

TRENTON.

NOVEMBER 16,
1898.

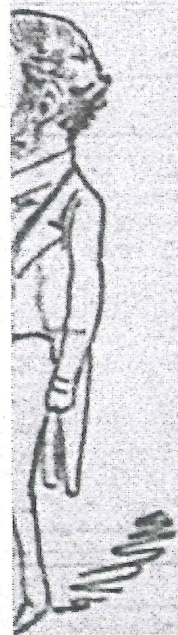
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Toronto; N. W. Ford, Chatham; Nor-
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Wm. Grant, Brantford; Thos. Gilmour,
Brockville; E. J. Gibson, Toronto; A.
Gorris, Toronto; J. T. Garrow; Goderich;
E. G. Graham, Brantford; W. P. Gundy,
Toronto; E. L. Gould, Brantford; Hon.
J. M. Gibson, Hamilton; R. A. Grant,
Toronto; G. M. Gardner, Toronto; Dr.
J. H. Gilmour, Toronto; Geo. P. Gra-
ham, M.P.P., Brockville; D. Z. Gibson,
Brantford; Wm. Gibson, Brantford.

Hon. A. S. Hardy, Toronto; David
Henderson, Toronto; J. A. Halstead, D.
A. Halstead, B. B. Hughes, Toronto;
J. A. Hacking, F. W. Hay, Lintowel;
J. B. Hay, Toronto; Thos. G. Hobbs,
London; J. Harley, Brantford; Ald.
John Hallam, Toronto; Lloyd Harris,
Toronto; Hon. Wm. Hart, Kingston;
W. J. Halton, Owen Sound; C. J. Hol-
man, Toronto; J. B. Holden, Toronto;
E. W. Harding, St. Mary's; Prof. Hart,
Toronto; Dr. J. Howard Hunter, L.L.D.;
Toronto; G. C. Husband, Toronto; J. M.
Husband, Toronto; J. W. Holmes, Sel-
kirk; T. T. S. Harrison, Selkirk; E. A. P.
Hardy, Brantford; Arthur C. Hardy,
Brantford; Rev. Dean Harris, St. Cath-
arines; Arch. Hislop, M.P.P., Walter;
E. J. Hathaway, Toronto; T. W. Horn,
Toronto; C. B. Heyd, M.P., Brantford;
W. J. Hill, M.P.P., West York; Dr.
Hart, Brantford; C. T. Harvey, C.E.,
Toronto; J. B. Hughes, Waterloo; Mor-
gan Harris, Brantford; R. Harmer,
Toronto.

F. C. Inwood, Toronto; J. J. Ingles,
Brantford; Dr. Irving, Toronto; Len-
nox Irving, Pembroke; Ae. Irving, Q.
C., Toronto; T. C. Irving, Toronto.

S. H. James, Toronto; F. C. Jarvis,
Toronto; P. Jamieson, Toronto; E. F.
J. Johnston, Q.C., Toronto; Robert

TWELVE WERE KILLED.

Terrible Accident on the
Grand Trunk Railway.

A SWITCH WAS MISPLACED

And a Passenger Train
Dashed Into a Freight.

IT OCCURRED NEAR TRENTON.

A Dozen Dead Bodies Taken
Out and Eleven Injured.

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Engineer and Fireman Died at Their
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Village, Toronto.

William Lunness, drover and butcher,
King street west, Toronto.

John Casey, Grand Trunk Railway
engineer, Belleville.

John McDonald, Grand Trunk fire-
man, Belleville.

William Brady, Grand Trunk en-
gineer, Belleville.

Merle C. Keru, Russian immigrant.

Gorg Halbrich, Russian immigrant.

Katrina Halbrich, Russian immi-
grant.

Three unidentified Russians, man, wo-
man and child.

Unknown man, lower limbs only
found.

THE INJURED.

German boy, name unknown.

Wm. Kimear, laborer, Prescott.

Alex. Walker, fireman, G.T.R., Belle-
ville.

James Newman, brakeman, G.T.R.,
142 John street, Toronto.

Albert Tracey, laborer, Prescott.

John McNamara, farmer, Brockville.

F. LaBlanc, G.T.R. baggageman on
express, Montreal.

Geo. Paulin, cattle dealer, Chesley.

A. Carey, cattle man, Cobourg.

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slightly raised, and when it rested it was eighteen inches above the floor of the coach and projecting about the same distance along one side. The wreck was a terrible one. The engines were almost standing on end. The fronts of both were smashed and twisted, the cabs crushed into nothingness, and the end of the boiler of the express driven squarely into the boiler of the freight.

It was intensely dark, and the shrieks of the injured rose above the hiss of the steam escaping from the broken pipes. The baggage car and the second-class coach were an indistinguishable mass, and when the trainmen hurried with their lanterns to the heap of wreckage they found blood trickling from the floor of the second-class coach and falling on the rails beneath. The passengers from the other cars tumbled out and the work of rescue began. Conductor Robert Purdon sent men in each direction for help, and passengers and employees of the road worked together dragging away timbers and twisted iron, taking out dead and injured alike. The first to be picked up were three Russian immigrants all dead, and it was two hours later and bright daylight before the last wounded one was carried away. One man was taken out who had laid for an hour with a hot steam pipe pressed against his neck and holding him down.

Taking Out the Wounded.

Help came from many quarters. Major Robertson and Mr. Alex. Smith of Toronto were among the passengers who assisted in the work, and farmers living half a mile away, who were awakened by the crash, came hurrying over the fields with lights and valuable assistance to the train hands. As they were taken out the wounded were placed in berths in the Pullman cars, and an hour after the disaster occurred relief trains arrived from Trenton and Belleville. On the Belleville train were Drs. Gibson, Youman, McCaul and Clinton and the Grand Trunk solicitor, Mr. Pope. On the Trenton train were Drs. Stephenson, Farley and Shurie. When it was known that there were no more wounded in the wreck, a train with the wounded was made up and started for Belleville. The eleven bodies recovered were placed in another car and sent back to Trenton, after an examination of the remains for the purpose of identification had been made.

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A. Carey, cattle man, Cobourg.

John Sloan, mail clerk, Toronto.

F. Tuck, mail clerk, Montreal.

(Special Despatch to The Globe.)

Trenton, Nov. 15.—The Grand Trunk fast express from Montreal rushed through the darkness of the early morning past Murray Hill Station to-day on time. Two miles further up the line the single track doubled, and the long stretch of double track which runs to Toronto began. At this important point, where an accident could be with

examination of the remains for the purpose of identification had been made. All the bodies were terribly mangled and crushed, and some of them could scarcely be recognized. The identification of the drovers Goodchild and Lunness of Toronto was made possible by papers found in their pockets. All of the Russians at present identified carried cards from the quarantine officials at Quebec. They constituted a party of immigrants who arrived in Canada a few days ago on the steamship Laurentian, and were ticketed from Levis, Que., to Cincinnati. A considerable amount of money was found on the bodies of the Russians.

Dead at the Post of Duty.

The most terrible result of the collision was seen in the cab of the express engine. Here the bodies of the engineer of the wrecked train, Wm. H. Brady, and John McDonald, his fireman, were found. They both lay under heaps of wreckage and the fireman's body, being pressed against the fire-box, was literally cooked. Both men had evidently stuck to their posts up to the time of the collision and both probably met death at the same moment. As the first shock of the accident passed and the injured ones had been hurried to the hospital at Belleville, the other passengers were placed on an auxiliary train and run back to Trenton, where they were put on the regular train for Toronto. Stories of remarkable escapes were numerous. Alexander Walker, a Grand Trunk fireman, was sitting in the smoking compartment of the second-class car, with John Casey, an engineer. When the collision occurred Walker was thrown through the partition of the smoking compartment, through the door of the car, and through the door of the first-class car and altogether he passed through three partitions and escaped with slight injuries. His companion, the engineer Casey, who was almost touching him on the seat when the two trains met, was almost instantly killed. Mr. Casey's death is particularly pathetic. He is an old employee of the Grand Trunk, having been in the service some 25 years. This morning he was on his way to Whitby Junction with Walker his fireman to take charge of an engine. Casey has a wife and several children and leaves a splendid reputation as a careful and painstaking engineer. The news agent on the train had a narrow escape. He was slightly injured, but he earned a great deal of praise by his energetic efforts in the rescue corps. Mr. and Mrs. Lettis of Trenton boarded the train a few minutes before the collision occurred and they were in the

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Crashed Into the Freight.

The express was on the wrong track. Nothing could prevent a head-on collision, although the trains were still almost a mile apart. The driver shouted to his mate and the crew of the train and they all ran for the fields, leaving the engine and the long line of cars to meet the blow. In a moment the crash came. The tremendous mogul engine of the express smashed into the mogul of the freight, and both rose in the air by the force of the shock. The line of

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Who Is To Blame?

There is a probability that the responsibility for the accident will be placed by a Coroner's jury. The switchman, John Murphy, claims that the danger signal was showing on the single track on which the express came. If this is true, it is claimed that the express should have stopped, but if it is not true a white light must have been thrown in the direction of the freight, which could not mean that it should stop. No one can understand how the dead engineer did not notice that he was on the wrong track and that he did not notice that the engine failed to swerve as it struck the switch. The switch has a very sharp curve, and regular passengers on the road claim that they know the point by the jolt which is

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From the switch at which the express took the wrong track to the point at which the accident occurred the distance is a mile, and it is thought Brady would have seen it had he looked that there was another track to the right of him on which his engine should be running. He has always been regarded as a careful engineer, and when he boarded his engine at Belleville he did not appear sleepy or out of condition. It will probably be some time before the

Identity of the man whose limbs were found in the wreck this afternoon will be discovered. Although the limbs of another victim of the wreck are missing, the doctors say that those found later belong to the body of another man. All that is known is that the cloth in the trousers is of a dark material, and that the man was riding in a second-class car.

An Inquest Opened.

The disaster will be made the subject of a searching investigation, and Coroner Sandford of Brighton arrived here this afternoon, and opened an inquest. He impanelled the following jurymen:—Roland Way (foreman), Reuben F. Landell, Frank Bush, Robert Young, William Hennessy, Levi Alexander, Charles Simpson, A. D. Arnott, J. W. Arnott, George Bulfinch, John Tait, James Crouch, Aaron Cusker, George Clegg, Smith Weaver, Malcolm Way, Malcolm Redner, William McQuoid, J. W. Hennessy, W. E. Hendricks, Adam Young, John Little, all of Trenton, and Geo. M. Palmer and Andrew Catterson of Brighton. The members of the jury were taken into the damaged first-class car, which has been converted into a morgue, and there viewed the dead bodies of the victims of the wreck. The inquest was then adjourned until the morning. Evidence will be taken at Brighton.

Will be Buried To-Morrow.

Belleville, Nov. 15.—(Special).—The remains of the three Belleville men killed in the accident were brought home this evening. Brady's and McDonald's bodies were taken to Thompson's Morgue and Casey's remains were taken to Frost's Morgue. Brady's body will be taken to Montreal for interment. The Brotherhood of Locomotive Engineers were to have held their annual ball this evening, but it is postponed on account of the dreadful affair. Court St. James, Catholic Order of Foresters, have also postponed a concert, as all three were members of the order. McDonald and Casey will be buried on Thursday. At a late hour this evening all the injured

the forward end of the first-class day coach.

Journey of the Baggage Car.

Realizing that a terrible catastrophe had occurred, Mr. Robertson hurriedly threw on enough clothes to permit him to work unimpeded, and for the next two hours labored with an axe, although he had been a stranger to the use of that implement for a number of years. Time suddenly seemed to have become eternity, so slowly did the work of rescue appear to the anxious workers, although in reality rapid progress was made. The baggage car flew from its tracks when the collision occurred and gradually rose on its death-dealing journey through the passenger car until at the rear end there was a clear space of two feet between the floor of the passenger car and the bottom of the baggage car above. The baggage car also did not travel in a straight line, but was out nearly two feet at the rear end of the passenger coach. To this fact the brakeman of the passenger train owes his life. He was standing at the side of the car when the black, blinding mass shot by him and left him confined between the wall of the coach he was standing in and the side of the intruding baggage car. He broke the window at his side and climbed out. To the gradual ascent of the baggage car on its journey through the second-class coach the injured owe their lives.

The Work of Rescue.

Into the space between the car above and the floor beneath the rescuers worked their way and dragged out all within reach who were not pinned down by the debris. It was a bitter cold morning and dark as pitch, but by this time some happily inspired person had built a large bonfire on each side of the wreck. The fires threw their fitful light upon the wreck and made a scene which will live long in the minds of the onlookers. To the right two battered masses of steaming iron marked the fate of two proud locomotives, and the workers of the morning were saddened by the knowledge that

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OFFICIAL ACCOUNT.

The Ill-fated Train Took the East Track in Face of Switch Light and Warning Signals.

Montreal, Nov. 15.—The following is the official and corrected report of the railway accident near Murray Hill this morning:—"At 4.45 this morning train No. 5, engine 773, Engineer Brady, Conductor Purdon, in passing from the single to the double track at Murray Hill, took the eastbound track in the face of switch and signals set against it, and proceeded until it collided with train No. 36, engine 712, Engineer Ireland, Conductor Deavitt, one and a half miles west of Murray Hill, badly wrecking the two engines. Engineer Brady and his firemen were killed, together with Engineer Casey, who was a passenger on No. 5, and three other passengers on No. 5, and fourteen passengers injured. Doctors were immediately procured from Belleville and Trenton, and attended to the injured, who subsequently were taken in charge by Dr. J. A. Hutchinson, chief medical officer, to Belleville, where they were placed in the hospital."

A GRAPHIC STORY.

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A GRAPHIC STORY.

A Passenger on the Wrecked Train Tells his Experience.

Major Robertson of the Forty-eighth
Highlanders Describes an Awful
Scene—Brave Trainmen.

Major Don. M. Robertson of the 48th Highlanders, was a passenger on the ill-fated train. Seen at his office in the Canada Life building, Mr. Robertson spoke freely of the accident, and the harrowing scenes which followed. He was sleeping soundly at the time of the collision, and was awakened by the jolting, but merely thought the train had run off the track. He raised his window and looked ahead. There were other heads peering into the darkness in the same direction, but the almost dead quiet which followed the first awful crash gave no indication of the dreadful tragedy which had been enacted only a few car lengths ahead. The sleeping car passengers decided to go forward and investigate, and Mr. Robertson drew on his boots and partly dressed. Lanterns were flitting hurriedly hither and thither in the gloom when he reached the open air, and the injured were recovering consciousness and crying piteously in the dismantled second-class coach, through the entire length of which the baggage car had crashed and crushed, and had even penetrated a distance of six feet into

you, sir.

while sleepers, the rear one now a hospital on wheels. Blankets had been procured from the sleepers and as each of the injured was lifted out of the wreck he or she was placed on one of these blankets, carried to the rear and made as comfortable as possible, pending the arrival of the doctors from Belleville. When all had been taken out who could be reached through the space between the baggage car and the floor of the wrecked passenger car the rescuers began to cut their way through the sides of the coach to get at those who were pinned in the wreck in the forward portion of the car. It seemed slow work, this pecking away with axes at the sides of a modern railway car, and Mr. Robertson says it impressed him greatly with a sense of the littleness of man. Mr. Robertson had time also to notice the conduct of his co-workers, and he cannot speak too highly of the little fireman of the freight, Alex. Toppin. The young fellow had cut one of his hands badly, and was rather badly bruised in his jump for life, but there he was wielding an axe like a Trojan and spurring on the work of rescue by the force of his example alone. Mr. Robertson gave him a glove to protect the injured hand.

A Horrible Predicament.

The work upon the side of the car finally had its effect and the head of a man was visible in the breach. But the rescuers were horrified to see that the head had been forced between two of the steam pipes which ran along the inside of the car. To bring his body through the narrow space between the pipes was a manifest impossibility, and so entrance had to be effected to the rear of his position, and in that manner he was drawn out of the strange posture into which he had been forced.

Mr. Robertson remarked on the fact that not one in the second-class coach escaped serious injury, and on the other

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Mr. Robertson remarked on the fact that not one in the second-class coach escaped serious injury, and, on the other hand, not one in the first-class coach was seriously hurt, although one man had to be taken out through the roof. At the request of Conductor Purdon, who remained cool and collected during all the trying scene, Mr. Robertson secured a list of the injured as far as it was possible to do so. L. Lalliano, the Montreal baggageman, could not see when taken out of the wreck, and did not recover his sight for some time. His injuries are about the head. James Newman, brakeman of 147 John street, Toronto, could not speak when asked his name owing to injuries to his mouth, face and head. Although badly hurt he was able to write his name and address for Mr. Robertson. Four doctors arrived from Belleville about two hours after the accident, and as they were examining the injured, George Poulin, the Chesley cattle dealer, requested the doctor who commenced to attend to his injuries to first attend to those who were more badly hurt.

Two hours after the smash a fire

THE GLOBE TORONTO

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threatened to complete the work of destruction, but it was quickly placed under control.

Mr. Robertson was talking to the switchman. He seemed inclined to discuss the affair, and Mr. Robertson warned him not to do so. The fireman of the freight says he saw the approaching headlight of the passenger train, but thought it was on the other track until the trains were close together, and he and his mate were forced to jump.

THE NEWS IN TORONTO.

An Injured Passenger Tells His Story.

Doubled Up Beneath the Seats — The Damaged Baggage Car Brought Into the City Last Night.

When the news reached Toronto that the express due here yesterday morning had been in collision with a freight there was the utmost excitement among those who thought that their friends and relatives might be on the train. The telephones at the newspaper offices were kept busy by anxious inquirers. The fast express from Montreal brought in a number of passengers from the wrecked train.

M. Alex. Smith's Experience.

Mr. Alexander Smith, the Liberal orator, was on the train in the rear

THE NEWS IN TORONTO.

An Injured Passenger Tells His Story.

Doubled Up Beneath the Seats -- The Damaged Baggage Car Brought Into the City Last Night.

When the news reached Toronto that the express due here yesterday morning had been in collision with a freight there was the utmost excitement among those who thought that their friends and relatives might be on the train. The telephones at the newspaper offices were kept busy by anxious inquirers. The fast express from Montreal brought in a number of passengers from the wrecked train.

M. Alex. Smith's Experience.

Mr. Alexander Smith, the Liberal organizer, was on the train in the rear sleeper. He said to a Globe representative yesterday:—"I was the only man in the rear sleeper, and was awakened by the crash."

"The Pullman went up into the air and then gradually sank back on the rails. It was pitch-dark at the time, and we could not see much, but I got out and did what I could. The express car went right through the smoker and four seats into the second-class day car. The freight engine went over the top of the passenger engine into the ditch. A cattleman named Lun-

of the rear baggage number a few to the Company at an smash

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ness was thrown several seats and instantly killed."

Mr. Fred. Tuck's Account.

The mail clerk, Mr. Fred Tuck of Montreal, was bathing his wounded arm in the Palmer House, when The Globe called on him. He said: "The train should have taken the south track, although I understood that it was optional with the telegraph operator to send it over the north track. A red signal was displayed for the train to take the north track. I saw nine bodies taken out, two of them women, and I also saw a little girl taken out. It was awful to listen to the cries and moans of those who were injured and dying underneath the wreckage. Mr. William Winter, the express messenger, of Montreal, was not injured. I was hurt in the left arm; also John Sloan, another mail clerk of Montreal."

Mr. Paulin Brought Here.

The local train from Belleville that arrived at 12.30 yesterday afternoon, two hours and a half late, brought in one of the injured, Mr. Geo. Paulin of Chesley. Mr. Paulin had a miraculous escape from death.

"I had made a bed for myself of two cushions in the second-class coach," he remarked to The Globe reporter, "and when the collision occurred the backs of the two seats I was lying between were closed together above my head and I was doubled up beneath them. I could hear cries all about me, but could see nothing, and

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"I had made a bed for myself of two cushions in the second-class coach," he remarked to The Globe reporter, "and when the collision occurred the backs of the two seats I was lying between were closed together above my head and I was doubled up beneath them. I could hear cries all about me, but could see nothing, and just above me I could hear a little child, I don't know whether it was a boy or a girl, calling out 'Mama, mama, mama!' I don't know whether the child was killed or not, but I can never forget. Andy Carey and William Lunness, two cattlemen, were also in the car. Carey, who belongs to Cobourg, was badly injured and Lunness was killed. I got hold of a handle of a door, and broke my way out from beneath, crawling from under the bottom of the car. I was about the first to get out. There were a Chinaman and three Poles on the car, and all were injured."

Dr. Mordan, the Grand Trunk doctor, met Paulin at the station, and took him to a private ward in the General Hospital. Paulin was cut up about the body, but was not seriously injured.

The two Pullmans, the Levis and Lyster, with the two porters, William Montgomery and Fred Howard, were also attached to the Belleville train. They were used after the accident to convey the wounded to Belleville. Thomas Ivens, the driver, and Alexander Toppin, the fireman, of the freight engine, came up yesterday morning and reported to the Grand Trunk officials.

At the Station Last Night.

The platforms of the Union Station last night were crowded with a number of local trainmen and people who

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were anxiously awaiting the arrival of the Montreal express, on which were a number of the passengers who had an experience in the terrible wreck early yesterday morning. The train was due at the Union Depot at 9.15 o'clock, but was marked an hour late on account of having to wait at the scene of the wreck to bring up some of the wreckage to this city. As the train pulled up alongside the platform the people began to climb on the steps and sides of the cars to get a glimpse at some of the injured people. To the rear coach was attached the baggage car, which contained a number of small packages and a few trunks which were shipped to the Canadian and Dominion Express Companies. The car was only damaged at one end, the vestibule being all smashed in.

Lunness Well Known Here.

Mr. W. Lunness, jun., is a son of W. Lunness, cattle dealer who was among the killed. He was seen at his butcher shop at 221 King street west. He was unable to say anything about the accident, as he had received no word of it at all. He was first made aware of his father's death through the columns of The Globe. Mr. Joseph Lunness, a brother of deceased, left last night for the scene of the accident to bring back the body. Mr. Lunness was about 41 years of age, and leaves one son. He had been carrying on a cattle dealing and a butcher's business for many years, and was returning yesterday morning from Montreal, where he had been selling a load of cattle. The late Mr. Lunness was a member of the firm of Lunness & Hurligan.

Mr. Charles Goodchild was also a cattle man, being employed to take cattle across to England, and was probably on his return from the old country. He was married, and leaves a wife and two sons, Charles and Arthur. Charles Goodchild is a wholesale butcher, living at 613 Manning avenue.

Injured Men Doing Well.

Dr. Hordan, the physician for the Grand Trunk, stated last night that George Paulin, the injured Chesley cat-

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TUESDAY
THURSDAY

Injured Men Doing Well.

Dr. Mordan, the physician for the Grand Trunk, stated last night that George Paulin, the injured Chesley cat-
leman, who was brought to the city yesterday, was doing well last night, and that he was not seriously injured, although he had some bruises about the body and a sprained ankle. Dr. Mordan has not been called upon to attend any more victims of the disaster.

Fred. W. Warren, the injured engineer, lives at 16 Brant place, and T. Casey, the fireman, at 119 Niagara street. In this city. Warren has some cuts about his head and appears to be hurt internally. Casey has a crushed leg and

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some cuts and bruises. Dr. Riordan, who is attending them, says they are not seriously hurt and are getting along as well as could be expected.

Notes.

Miss McCann of Toronto was among the passengers in the first-class coach, and of course escaped injury.

When the news of the accident reached the Parliament buildings it was thought there that Hon. J. M. Gibson, the Commissioner of Crown Lands, might be among the passengers. Mr. Gibson had been in Napanee and had arranged to leave on that train. Telegrams were sent from the Crown Lands Department, and it was found that Mr. Gibson was still in Napanee.

Conductor Eurdon, who lives at 73 Gladstone avenue, in an interview about the accident said:—"I had just left the second-class coach, and the crash came without warning. I was thrown down, but did not receive any injuries. We should have taken the south track, and that is all I care to say about it. I do not know who is to blame in the matter."

General Hutton on "Our Comrades of Greater Britain."

In view of the exceedingly favorable impression which Major-General Hutton has made during his tour through the military centres of Canada, the splendid portrait of him which is here with reproduced will be found of much interest. It represents him in his uniform as an A.D.C. to H.M. the Queen. The General is a man of pronounced ideas in regard to colonial military forces, and in this connection an abstract of an important paper on the subject of Imperial defence which he read a couple of years ago before the Aldershot Military Society will prove timely. The new Major-General's views are very clearly set forth in his paper, which was delivered in the presence of the Duke of Connaught.

"Our Comrades of Greater Britain" was the title of the paper. After an introduction, in which he grouped the self-governing colonies under the heads of Canada, South Africa and Australia, he observed:—

"The military forces of our colonies

so unfortunately wanting in most of the colonies.

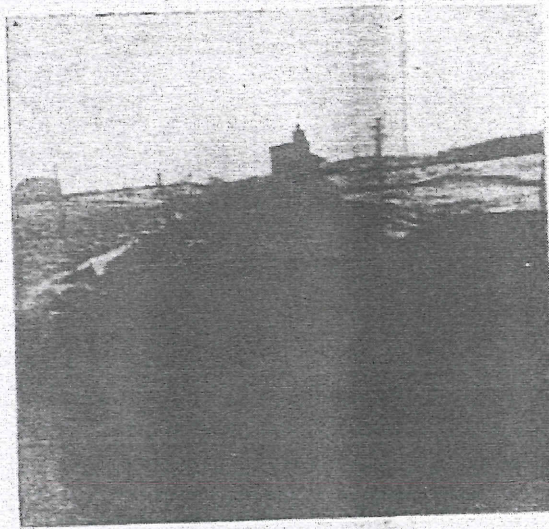
"One serious defect in organization is, however, common with a few exceptions to our colonies: Their military forces are for the most part limited to a certain number of infantry, artillery and cavalry or mounted rifles, while the administrative departments, without which an army is useless for field service, in many cases do not even exist, or in others are in such minute proportion as to be of small value. If the modern system of defence is to be one of offensive-defensive operations, the military forces of our colonies who will have to take the field must possess a complete military system and organization, and cannot rest content with a number of disconnected fragments, more or less trained, without the requisite proportion of all arms, and without those administrative departments which are indispensable to the maintenance of an army in the field, however small in numbers. With the

General Hutton then described the systems in use in South Africa and Australia, and then dealt with the "difficulties under which our comrades labor." These he summarized as being:—
(1) The absence of a continuous and fixed policy of defence; (2) the difficulty of popularizing military service; (3) narrow ideas and prejudice; (4) political interference and personal influ-

common ground of policy.

"(2) A military defence act common to each of the colonies, which shall enable its forces to serve within a certain defined area for the mutual protection of all.

"(3) An organization united to the defence policy, which shall adapt the military forces at present existing in each colony to the general scheme of de-



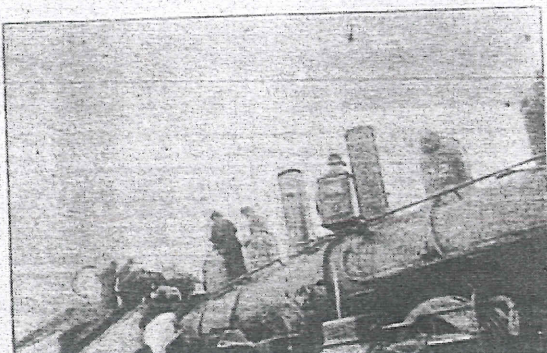
THE TRENTON ACCIDENT.—PHOTO TAKEN FROM TOP OF RAILROAD CAR. X INDICATES WHERE BODY OF FIREMAN McDONALD WAS BURIED IN THE COAL.
(Photo by C. W. Potts, Trenton.)

ence." These he enlarged upon, and he went on to point out the need for the maintenance of military forces in the colonies. He then argued that "the best defence is offence," saying:—

"It has been continually urged and requires no demonstration to show that the war policy of Great Britain must be governed by our power at sea. The sea, like an ever-constant highway, binds all the fragments of our empire into one integral whole. It enables us to carry out the policy of defence by of-

fence referred to above, and which shall none the less leave the identity of each of the colonies' troops intact as at present, and during peace available for purely local requirements.

This point was further elaborated, the lecturer pointing out some measures which would be necessitated by the absence of Australian confederation. He laid stress on the arrangement made whereby, without additional cost, "the Federal force thus created by joint co-operation of the Aus-





THE TRENTON ACCIDENT. —VIEW OF FIRST CAR OF FREIGHT TRAIN FROM SOUTH SIDE.
(Photo by C. W. Potts, Trenton.)

whensoever necessitated by polit- the impossibility of such a system be-



THE TRENTON ACCIDENT.—GENERAL VIEW OF ENGINES AND MAIN PART OF WRECK FROM SOUTH SIDE. (Photo by C. W. Potts, Trenton.)

... which, as I have endeavored to Italian colonies comprises a complete



THE TRENTON ACCIDENT.—PHOTO TAKEN FROM TOP OF BAGGAGE CAR. X INDICATES
WHERE BODY OF FIREMAN M'DONALD WAS BURIED IN THE COAL.
(Photo by C. W. Potts, Trenton)