

C.P.R.

AZLINDA,
(SUDBURY
SEPTEMBER, 13,
1906.

New York stocks
as firm. Canada
Chicago closed 1-3.

The Globe.

NUMBER 17,658.

TORONTO, THURSDAY, SEPTEMBER 12, 1906—FOURTEEN PAGES.

A TERRIBLE TRAIN-WRECK NEAR SUDBURY; ELEVEN ONTARIO PEOPLE WERE KILLED.

Harvester Special Smashed by the
Eastbound Express.

BRAKES REFUSED TO WORK

Half of Dead Are of New Hamburg
or Its Vicinity.

The Victims Were All in One Car Which Was
Telescoped, and Most of Them Were Killed While
They Lay in Their Berths—The Line Blocked All
Day—A Strict Inquiry in Progress as to Why the
Brakes Refused to Work.

(Special Dispatch to The Globe.)

North Bay, Ont., Sept. 12.—One of the most serious accidents in the history of the C. P. R. occurred at Atlin, seven miles west of Sudbury, at 7:30 o'clock this morning. The death roll now totals eleven, and the injured number twenty-five.

The third section of No. 1 west

were sitting together, and in the seat behind were their two daughters, aged ten and twelve years. The parents saw the children crushed to death before their eyes, while they themselves escaped with minor injuries. Their grief was heartrending.

The majority of killed were in their berths in the first car when the crash

THE DEAD.

Two daughters of Mr. and Mrs. Leonard Schade, Monkton, Ont., aged eleven and fourteen years.

Frank Blackwell, 55 Bellevue Avenue, Toronto.

Dr. Milne, South Woodstock.

J. J. Noble, Harris.

Percy Baker, Collingwood.

Louis Pfaff, New Hamburg.

—Sheit, New Hamburg.

W. B. Puddicombe, New Hamburg.

Thomas Puddicombe, New Hamburg.

Henry Herman, New Hamburg.

In the C.P.R. official list is given also the name of Charles Palmer, Toronto, who may be a twelfth victim.

THE INJURED.

Wm. Rawe, Frankfort, Ont., feet crushed and internal injuries.

Herbert Williams, Toronto, cuts and bruised; doing well.

Selden Moran, Frankfort, fractured leg.

Seymour Chapman, Mapleville, Ont., cut and bruised.

Leonard Schade and wife, Monkton, Ont., injuries not serious.

Mrs. Whitchurch-Tennyson, London, Eng., severely injured.

John Stewart, Edengrove, Ont., severely injured.

George Jarrett, Essex, Ont., cut and bruised.

J. Walt, Stockdale, Ont., severely injured.

Wm. Alexander, Parkhead, Ont., cut and bruised.

George Reis, Hanover, Ont., seven ribs broken and other injuries; doing well.

Samuel Kingston, Frankfort, legs and body badly cut; condition critical.

David Martin, Weisenberg, slightly injured.

Jacob Meringer, Hanover, arms and head injured; not serious.

C. Hamilton, Harper's Corners, Ont., slightly injured.

George Ross, Frankfort, slightly injured.

Detective McGrath, Toronto, slightly injured. (This is a mistake in identity.)

Detective McGrath is in the city.)

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TORONTO, FRIDAY, SEPTEMBER 14, 1906—TWI

THE DISASTER AT AZILDA.

The death list in connection with the terrible accident to a C. P. R. train near Sudbury will not be greatly increased, the injured, generally speaking, being out of danger. The only addition to the list yesterday was the name of Samuel Kingdon of Frankfort, who succumbed to his injuries in the hospital at Sudbury. There is still one body unidentified. It is supposed to be that of E. May of Whinfield, Wellington county, but at a late hour last night no positive identification had been made. With these additions, the dead number fourteen, and are:—

Viola Schade, aged 12, Monkton, Ont.
Oliver Schade, aged 14, Monkton.
Mr. Milne, South Woodstock, Ont.
Frank Blackwell, Toronto.
Rev. J. J. Nohr, Methodist minister, Linton, Elgin county.
Nelson Schatz, New Hamburg, Ont.
A wire from New Hamburg says Mr. Schatz is still living, but his name has not been withdrawn from the official list of dead.
Henry Harmann, North Easthope.
W. H. Puddicombe, S. W. T., formerly of Haliburton, Ont.
Theo. Puddicombe, Bayville, Ont.
Louis Pfad, New Hamburg.
Charles Palmer, Miller's Hollow, York county.
Samuel Kingdon, Frankfort.
Unknown, but believed to be E. May, Whinfield, Ont.
Percy Baker, Collingwood.

Elsewhere will be found a number of very graphic stories of the wreck and of the experiences of the surviving passengers. It is quite apparent from these that the failure of the brakes on the eastbound train to grip was the cause of the disaster. The passengers agree that the brakes were applied as the train approached the crossing point, but they failed to greatly lessen the momentum of the train. The passengers give high praise to the C. P. R. officials and the local medical men, who did everything possible to help the injured.

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September 13
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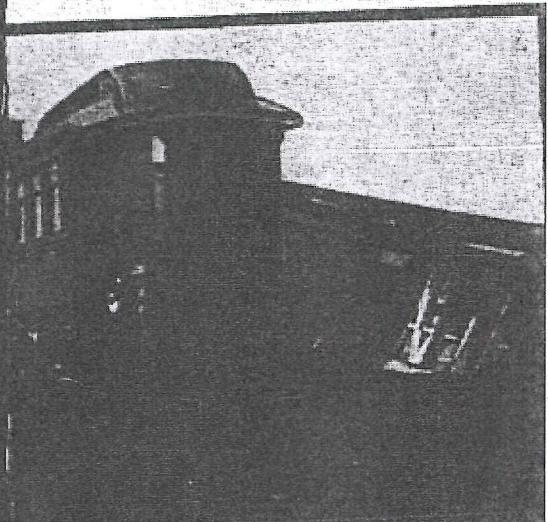
Azilda-2

THE GLOBE, TORONTO.

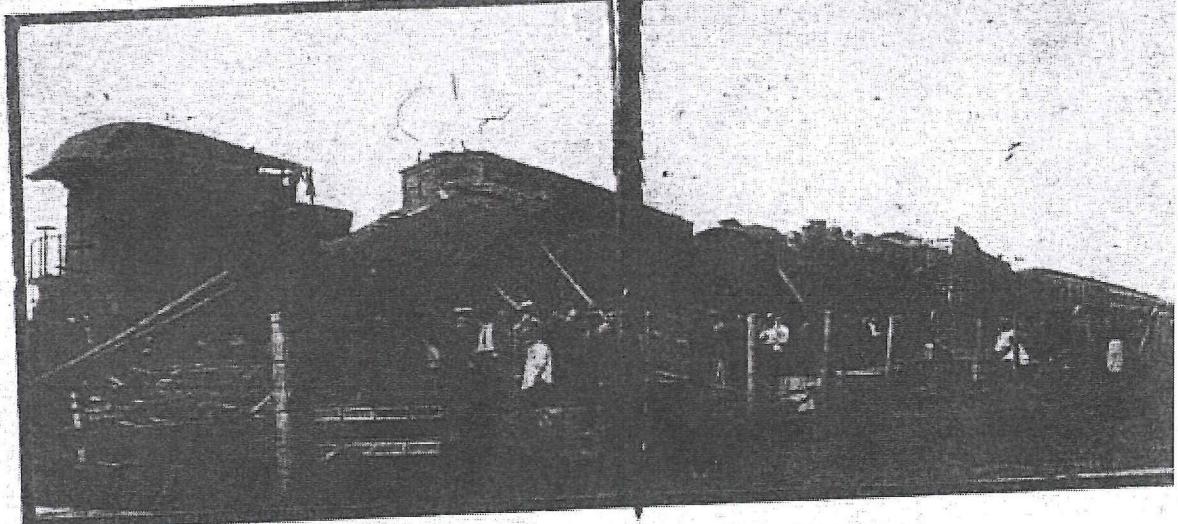
TODAY, SEPTEMBER 22, 1906.



AFTER THE COLLISION ON
A view of the wrecked train, taken a short



C. P. R. AT AZILDA.
after the disaster, by J.M. Galvin.



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TY. AIR BRAKE DEFECTIVE.
LAWYERS FINDING IN THE ADDIS' WRECK INQUIST.
The Train Crew Took the Usual Precautions—Engines Made Up Eleven Minutes in Running Time.

(Special Dispatch in The Globe.)
Sudbury, Sept. 13.—The final evidence in the inquiry over the victims of the Addis disaster was heard by the jury on Tuesday night. The witnesses were Engineers John Morris, W. Boucher and John Beattie. Their evidence corroborated that of Engineers Thurlow that he had plenty of time to stop his train provided the air brakes were working properly. On the day of the accident Thurlow had made up eleven minutes' lost time from earlier on his schedule of 28 miles, and may have intended that he must have been running entirely too fast. It was shown that the time-table allowed six minutes, and that even more than eleven minutes could have been made up. The jury adjourned until tonight, and after deliberating over two hours brought in the following verdict: "That Thomas Fiddicombe and others came to their death near the east switch at Addis station on the C. P. R. by train No. 1 going west and train No. 2 going east colliding at that point; that the collision was due to a defective air brake service on No. 2 train, the defect being a closed angle cock on the rear end of the mail car. We find that the train crew took the usual precautions in handling their train."

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THE AZILDA INQUEST.	
OTTAWA	JURY HEAR THE EVIDENCE OF RAILWAY OFFICIALS.
Beckett entomologist	A Practical Test to See if the Coupling Chain on a Swaying Car Could Dislodge the Anglecock Will Resume This Evening.
obat suppos- ited the rapet him. The e hotel ng in the arived at had per- sons who nearly t to Miss and Miss known to ght, even- up the his work the hotel e pulled	impal Deposition to The Globe Judiciary, Sept. 17.—The inquest on the recent railway disaster at Azilda was resumed to-day. Before adjourn- ment on Friday, the jury learned that a test had been made in the yard late by General Manager McNicoll as to whether the angle cock on the air brake could be put out of position by the coupling chain provided that the latter was hanging down and swayed by the moving car. The jury desired to have Mr. McNicoll called, and ad- journed to Monday for that purpose. He was present today, and testified that the test had been made, but was not altogether a fair one. The angle cock was moved by the chain when thrown around by the operator's hands, but it was impossible that such would be done by the swaying of a car.
night is sawers, but let a deadlike patient's of her in- lost status or the dra- er by a corridor room by apartment her fears and frus- lated.	General Superintendent Brady, Divi- sional Superintendent Nelson, the master mechanic at North Bay, and Mr. J. W. Leonard, Assistant General Manager, also gave evidence. The jury's object in calling them was to find out the general manner in which trains were run and the tendency of their replies was to the effect that certain rules were laid down for the guidance of em- ployees, which they were expected to carry out. The jury adjourned to Tues- day evening to hear evidence from En- gineer John Morris of North Bay.
Montreal, Sept. 17.—(Special)—E. C. Lalonde, track inspector for the Railway Commission, left to-night for Southey to hold an investigation for the Government into the cause of the recent disaster at Azilda. He has sub- poenaed as witnesses all the C. P. R. officials who have had anything to do in connection with the previous inves- tigations, including Vice-President Mc- Nicoll.	Railway Commission to inquire.
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Azilda

TRAIN THROUGH BRIDGE

MIRACULOUS ESCAPE OF THE PAPER TRAINMEN.

A paper trainman, a Canadian Negro, a
Short Blackie West of Port Arthur,
Bridge Given Way and Everything
Bursts Fifty Feet.

After a paper train had run over the bridge at Port Arthur, Sept. 11, it was evident that most of a carload of lumber came off. Conductor Green and Fireman Johnson escaped instant death in the catastrophe. Conductor Johnson, which occurred 10 miles west of here yesterday. There were running at high speed from one end and when the locomotive struck a bridge over the deep ravine at the point mentioned, the car took gory way. This high locomotive dropped a distance of 40 feet, and sixteen cars of grain were tumbling down on top of the engine thereupon. The conductor was buried by the up-coming cars which was headed by the enginehouse at Port Arthur, a mile away. The locomotive pushed in the rear, and meeting the first the trainmen killed. Strange to say, however, none of them were seriously injured. Engineer H. H. King had his hand cut and also a rib mostly broken. Conductor Green found had his hip injured and Fireman Johnson had his hip injured and also received a split wound. The engineer, engineer, fireman, stopped in the most upper limit, which was due in but short time.

See:

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MONDAY, SEPTEMBER 17, 1906—FOL'

SATURDAY, SEPTEMBER 15, 1906—TWENTY-FOUR PAGES AND MAGAZINE SECTION.



THE SCENE AFTER THE AZILDA COLLISION.

The photo from which this picture
bury Mr. Gillespie was on the scene one hour after the disaster and secured this
the Azilda train wreck was taken by W. G. Gillespie, photographer, Sud-

is that in which all the killed and
wounded were found. It is broken in
ditch. In this van were tons of trunks
two, the forward part being crushed be
ies could be recovered,

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Azilda

the suffering and make the 1,000 passengers who are stalled in Sudbury comfortable.

The News in Montreal.

Montreal, Sept. 12.—(Special)—The name of Asilda will go down as the record of the C. P. R. as the scene of one of the most appalling disasters in the history of the railway. Eleven killed and more than a score injured, some seriously, was apparently dreadful report in bare fact to come into the head office of the company to-day, but the information also that the accident had occurred in the dimmed stretches west of Sudbury and at a place naturally unequipped for an emergency so terrible caused further extreme apprehension on the part of the officials.

Crime or Folly.

As far as can be learned here the disaster was brought about by either criminal or foulhardy interference with the air brakes on the east-bound transcontinental express. This train crashed head-on with section three of No. 1 westbound from North Bay, and the engineer reports that the brake on the last car of the train would not work, and that, therefore, he could not stop in the usual way, the weight of the heavy Pullman cars behind driving the whole train forward at practically full speed until the two engines struck with a terrible crash. The dead and injured passengers were all in the colonist car next the baggage coach. The colonist car was demolished, which seems always to be the fate of the comparatively light cars running ahead of the heavy Pullmans when head-on collisions occur. The west-bound car was the third section of what ordinarily would have been one train, but the colonist coach carried harasseur excursionists who had gone up from Toronto, having gathered there from various parts of Ontario.

The timing of the passing of these two trains was apparently very close, for at the time of the accident the brakeman of the westbound train was on the way to open the switch for his train to take the side track. The eastbound transcontinental had the right of way, but it appears that it was signaled to stop in order to give the other train a chance to take the siding.

Failure of the Brakes.

Failure of the brakes to work seems reasonable, but how they came to be out of order is a mystery. That will be something for the Coroner's Jury to endeavor to ascertain, and it will also be the subject of a rigid investigation on the part of the C. P. R. officials. Messrs. D. McNichol, Vice-President; J. W. Leonard, Assistant General Manager, and F. P. Gatinus, chief engineer, who has already arranged for a trip of inspection of the Lake Superior division, left to-night on the westbound express, and they will make the wreck at Asilda a first and important part of their investigations.

Meanwhile Divisional Superintendent P. R. Brady has reported that the air brakes on the transcontinental express were examined at Carter, a divisional headquarters forty miles west of the scene of the wreck, and it naturally was supposed that the engineer must have used them afterwards in making stops before he reached Asilda. It is presumed, therefore, that at the last stop before the accident occurred some person must have closed a stopcock about the middle of the train, thus preventing any response when the engineer tried to apply the brakes at the proper time. Whether that is a correct explanation, of course remains to be seen. Superintendent Brady reports, however, that an examination of the brakes verified the engineer's story, for it was

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began speedily, the survivors working hard taking out the dead and wounded, while the C. P. R. officials sent a special train from Sudbury to bring in the injured.

Sudbury Hospital was quickly prepared to care for the injured, and much credit is due to the veteran, Chas. Taylor, who organized an ambulance corps and lent heroic aid by reason of his long military experience. Drs. Strathern, Arthur, Deslaur, Gilmore, Mulligan, Henderson of Sudbury and Dr. J. Montgomery of Oshawa worked like beavers, and with a splendid staff of nurses gave the injured every attention.

The Injured Doing Well.

At this writing the patients in the hospital are all doing well, and no amputations have been found necessary. The physicians in charge hope for a successful recovery in all cases. A number who were slightly injured refused to give their names on the ground that their relatives might be alarmed. Considerable difficulty was experienced in having the dead identified, and several cases of mistaken identity occurred. One body was identified as Dr. Currie of Elliot Lake, but that gentleman turned up without a scratch. The list as given above is believed to be correct.

Two baggage cars on each train and one passenger car were demolished, while the two powerful locomotives were locked in a deadly embrace, thoroughly blocking the line to traffic. A wrecking train was soon on the scene, and all day was spent in clearing the track, while the west-bound passengers were brought to Sudbury to await arrangements for the continuation of their journey, the accident causing a delay of about twenty hours.

They Will Return Home.

A number of the excursionists were so unnerved by the shock that they decided to return to the east rather than follow out their previous intentions of visiting the wheat fields. The C. P. R. arranged tickets accordingly for all who wished to return.

Mr. and Mrs. Leonard Shade of

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Half of Dead Are of New Hamburg or Its Vicinity.

In the C.P.R. official list is given also the names of ten victims, who may be a twelfth victim.

THE INJURED

Wm. Rose, Frankfort, Ont., left crushed and internal injuries.

Herbert Williams, Toronto, cuts and bruises; doing well.

Selina Moran, Frankfort, fractured leg.

Syman Chapman, Mapleville, Ont., cut and bruised.

Leonard Schatz and wife, Mississauga, Ont., injuries not serious.

Mr. Willoughby-Treynor, London, Eng., severely injured.

John Stewart, Edgerton, Ont., mortally injured.

George Jarrett, Kanes, Ont., cut and bruised.

J. Walt, Stoddard, Parkland, Ont., severely injured.

Wm. Alaskader, Parkland, Ont., broken and other injuries;

George Bell, Hanover, Ont., seven ribs broken and other injuries;

Wm. Alaskader, Parkland, Ont., severely injured.

Syman Chapman, Mapleville, Ont., cut and bruised.

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throughout New Zealand, especially the country, compelling all owners to sell within ten years the excess of land held beyond £50,000 unproductive value, and the previous thousand acres of first class land or one thousand acres of second class land from selling to their descendants.

PROSECUTIONS WILL BE STAYED.

INNOCENT, SAYS JOHN D.

PALADIN NOT GUILTY TO VIOLENT ANTI-TRUST LAW.

Was Not Personally in Court, but Attorneys Appeared for Him—Fiske Law Men Also Played Blasts in the Endless Way.

(Associated Press Dispatch.)

Finally, Ohio, Sept. 12.—A play on finally has been entered in the Probate court here by John D. Rockefeller, the charge of violating the Standard Oil Company law through the Standard Oil Company. Rockefeller was not personally at the trial, but his attorney, George W. Fiske, was present.

The庭 of the Franklin County Probate Court was adjourned very close

at the time of the accident. The train was pipe-lined not guilty in a

train, and the switch for the same way, and each demanded a new

trial by jury. Judge Barker action

on the trial of the side track. The state

bound, but he ruled that the right of

way, but it appears that it was

to take in order to give the other

train a chance to take the sailing.

Fallout of the trials to work

indefinite, but how they came to

out of order is a mystery.

DETROIT MURKIN IS IN THE CITY.

DETROIT, Sept. 12.—One of

the most serious accidents in the history

of the C. P. R. occurred at Kildonan, Manitoba, aged 50 and twelve

years. The parents saw the children

strangled to death before their eyes, while

they themselves passed with minor

injuries. Their child was heartbroken.

The majority of killed were in their

beds.

Samuel Kingdon, Frankfort, Ont., slightly injured.

David Martin, Waterloo, slightly injured.

Jacob Martinger, Hanover, arms and head injured; not serious.

C. Hamiltons, Harper's Ferry, Ont., slightly injured.

George Ross, Frankfort, slightly injured.

Detective McGrath, Toronto, slightly injured. (This is a mistake in identity.)

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FATAL COLLISION ON CANADIAN PACIFIC

Eleven Were Killed and Twenty-Five Injured in a Bad Wreck
Near Sudbury, Ont.

Eastbound Express Crashed Into Harvester Excursion Train. Owing to
Failure of Air Brakes

*Victims All From Ontario, Including Several Well Known Perth County
Farmers—Injured Likely to Recover

THE DEAD

J. J. NOBLE, Justice.
THOMAS PUDDECOMBE, New Market,
Ont.
LOUIS PAPAY, New Hampton, Ont.
PELTY RAKER, Stayner, Ont.
S. F. MELINE, Woodstock, N.W.T.
CHAS. PALMER, Toronto.
F. BLACKWELL, M. Butler's place,
Toronto, police constable.
WM. PUDDicombe, New Hampton,
Ont.
YVILLA SCHADEL, Monkton, Ont., 12
years old.
OLIVE SCHADEL, Monkton, Ont., 10
years old.
One man still unknown.

SEVERELY INJURED

GEORGE ARONE, Frankfort, Ont.,
badly bruised.
SHELDON MORIN, Frankfort, Ont.,
bruised and leg broken.
LEONARD SCHADEL, Monkton, Ont.,
head cut and bruised.
MRS. L. SCHADEL, Monkton, Ont.,
cut and bruised.
E. WALT, Stockholm, Ont., injured
seriously.
SAMUEL KINGSTON, Frankfort,
Ont., leg broken and internally injured;
condition critical.
WM. WALLACE, Hanmer, Ont.,
sprained and bruised back.

SLIGHTLY INJURED

HERBERT WILLIAMS, 198 Queen
avenue, Toronto, cut and bruised, dis-
sing well.
SEYMOUR CHAPMAN, Mapleview,
Ont., cut and bruised.
MRS. WILLOWGUTH TENNISON,
London, leg, bruised.
JOHN STEWART, Elengrove, Ont.,
bruised.

A number of the excursionists were
so unscathed by the shock that they
decided to return to the spot, rather
than follow out their previous intention
of visiting the wheat fields. The
C.P.R. arranged tickets accordingly
for all who wished to return.

NINE CHILDREN KILLED

Mrs. and Mrs. Leopold Schadele, of
Monkton, Ont., were sitting together
and in a seat behind were their two
daughters, aged twelve and ten
years. The parents saw the children
crumpled to death before their eyes,
while they themselves escaped with
minor injuries. Their grief was heart-
rending.

The C.P.R. officials did everything
to their power to ease the suffering
of the wounded and cared for the
passengers on the wrecked train.

George King, of Hanmer, a man
well up in years, gave an exhibition
of endurance which surprised even
the doctors. His seven ribs broken,
hand cut and shoulder dislocated, he
remained on waiting up two flights of
stairs in a ward assigned him talk-
ing and laughing all the time.

A majority of the killed were in
their seats in the first car when the
train came and were crushed to
death.

The wreck is one of the most serious
in the history of the C.P.R., and
an investigation is in progress. The
excursion train carried eighteen
coaches, all crowded, making the train
hard to handle, but the general opinion
at the scene blamed the crew
of the passenger express for not
slowing up at the meeting point.

The engineer states he applied the
brakes, which refused to work, and
he was forced to jump with his fire-
man for his life, as did the crew of
the other train.

Az Linda

September 12

1906

WM. WALLACE, Rumber, Ont.,
sprained and bruised back.

SLIGHTLY INJURED

HERBERT WILLIAMS, 198 Lakes
avenue, Toronto, cut and bruised, due
to fall.

SEYMOUR CHAPMAN, Mississauga,
Ont., cut and bruised.

MRS. WILLOUGHBY TENNISON,
London, Eng., bruised.

JOHN STEWART, Etobicoke, Ont.,
bruised.

GEORGE JARRATT, Essex, Ont., cut
and bruised.

W.M. ALEXANDER, Parkhead, Ont.,
cut and bruised.

HELEN REIS, Hanover, Ont., seventeen
broken and other injuries; doing well.

DAVID MARTIN, Weisenberg, slightly
injured.

JACOB MERSCHNER, Hanover,
arms and head injured; not seriously.

C. HAMILTON, Harper's Corner,
Ont., slightly injured.

P. McGrath, Parkhead, slightly in-
jured.

Sudbury, Sept. 12.—One of the most
frightful accidents in the history of
the C.P.R. occurred at 7:30 this morning
at Azilda, seven miles west of
Sudbury, resulting in the death of 11
persons and the injuring of 22 others.
The third section, No. 1, westbound,
had orders to meet second section, No.
2, eastbound, at Azilda. The west-
bound train was made up of sixteen
coaches containing harvester, express
carts, and was backing into the siding
to allow the eastbound express to
pass, when suddenly the eastbound
train came around the curve and
crashed into the harvester train, the
brakes of which had failed during
the first passenger car.

ALL KILLED IN ONE CAR

The dead and injured were all taken
out of the first car of the harvester
train, no one being injured in the
other cars or on the scattered ex-
press. The engineer of the eastbound
train states that the brakes refused to
work. The crew escaped by jumping.

A sense of wild confusion followed
the shock, but rescue work began
speedily. The survivors working hard
in taking out the dead and wounded
while the C.P.R. officials sent a special
train from Sudbury to bring in the in-
jured. Sudbury hospital was quickly
prepared to care for the wounded, and
much credit is due Captain Charles
Taylor, who organized an ambulance
corps and ten heroic aid by reason of
his long military experience.

Doctors Struthers, Arthur, Deacon
Gilmour, McMillan, Henderson, of Sud-
bury, and Dr. J. Montgomery, of
Ottawa, worked like heroes, and
with a splendid staff of nurses gave
the wounded every attention.

At this writing the pallbearers in the

The wreck is one of the most seri-
ous in the history of the C.P.R., and
an investigation is in progress. The
express train carried eighteen coaches, all crowded making the train
hard to handle, but the general opin-
ion at the scene blamed the crew
of the eastbound express for not
slowing up at the meeting point.

The engineer states he applied the
brakes, which refused to work, and
he was forced to jump with his crew
out for his life, as did the crew of
the other train.

STOP-COCK WAS CLOSED

Montreal, Sept. 12.—Eleven people
were killed and a score or more
injured yesterday near Sudbury, Ont.,
in a head-on collision on the Canadian
Pacific railway, in an accident
which either argues most criminal
carelessness or malicious interference
with the property of the railway. The
disaster, one of the most murderous
which have occurred in the history of
the Canadian Pacific, occurred shortly
after seven o'clock yesterday morn-
ing at a small station called Azilda,
a few miles west of Sudbury, and the
whole dreadful list of deaths and
injuries was apparently caused by
the closing of a stop-cock on the
east-bound transcontinental train,
which prevented the brakes from
working, and caused the heavy train
to plow head-on at little less than
full speed into a harvester's ex-
ursion train which was standing on
the main line waiting to be sidetracked to
allow the express to pass. How this
stop-cock came to be closed is as yet
a mystery, and a searching investi-
gation will be held, both by the coroner's
inquest and the Canadian Pacific
in this regard. It is impossible that
it could have been closed long be-
fore the disaster, as the brakes were
thoroughly tested at Carter, a divisional
point 40 miles west of the
scene of the collision, while the en-
gineer, if necessary, frequently used
the air brakes during the intervening
trip. It is probable that the valve
was closed at the last stop the train
made, and as the result of this simple
act of folly, there are now eleven dead
bodies at Sudbury, with half a dozen
people severely injured, and a score
more suffering from slighter damages,
while thousands of dollars worth of
property have been destroyed. Little
damage was done to the heavy trans-
continental train, and most of its
passengers were injured. All the
survivors were confined to one car,
the first passenger car on the harvester's
express train. This one unfortunate
car seemed to absorb the whole
impact, and outside of it, there was
scarcely more than a sharp shunt
car. Almost all the killed and
injured were Ontario people, the har-
vester's excursion being made up of
people collected from the various
parts of that province, who are
gathered together at Toronto, and
joined the through train at North-

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September 12
1906

Azilda

RAILWAYS



HARVESTERS'

EXCURSIONS TO THE NORTH-WEST

GOING SEPT. 11, 1908 to return Sept. 15, 1908
SEPT. 18, 1908 to return until Nov. 30, 1908

RETURN FARES

FROM YOUR NEAREST STATION:

Traveling	Sept. 11	Oct. 11	Sept. 18	Oct. 18	North Saskatchewan	Calgary	Edmonton	Winnipeg
Saskatoon	•	•	11.25	11.75	11.75	11.75	11.75	11.25
Regina	•	•	11.25	11.75	11.75	11.75	11.75	11.25
Banff	•	•	14.25	14.75	14.75	14.75	14.75	14.25
Strathmore	•	•	14.25	14.75	14.75	14.75	14.75	14.25
Edmonton	•	•	14.25	14.75	14.75	14.75	14.75	14.25
Calgary	•	•	14.25	14.75	14.75	14.75	14.75	14.25
Winnipeg	•	•	14.25	14.75	14.75	14.75	14.75	14.25

For rates to other points, booklet and full particulars,
see nearest Canadian Pacific Agent, or write
C. E. FOSTER, D.P.A., C.P.R., 71 YORK STREET, TORONTO.

January 22
1910

Webb

Toronto, Sept. 14.—(Special)—There was a melancholy crowd at the Union depot this morning to meet the train from North Bay, due here at 6:30. At 7 o'clock the train bearing the load of dead, wounded and grief-stricken passengers steamed into the station. Mr. and Mrs. Leonard Schmidt, of Moncton, the former having been reported as having died of shock, were passengers on the train, and showed evidence of the terrible shock to which they had been subjected, of seeing the life crushed out of their two daughters and being unable to render any assistance. It was with a voice that told of deep agony that Mrs. Schmidt recited the last words of her daughter, Yvonne, which were: "Oh, mother, mother, I'm hurt." The start of the two cloth-covered caskets, one in dark velvet and the other black, brought fresh outbreaks from the foul parents, whose dear ones had been ruthlessly torn from them. There were strong men who turned away with eyes filled with tears, and many of those who were disengaged wept from deep sympathy. The bodies from the wreck, in plain black caskets, were transferred from the one train to others. Among them were those of Henry Herman New Hamburg, Basilia Klingman Frankford, reshipped in Train No. 11, and Olive, the younger daughter of Mr. and Mrs. Leonard Schmidt, aged 12 and 14 years, reshipped by Mitchell Louis Pfaff, Thomas Pudlowski, reshipped to New Hamburg at 4:30. The bodies from the Andra wreck were transferred to other trains. Mrs. Samuel Klingman, whose husband died yesterday from the results of his injuries, was frantic with grief as she joined the casket containing the remains of her husband. They lived alone near Frankford, and were well-to-do. Mrs. George Simmons, of Marymount, Sault, the only daughter whom Mr. Klingman and his brother-in-law, Mr. Moran, were enroute to visit, was particularly importuned for by her mother, whose heart seemed ready to break. The body of Polkeman Blackwell was not among those that arrived today, but will come down later. Blackwell's brother said of the manner in which his dead brother debated the question of going away. He was almost decided to wait until Wednesday, but an account of a friend he learned on Tuesday.

September 14
1906

Arlinda

CANADA FRIDAY SEPTEMBER 14 1906

A SAD SIGHT

Remains of the Azilda
Wreck Victims Have
Reached Toronto

Scene at Depot Brought
the Tears to Strong
Men's Eyes

Toronto, Sept. 14.—(Special).—There was a mournful crowd at the Union depot this morning to meet the train from North Bay, due here at 6:30. At 7 o'clock the train bearing the load of dead, wounded and grief-stricken passengers arrived into the station. Mr. and Mrs. Leonard Sjabis, of Montreal, the former having been reported as having died of shock, were passengers on the train, and showed evidence of the terrible shock to which they had poor sympathy of seeing the life crushed out of their two daughters, and being unable to render any assistance. It was with a voice that told of deep agony that Mrs. Sjabis recited the last words of her daughter, Viola, which were: "Oh, mother, mother, I'm hurt."

The sight of the two cloth-covered baskets, one in dark blue serge and the other black, brought fresh outbreaks from the four parents whose dear ones had been ruthlessly torn from them.

There were strong men who turned away with eyes filled with tears, and many of those who were disinterested wept from deep sympathy.

BASKETS SCAR

Niagara Fruit Growers Are
As a Result

St. CATHARINES, Sept. 14.—The fruit-growers of the city are quondam, and this time cause of the scarcity of has been sent across the border to buy up as many they can lay their hands on the supply is greatly inferior the past week or two thousand bushels worth of peaches will go. The late peaches are just ripe now, and there are no more than in. The principal shortage was the peach the Williams basket found old, which annually turned two bushels.

"Is there likely to be any a prominent fruit man was querying.

"I'm afraid not," was the

A CLEVER G

Two Alleged Forgers Arrive
Night By Chicago

Many Banks Said to Be
Heavily By Their Ope

Chicago, Sept. 14.—The City says five members of forgers were arrested by the city detective. The man was maintained by the police the arrests. It is said \$100,000 of dollars were seized and large and many prison sentences. They would return to a large touring car.

Azilda

September 14
1906