Weather Forecast

Saturday, September 28.
FAIR AND COOL.

WHAT'S A WHITE
ROSE, ZIPPET?
A SORT OF A PALE
CHANCE, I GUESS.
WIZZY.

LOCAL.
Light to moderate variable winds generally fair and cool to-day and on Sunday.

NOTES.

Deciduous High pressure new cov-
erns - Canada.

SPENCER PROPERTY
BEST PROPOSITION

Building on it Can Be Used for
Municipal Purposes for
Years.

SNUG REVENUE FOR
CITY IN MEANTIME

Mayor Fight Over By-Law Will Con-
clude, Ald. Bennett Is to Vote
"Aye" This Time.

Ald. Richter during an interview today between arguments why in his opinion the purchase of the Spencer property as a site for the city hall is a better proposition than any yet been advanced. He showed a report in figures where the city could, if it were thought advisable to use only the one large building for city hall purposes for 10 years, make the price of the present site of the property in that time and then be open for the purchase of a larger and better proposition.

"In the first place some aldermen and also a number of citizens think the selection of a site an easy matter," he said. "But with a little reflection on their part they would soon see that it is not so. You generally find the aldermen and citizens who talk the loudest, as the one who has some particular site in mind or else he does not know anything about the question."

"We are, according to the city solicitor, limited to \$175,000 for the purchase of a site and the erection of a building, and morally we are obliged to put up a building for that price. Before Toronto's hall was built it was to have cost \$1,000,000, but before it was finished it cost the citizens nearly \$5,000,000. Now, my contention is that that was not right, and the aldermen of any city are personally liable if they go ahead and put through any deal that is invalid."

About \$50,000 For Site.

"We are practically limited to a site that would be large enough for a hall by the money which we have. The city solicitor points out that all we can spend about \$50,000 for a site and \$100,000 for building, and so far we have had only one consideration which could prevent that money. They are the Spencer properties. Since these have been purchased over our heads, it would be unwise to expect that any man who has had dealings with them has learned by experience the corporation always gets the best case like that. As a last resort, the Council could do nothing but buy the site. It is thought too small to be a bond a larger site before them at the next meeting. The site has been mentioned, and the purchase square, and

CARTON

Harry K.

Travelling, Kastenbach, West, met today after brother Harry of the King of the two butternuts, but he was not. His

HYDRO
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PATIENT

ONE KILLED AND THREE HURT IN EARLY MORNING TAIL-END SMASH

July 26

1916

G. T. R. Freight Pile Up In a
Serious Crash East of Yard
Limits.

INQUEST OPENED ON
CONDUCTOR G. CUTTIN

Dense Fog Blamed For Tragedy
That Blocks Both Main
Lines.

KILLED:

CONDUCTOR G. CUTTIN,
Bridgeburg, Ontario.

INJURED:

BRAKEMAN C. STONE, Bridge-
burg, very badly injured.

ENGINEER WRIGLEY, Fort
Erie, of locomotive 638, left leg
and arm injured.

FIREMAN A. WEBB, Fort Erie,
face and eye cut.

Traveling rapidly through a dense fog, about 3.20 o'clock this morning a westbound Grand Trunk freight train, hauled by locomotive No. 638, in charge of Engineer Wrigley, of Bridgeburg, Ont., plowed into the rear of extra freight No. 680, also westbound, just east of Hale street, on the eastern limits of the local yard. As a result Conductor G. Cuttin, of Fort Erie, of the first train, who occupied the caboose, was killed. Brakeman C. Stone, of Bridgeburg, was very badly injured. Engineer Wrigley was hurt, and Fireman A. Webb, of the second train, was slightly injured.

Continued on Page Eleven.

Madrid, via Paris, July 26.

one of unprecedented violence has ravaged the provinces of Saragossa, Valencia, Leon and Cordoba. The village of Torreon is completely in ruins and three churches have been swept away by floods in a village of Ateca in the province ofragon.

The bodies of eleven victims have been recovered so far and the material damage is enormous. The ministerial interior will ask for a special appropriation to relieve the farmers of the stricken district, most of whom are ruined.

PIKE SPREADS

ive to Spectator.

26.—The strike of motorducators, which has tied up the city systems in Yonkers, Mount Vernon and New Rochelle, spread to the city today. Five hundred operatives of the Kingsbridge division of the Union Electric Railway company quit work at 11 a.m.

Safe Milk Foods for Baby's Summer Diet

cow's milk sold in towns and cities is so likely to contain harmful bacteria, particularly in hot weather, that it is regarded as unsafe for baby unless it has been pasteurized. Yet ordinary pasteurizing makes the curd-forming portions of the milk tough and indigestible for his stomach.

Allenburgs Foods

are prepared from fresh, clean milk, modified scientifically to the composition of mother's milk, and evaporated to dryness at a heat sufficient to destroy bacteria, but not high enough to lessen its digestibility.

Milk Food No. 1.

is suited to the first three months of baby's life.

Milk Food No. 2.

is just right from three to six months.

Malted Food No. 3.

is what he needs from that time onward until he can take solid food.

Write for Booklet, "Infant Feeding and Management".

The Allen & Hanbury Co. Limited
TORONTO 7

forma-Oregon land frauds. The accused men were alleged to have secured, by illegal use, more than \$200,000 from their victims, most of whom were residents of San Francisco.

The indictments charged that the defendants falsely represented that the government was co-operating with the defendants in forcing the Southern Pacific company to sell land in Oregon in accordance with its grant and that preference right to locations could be secured by filing an application to purchase.

ROYAL ENGINEERS

This Unit Requires 500 Tow-boat and Barge Men For Overseas

From Our Own Correspondent.

Ottawa, July 26.—Five hundred Canadians are wanted to serve in England, France and Belgium on the inland waterways. Lieut. W. H. Owen, of the Royal Engineers, has arrived in Ottawa to make the necessary arrangements. The men would be enrolled in the Royal Engineers and the period of enlistment would be for the term of the war. They will not go as a Canadian unit.

The class required are the ordinary rivermen, towboat and barge-men, and it is expected that there will be no difficulty in enlisting them. Recruiting will probably be done from Ottawa, but definite arrangements have not yet been concluded.

REDUCE CONTRACTS

Plan to Secure Less Munitions in U. S. and More at Home

London, July 26.—During a discursive debate on the questions of war, in the house of commons last night, Dr. Christopher Addison, parliamentary secretary of munitions, in replying to a question, said that the department of munitions was endeavoring to reduce the contracts for munitions in the United States by increasing the output here. In one particular class of explosives, he said, the department had undertaken the construction and equipment of factories to provide these explosives on an unheard of scale.

SOUNDS FISHY

British Aeroplane Brought Down by German Submarine

Berlin, July 26, via London.—A British aeroplane was shot down by a German submarine at a point north of Zeebrugge, Belgium, on Monday, says an official statement issued by the German admiralty to-day. Two officers in the machine were captured.

Whitewashing the inside of the poultry house, nests and brood-coops is as pleasing to the eye as it is cheerful and healthful to the fowls.

practically every class, it was predicted by the United States bureau of crop estimates to-day.

Especially marked will be the decline in the peach crop, if present indications hold good. In this line the output, it is estimated, will fall off 11,000,000 bushels for the year—the government experts placing the probable figures at 42,123,000 bushels.

The national yield in apples, the foremost fruit crop, will decline, says the department, from a total of 76,670,000 barrels in the 1915 season to 72,531,000 for the present season.

Little loss is expected in the pear crop, the estimate being 10,703,000 bushels, a loss of a half million bushels.

The grape outlook is disappointing, a drop of about three million bushels from last year's figures of 85,400,000 bushels being anticipated.

Rexall "93" Shampoo Paste cleanses the hair and scalp, imparting a lovely gloss. 25c tins. Sold only by the Rexall Drug-Stores. McKee's Limited, 7 King street east.

REAR-END SMASH

One Dead and Three Injured in Collision Near London

Canadian Press Service.

London, Ont., July 26.—Conductor Cuttings, of Bridgeburg, was instantly killed and C. Stone, brakeman, of the same place, probably fatally injured by a rear-end collision of through Grand Trunk freights early this morning, just west of the city. Engineer Wrigley and Fireman Webb, both of Fort Erie, were painfully hurt, but will recover.

The accident is said to have been due to lack of protection being furnished by the first train, which was stopped. A heavy mist prevailed at the time. The engine of the second train crashed into the caboose of the first train, reducing it to splinters and throwing fourteen cars into the ditch.

WHEN USING
WILSON'S FLY PADS
READ DIRECTIONS
CAREFULLY AND
FOLLOW THEM
EXACTLY



Far more effective than Sticky Fly Catchers. Clean to handle. Sold by Druggists and Grocers everywhere.

plaint of the Hamilton motorists regarding the court being held at Winona, Mr. Gooderham said: "I note what you say about taking our case to Winona, and sincerely regret that this was done, but will try in future to meet the convenience of the Hamilton motorists." The chairman also stated that the special constables have been given instructions to rigidly enforce the speed limit, and that motorists who are caught speeding two or three times will be dealt with much more harshly than a first offender. The letter closes as follows: "I trust that before long we will have the highway used in the proper way, and I wish to assure the motorists that they will not be the only ones who will be considered; but that a farmer who occupies the middle of the road will be treated in exactly the same manner. This highway is built for everyone. Every person must realize that others have equal rights."

The local automobile club has learned that the police have had special constables on the Brock road between Dundas and Preston, and that already almost seventy-five motorists have been summoned for speeding. Many of the motorists are complaining about their treatment at the hands of the police, inasmuch as they were summoned for speeding on July 1 and received notice only yesterday. On account of the delay, the motorists have forgotten whether they were on the road at that time or not, and if they were, whether they were really speeding.

NO MORE SCRAPERS

Squatty Buildings of 35 Stories Gotham's Future Lot

Exclusive to Spectator.

New York, July 26.—There will be no more skyscrapers in New York—not in the immediate future, at least. The board of estimate to-day had adopted restrictive plans which will prohibit any structures from being higher than two and one-half times the width of the street on which it fronts. Even on New York's widest streets, it was estimated to-day, this would limit buildings to less than 35 stories. The Woolworth building has 61 and, with its tower, reaches up 760 feet into the air.

ARE PROTESTING

Sinking of Austrian Merchantmen Is Reported to Neutrals

Canadian Press Service.

Amsterdam, July 26, via London.—Baron Eurián von Rajecz, Austro-Hungarian foreign minister, has handed a note to the neutral representatives at Vienna, says a telegram received here to-day from the Austrian capital, protesting against the sinking of Austrian merchantmen by entente allied submarines.

July 26, 1916

sector. We placed under our fire and dispersed enemy detachments north of Chapelle Sainte Fine.

There have been reciprocal military actions at various points. A violent bombardment took place in the region of Boulogne.

One Killed

Continued from Page One

The caboose of the first train was reduced to kindling wood and 14 cars badly smashed up, some being hurled into a field to the north.

An inquest was opened at Smith, Son & Clarke's undertaking parlors at noon to-day by Coroner Dr. MacLaren. After the body of Conductor Cuttin had been identified by Engineer Gates, the inquiry was adjourned until Friday evening.

The jury is composed of Ex-Ald. Richard Booth (foreman), John Jones, F. G. Mitchell, T. W. Thomas, John R. Isaac, Harry McKenna, Henry Stratford, Percy Ashton and James E. Sutton.

ONE TRACK CLEARED.

The eastbound line was cleared early during the afternoon and all trains east and west were routed over the one line. The work of clearing the westbound line is being pushed as rapidly as possible and it is expected that this afternoon both tracks will be open.

At Victoria Hospital it was stated late this afternoon that brakeman Stone's condition is precarious. Dr. H. A. Stevenson, who is attending him, does not hold out very great hopes for his recovery. Fireman Webb's condition is not serious, and he is to return to his home.

The accident occurred in a dense fog, the headlights of the locomotives being unable to penetrate the murky atmosphere for more than a few yards.

WAS TRAVELING FAST.

No. 638 was traveling at a fast rate and, though the extra freight was moving too, so great was the impact that 14 cars were smashed and most of them hurled from the roadbed, some being topsy turvy into the adjacent fields to the north.

The fog alone was the cause of the mishap, but an investigation is being conducted by Superintendent W. R. Davidson, who was early on the job.

A report will not be available, however, for a few days.

As soon as a member of the train crew could walk to the nearest telephone the police ambulance and also the auto rushed to the scene, but it was some time before the body of the conductor and the men who were injured could be removed from the wreckage.

A train had just pulled in from Camp Borden, and on it were a large number of soldiers of the 135th Battalion, home on their last leave before leaving for England. They ran to the scene and worked most heroically to get the injured out of the most awful positions.

A locomotive with a passenger coach was backed down the yards, and the patients, with the body of Conductor Cuttin, were brought to the Egerton street crossing.

possible to direct any object to feet away.

The second, approaching the yard limits of the railway, near the passenger sidings, slackened speed and moved in cautiously. Conductor Cuttin was in the caboose and, according to his colleagues, near the rear end. His train was traveling very slowly when, without warning, extra No. 638, following, rammed up at high speed. Its headlight scarcely shot a finger of light through the darkness when the crash occurred.

FLOWED THROUGH CABOOSE.

With a roar that could be heard for blocks, the monster locomotive plowed through the caboose, demolishing it absolutely, with the exception of the floor. The roof and walls were reduced to less than matchwood, while the unfortunate conductor was ground with it. Portions of his body were later found smattered on the pilot of the locomotive and along the running board on the right side.

The cars ahead of the caboose of the first train were derailed and damaged to a considerable extent, but those hauled by Engineer Wrigley's locomotive piled head in the air and crashed into a ditch some 20 feet deep to the north of the main lines.

A line of big refrigerator cars, more solidly built than the others, smashed the lighter box cars and coal cars, tearing bodies off the trucks and ripping up the roadbed for a distance of a hundred yards or more. Three steel hopper coal cars were upturned while a fourth was hurled into the deep ditch adjoining a farmer's field.

The cars telescoped by their speed and the suddenness of the impact, mounted one on another to twice their ordinary height and, toppling over, cut down every telegraph line and completely wrecking the dispatchers and commercial wires for a time.

CONDITION PRECARIOUS.

It was stated at Victoria Hospital that C. Stone, of Bridgeburg, rear and brakeman on the first freight, who occupied the caboose with Conductor Cuttin, is in a very precarious condition. He is badly hurt internally, it would appear, but an exact diagnosis is difficult because of the fact that the shock has had a most severe effect upon him.

Engineer Wrigley, another Bridgeburg man, who was in charge of the locomotive that rammed the train ahead, is also in Victoria Hospital, but his injuries are reported to be less serious than those of Stone. He was hurled from his cab by the impact, while his fireman, A. Webb, of Bridgeburg, is reported as only slightly injured, with cuts about his face and head.

BRAKEMAN ESCAPED INJURY.

The front end brakeman of that train was also in the cab with Wrigley when the crash occurred.

July 26
1916

TRAIN RUNAWAY ON DUNDAS MOUNTAIN

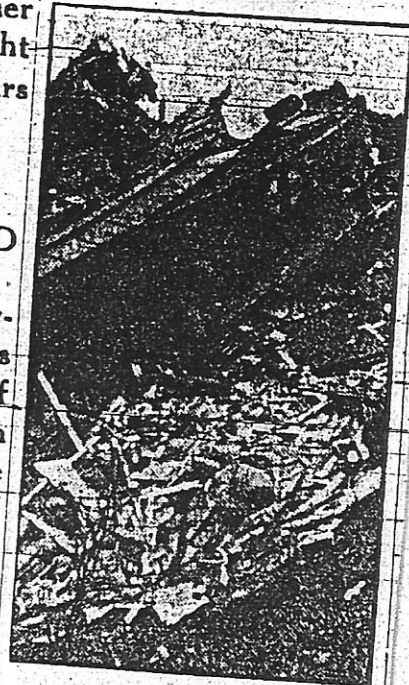
MAY 11
1918

Airbrakes Refused to Work and Fifty Heavily Loaded Freight Cars Crashed Into Another Train of 22 Freight Cars Near the Y—Cars Tossed Down Ravine

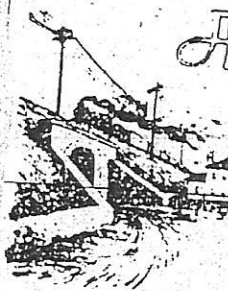
CARS THROWN INTO RAVINE

29 CARS BURNED OR SMASHED

Runaway Engine Plowed Through Seven Cars and Climbed on Top of the Wreckage, Which Caught Fire—No One Seriously Injured



This picture shows how the freight was scattered in yesterday's wreck near the Y.



AFTER losing its air at Copetown and running away down the mountain in spite of all the efforts of its crew

to stop it—a fast freight en-route from Chicago to Montreal with thousands of dollars worth of valuable merchandise, tore through Dundas at a speed of over forty miles an hour and crashed headlong into the rear of a London-to-Toronto freight train, which was standing just west of the Y-cut on the main line of the Grand Trunk, about two miles west of here, at a point where the line is bridged by the Hamilton-Guelph road. The accident occurred at 1:45 yesterday afternoon.

ONLY ONE INJURED

Sixteen cars and the main engine of the 500-ton train, which drew the runaway train, were totally destroyed by fire, which followed the collision. Thirteen other cars were rendered unserviceable either by fire or the collision. Only one man, William O'Neil of Sarnia, engineer of the fast freight, was injured. His injuries were slight, amounting only to painful bruises about the face and chest, received when he jumped for his life a moment before the smash.

Hamilton
Times

May 11/1918

200 PASSENGERS ON LONDON TRAIN IN WRECK AT ST. MARYS

**No. 28 Leaves Rails When Heavy
Engine Hits Weak Spot
In Track.**

**MEMBERS OF TRAIN
CREW ALL LONDONERS**

**Six Cars Saved From Plunge To
Ditch By Grade of Road
Crossing.**

ST. MARYS, July 30.—(Special to The Free Press.)—Two hundred passengers had a close call from certain disaster when Grand Trunk train No. 28 plunged off the rails at the Nissouri-Blanchard townline, two miles from here, early this morning. The train bound from London to Toronto, left London at 8.55 and was in charge of Engineer A. Hay, 498 Hamilton road. Conductor M. Simpson, 424 Rectory street, and Fireman B. Tuxford, 18 Glenwood avenue all of London. None of the train crew was badly hurt and not one of the passengers is suffering from more than bruises, though the whole train left the track and piled up in a mass the will keep wrecking crews busy all day.

ENGINE TURNS RAIL.

When heavy engine No. 177 drawing seven well-laden coaches turned a rail while proceeding about 25 miles an hour it appeared as if nothing would prevent

the train from going into the deep ditch along the track. Just at this point, however, a broad roadway is graded up to the track and this undoubtedly prevented a catastrophe. The engine and one car ran along after being separated from the rest of the train for a distance of about 150 yards and stuck pretty well to the roadbed, which was badly torn up. The other six cars slid from their trucks and poised on the edge of the ditch. The trucks themselves were buried deep in the earth.

Doctors were quickly summoned from St. Marys and all available went out to the scene. They found nobody seriously hurt. A special train came down from Stratford and took the mail and passengers on. The London and Stratford auxiliaries then began to clear the track, a task which it is expected will last all day and possibly part of the night.

CLEARING THE TRACK.

The Hamilton steam crane reached London at noon to-day and was sent up the St. Marys branch to help clear the wreck.

Passenger train No. 22 left London at 12.30 o'clock for Stratford by way of Woodstock and train No. 189, from Stratford, was sent by the Woodstock route, arriving at London at 11.25 o'clock.

The members of the crew, who are all from London, remained at the scene of the accident all day. Mr. W. G. Jigget, superintendent of the Stratford division of the G. T. R., is supervising the clearing of the wrecked railway cars.

July 30
1920
London