

BLAME ENGINEER ON FREIGHT FOR TERRIBLE WRECK

In which Dead Number 23 and
34 More Were
Injured

KILLED INSTANTLY

When Wreck Occurred Tempera-
ture Was 20 Degrees Below
Zero

Montreal, Dec. 22.—Failure to count the number of C.P.R. passenger specials from the liner Empire of France, which docked at St. John, N.B., by the engineer of the East-bound freight was apparently the direct cause of the collision which took place at Onawa, Maine, on Saturday morning, when 23 persons were killed and 34 injured, nearly all of whom were for points in Western Canada.

The freight engineer let three of the passenger specials pass him and did not wait for the fourth. This was the all-fated train, with third-class passenger injury was done, most of those who crashed into the freight. It is reported at the offices of the C.P.R. here that there was no fire after the collision, and that owing to the tremendous nature of the damage to the cars on the special in which most of the injury was done, most of those who were killed died instantaneously. A number lingered, to die en route to the emergency hospitals in Greenville and Brownville.

The temperature at Onawa was 20 degrees below zero, but by the speedy arrival of a train which had been waiting on a siding at Greenville, and the transfer of the injured to it, the injured were spared extra suffering on this account. Last night, special hospital trains brought the injured to Montreal, where they were accommodated in the Royal Victoria hospital.

Telephone reports from Megantic stated that the scene of the accident on the C.P.R. was one mile west of Onawa, which is some twenty miles west of Brownville Jct., Maine. Immediately the news reached Brownville, a special train was made up with doctors and nurses. Help was also rushed from Megantic. At Greenville, Maine, a trainload of dead-head equipment was waiting on a siding. This train was taken to the scene of the collision also. The Y.M.C.A. at Brownville was converted into a hospital.

The crews of the trains came from Brownville, Maine. The steamship special carried 300 passengers, mostly men, women and children migrants bound for Western Canadian points. Cars were telescoped.

Onawa, Maine, Dec. 22.—Eleven bodies had been removed Sunday noon from the wreckage, which took fire and burned for several hours and others were known to be in the ruins, including those of the two firemen. The bodies of Fred Wilson, engineer of the passenger train, and Engineer Bagley, of the freight, were identified. Both were residents of Brownville.

The engines and first two coaches, containing immigrants, were telescoped by the freight train, many of the passengers being injured or killed outright in the crash. Others met death or were seriously burned by the fire which ensued.

Passengers in the other coaches escaped before the flames spread to their cars, and added the trainmen in getting out the dead and injured. Some of the bodies were burned beyond recognition.

The collision was understood to have been due to a misunderstanding of orders. The freight train, in compliance with orders, waited on Boishiv Siding, one mile west of here, until the three sections of the special train had passed. The freight then started for Brownville Jct. Engineer Bagley either did not know of the fourth section or forgot it, until he struck it about a mile beyond Boishiv Siding.

Many of the injured have arm or leg fractures. They were cared for by doctors and nurses brought on relief trains despatched from Greenville Jct., and Brownville Jct., West and East of here. Later they were taken to the Railroad Y.M.C.A. building at Brownville, Jct., which was converted into a temporary hospital.

The bodies of the dead were placed on the snow-covered track embankment as fast as they were removed from the wreckage. Arrangements were made with undertakers at Milo to send caskets by motor trucks to Brownville Jct., to be forwarded here by train.

Child of Seven Survives
St. John, N.B., Dec. 22.—The saddest case in the whole of the terrible catastrophe is that of little Ivy Bingham, aged seven, who is the only survivor of a once happy family of four, in Isabella, Man. The child's mother in Isabella, Man. The child's mother and her two young sisters, aged three years and two months respectively, were instantly killed, while Ivy came through without a scratch. The little girl went on to Montreal on a special train, which took the uninjured passengers. Some of her fellow passengers undertook to deliver the child to her friends at Isabella.

Another very pathetic case is that of the Petley family. Mrs. Petley John, aged five years, and her daughter

was on her way from the old country to join her husband in Winnipeg. She was accompanied by her little son, ter, Ellen, aged four. Both the children were killed and the mother had one of her legs fractured.

Included in the passengers was one family party of nine people, including three generations. Every one of the party received some cuts or bruises, but were only slightly injured. They were: Mrs. E. Bromley, her daughter and son-in-law, Mr. and Mrs. William Falkard; Mrs. Falkard's two sisters, Mrs. E. M. Falkard and Dora Day Hurst, and four children. The whole party was bound for Grindrid, B.C.

Mr. Falkard is a veteran of the South African war and received the Mons star in the recent European campaign. His escape and that of his relatives was a remarkable one.

Einar Nilsson, who was killed, and Nils Nilsson, severely injured, were brothers. They were Swedes and were on their way to Rainton, Sask. The surviving brother speaks no English. Miss Julia Anthony, aged 25, one of the injured passengers, had her arm badly crushed, necessitating amputation.

Telescoping Caught Legs
Most of the seriously injured were hurt about the legs, due to the seats being crushed together when the cars telescoped.

Although there is no way of ascertaining definitely, it is thought that the two Anderson men reported killed are brothers. Identification was carried out by means of documents found on the bodies, and therefore may not be absolutely correct.

A special train consisting of two Pullman cars, left Brownville Jct. Sunday afternoon for Montreal with the injured passengers. At Montreal ambulances await the train's arrival and the injured will be taken to the Royal Victoria Hospital. The bodies of the two Petley children also went on this train.

Those who survived the terrible calamity speak in the highest terms of praise of the treatment afforded them by the C.P.R. officials and residents of Brownville.

TO GIVE BELGIUM A SATISFACTORY PEACE GUARANTEE

British and French Governments
Are Working For Such
Result

TURKISH EMPIRE
May Be Permitted To Carry On
According To One
Report

Paris, Dec. 22.—Abandonment of the British plan for guaranteeing the neutrality of Belgium for five years on the part of the Allies, is reported by Petite Parisien, which says the French and British Governments are seeking to reach an agreement which will give entire satisfaction to Belgium.

In French Peace Conference circles, it is reported, that sentiment is favorable to the maintenance of the Turkish Empire under certain guarantees. General Berthelot, who has gone to London, will discuss this question during his stay.

J. T. GORDON DEAD: ONE OF BEST KNOWN MEN IN THE WEST

Senior Partner in Well Known
Firm of Gordon, Ironside
& Fares Co.

One of the best known men in Western Canada, passed away in Winnipeg on Sunday afternoon in the person of Mr. James Thomas Gordon, up to the time of his death president of the Gordon Ironside & Fares Company. The late Mr. Gordon has many friends in this city and also in the surrounding district to whom the news of his death will come as a great shock. The deceased, who would have been sixty-one years of age on Wednesday, came West from Tweed, Hastings County, Ontario, when about twenty years of age and was for several years in the lumber business at Manitou. Later at Pilot Mound he continued to deal in lumber, grain and livestock and in 1885 formed a partnership, Gordon Ironside and Fares, which shipped the first car of stock from Southwestern Manitoba and those cattle formed a part of the rations for the soldiers in the rebellion of that year. In 1889 the first export of cattle to Britain was made and for many years "Gordon-Ironside" and later "Gordon, Ironside & Fares" were the heaviest exporters of cattle from Canada to Britain, their export in a single year reaching as high as 72,000 head.

Occasionally the short club knocks the persimmons before the long pole can get within reach.

A finished orator ought to know when to quit.

The front parlor is the most popular of all court rooms.

OFFICIAL LIST OF KILLED AND INJURED IN WRECK

The official list of killed in the Onawa railway wreck is as follows:

Passengers
Anderson, Carl, Golden, B.C.
Anderson, Andrew, Edmonton, Alta.
Bingham, Mrs. J., Isabella, Manitoba.
Baby, two months old, and girl, three years old, belonging to Mrs. J. Bingham.
Borthwick, James, Tisdale, Sask.
Bryant, J. Vancouver, B.C.
Bisset, Mrs. A. Saskatchewan, Sask.
Cartwright, J. R. Vancouver, B.C.
Nilsson, Rinar, Rainton, Sask.
Petley, John, 15 years old, 299 Nairn Ave., Elmwood, Winnipeg.
Petley, Eileen, 4 years old, 229 Nairn Ave., Elmwood, Winnipeg.
Unidentified woman about 26 years of age.

Unidentified man about 30 years of age, initials "K. B."
Unidentified man about 27 years of age.
Unidentified woman about 50 years of age.
Unidentified boy about 9 years of age.

Employees
Bagley, W. G., fireman.
Hatcher, C. F., fireman.
Hanniger, A. E., fireman.
Wilson, E. A., engineer.

The injured
Thirty-four of the passengers known to have been injured are as follows:
Anthony, Juda, Miss, age 23, address care Mrs. Pearson, Delta P.O., Alaska, shock and cut about head.
Austin, B. F., age 23, care Estella Austin, 35 Burr street, Brewer, Maine, injured leg and back (trainman).
Brewley, Eliza, Mrs., age 69, care E. H. Falkard, Grindrid, B.C., injured.
Brannan, Mrs. Margaret, age 61, 388 Alken street, Winnipeg, right leg broken, head hurt, teeth out.
Boynthorn, J. M., age 49, 533 Oranville street, Vancouver, B.C., left leg compound fracture and head cut.
Cassidy, Mrs. A., age 36, Pembroke, Ont. limbs bruised.

Cross, Emma, Miss, age 48, 29 Celmber street, Port Arthur, both legs compound fracture, internal hemorrhage.
Mrs. Mary Driver, age 37, 388 Alken street, Winnipeg, left leg and right arm bruised; travelling with son John, aged 4, uninjured.

Martin Driver, age 3, 388 Alken street, Winnipeg, legs bruised.
E. Frank Driver, age 10, 388 Alken street, Winnipeg, right leg broken.
Mrs. E. Falkard, age 32, Grindrid, B.C., bruised and shocked.

Wm. W. Lawrence, age 30, Grindrid, B.C., slight injury to head and knee.
Kitty Lawrence, age 9, Grindrid, B.C., legs hurt.

Mrs. R. Hooley, age 54, care Mrs. Cyril Law, 3824 Jefferson street, legs crushed.
Mrs. E. Hawkes, age 31, Brownlee, Sask., right leg broken, head hurt, and shock.

John Hawkins, age 11, Brownlee, Sask., fractured jaw and thigh.
Evelyn Jaymes, age 27, Duncans, Vancouver Island, compound fracture right leg, back sprained.

Mrs. M. Kent, Main street, Winnipeg, both legs crushed, arm sprained.
Cyril Kent, age 2, Main street, Winnipeg, right leg crushed.

Robert Frizzle, 32, Nanaimo, B.C., ankle bruised, travelling with his wife and son Joseph.
Mrs. E. Munroe, 72, care E. D. Foster, 4482 John street, Vancouver, B.C., legs slightly bruised.

Agnes C. Muir, 27, 137 Balmoral street, Winnipeg, slightly bruised.
Tom Nidbe, 34, Days Landing, Alta., left foot and back injured.

W. R. Marshall, care Mrs. Lorry, Whitewood, Sask., compound fractures right arm and leg, head injured.
Mrs. L. Livingstone, 38, care A. Ball, Hotel Alcazar, Vancouver, B.C., cut around head, and sprained.

Niles Nilson, 19, care G. Goldberg, Rayton, Sask., left leg broken.
Mrs. D. Phillips, 39, Duncans, Vancouver Island, head bruised.

Minnie O'Leary, age 33, 744 Winnipeg, head cut, right hand sprained, teeth loose.
Mrs. Doris Pritchard, 19, Ocean Falls, Comox, B.C., head hurt and left hand sprained.

Mrs. M. Petley, age 33, 299 Nairn avenue, Elmwood, Winnipeg, legs sprained, and shock.
Mrs. W. Tindale, 30, 1134 Avenue F., North, Saskatchewan, Sask., legs crushed and abdominal fracture.

Wm. Reeve, 56, Nanaimo, B.C., legs and feet cut and bruised, travelling with niece, uninjured.
Mrs. Jane Shearer, 40, Moose Jaw, Sask., left foot crushed, travelling with husband, uninjured.

William A. Siddall, 42, Roche Perce, Sask., sprains and shock.

FOUR PERSONS DEAD
FROM ACID POISONING
AT SHEEPSHEAD BAY

New York, Dec. 19.—Four persons were found dead from acid poisoning in a bungalow at Sheepshead Bay. They were Mrs. Olga Brockbom, her four-year-old daughter and two-day-old infant and Alice Sheridan, a nurse.

CRYING BABY SAVED LIVES OF EIGHT PERSONS

Napanee, Ont., Dec. 22.—Baby Towing, whose age is still counted in months, saved eight people here from asphyxiation by gas. Early Friday morning he awakened his daddy and when the daddy got up he detected a strong smell of gas. He found that his wife and another child had been overcome by the gas.

Towing then ran across the road to the home of Dr. T. M. Galbraith and found that the doctor, his wife and maid were also overcome with the gas, and later on found that Mrs. James Daly, wife of the ex-police magistrate, was in a similar condition. He gave the alarm and all the patients were given medical attention.

The breaking of a gas main due to the severe cold weather, caused the gas to leak into the houses.

TO TAKE FULL ADVANTAGE OF "WET SPELL"

Heavy Importations of Liquor By
Those Who Want To
Stock Up

Ottawa, Dec. 22.—That there will be heavy importation for the replenishing of cellars gone dry by the long drouth is to be expected. It is anticipated, however, that the provincial legislature will, as soon as possible, take advantage of the legislation placed on the statute books last session to petition for a plebiscite on the question of importation and manufacture. In the meantime, however, there will be an interregnum which will be fully taken advantage of by the thirsty ones, and by those who have had big stocks on hand against the day when the barrier goes down.

It is stated that there are 400,000-500 gallons of intoxicating liquors in the United States which must be exported on January 16th if it is to be got rid of at all. It is suggested in some quarters that much of this will find its way to Canada, and there are some who even hint at a connection between the Canadian and American dates.

One obstacle, apart from the customs duties, in the way of heavy importation from the United States for purposes of inter-provincial traffic, is, however, the exchange situation. Owing to the provincial laws against purchase, the liquor would have to be contracted for and paid for on the other side, and the American dollar is ten per cent more valuable than the Canadian. Heavy importation from Great Britain might be anticipated for the very opposite reason, though supplies of Scotch are said to be low on the other side of the Atlantic.

YOUNG GIRL CHARGED WITH KILLING BABE

Claims Child Never Lived, Or If
It Did She Did Not
Know It

Saskatoon, Dec. 18.—Hilda Foote, age 21, alleged to have killed her newborn baby in Edmonton, Alta., on November 12th, has been arrested on a charge of murder of Saskatoon. Escorted by a provincial constable and a police matron she was taken to Edmonton, where she will appear in police court Tuesday for preliminary hearing.

The girl accepted the murder charge quietly, still maintaining that the child never lived, or if it did live, she was not aware of the fact. The terrible hours she passed through in a room in an Edmonton house, she said, drove her half crazy, and she could not remember what she did. A coroner's jury last week found that the child died by strangulation. The body was found in a furnace at the Yale hotel, Avenue B, North. The girl admitted bringing the dead body in a suitcase to this city and, after keeping it in her room several days, throwing it in the furnace.

It is expected Ernest Laycock, of Wilkie, Sask., will handle the case for the defence, while the prosecution will be conducted by the department of the Alberta Attorney-General. Mr. Laycock looked after the Foote girl's interests at the inquest.

NEW BRUNSWICK FARMERS TO HAVE WEEKLY PAPER

Moncton, N.B., Dec. 18.—Further evidence of the intention of the United Farmers to strengthen their organization throughout the Maritime Provinces is furnished by the announcement that on April 1st next, a new weekly paper, to be called the United Farmer, will be published at Moncton, as the official organ of the United Farmers of the Maritime Provinces.

REDS ATTACK ENTRANCE ELLIS ISLAND FERRY

New York, Dec. 22.—Led by a woman who declared her husband was deported to Russia yesterday on the "Soviet Ark" Buford, a mob of 150 Reds today attacked the entrance to the Ellis Island ferry in an effort to reach fellow Reds still awaiting deportation. A riot call was turned in before the police could restore order.

Transport Sailed Sunday
New York, Dec. 22.—The United States army transport Buford—Ark of the Soviet—sailed before dawn Sunday with a cargo of anarchists, communists and radicals, banned from the U.S.A. for conspiring against the government. The ship's destination was hidden in sealed orders, but the 249 passengers it carried expect to be landed in some far Northern port giving access to Soviet Russia.

"Long live the revolution in America," was chanted defiantly by the motley crowd on the decks of the steel-grey troopship, as she churned her way past the Statue of Liberty. Now and then they cursed in chorus at the United States and the men who had out short their propaganda here. Not until the Buford steamed out of the narrows between Fort Hamilton and Wadsworth did the din cease.

Destination Unknown
The autocrats of all the Russians on the transport were Alexander Berkman and Emma Goldman, his Leon companion for 30 years. With them were 245 men and two women. Ethel Bernstein and Dora Lipkin. None knew where they would debark and even Capt. G. A. Hitchcock, commander of the veteran transport, was no better off. At daybreak today Col. Hilton, commanding the troops on board as guards was to hand the skipper his instructions. Only a few high officials of the War and Labor Departments know the ship's destination.

It was hinted in official quarters that arrangements have been made with the Finnish Government to permit the passage of the Russians through that country.

ADJOURN HEARING TO
ALLOW TORONTO TO
PRESENT STATEMENT

Toronto, Dec. 19.—Counsel for the city of Toronto applied for and obtained an adjournment of the motion by the Provincial authorities for a mandamus compelling the city to proclaim general vaccination. It was represented that the city had not had an opportunity to secure affidavits to offset these filed by the province. An order was accordingly made by Mr. Justice Kelly adjourning the hearing till Tuesday next.

OBSTACLES TO DEPORTATION
Washington, Dec. 19.—The last obstacle to deportation of Emma Goldman and Alexander Berkman, Anarchist leaders, was removed Thursday, when the Supreme Court granted a request for withdrawal of Goldman's appeal against the deportation order.

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De-Pen-Don Laying Mash, 100 lbs. \$5.75
De-Pen-Don Scratch Feed, 100 lbs. \$4.25
Chicken Wheat, 100 lbs. \$3.25
Charcoal, 4 lbs. 25c
Poultry Grit, 100 lbs. \$2.25
Poultry Tonic, pkgs 35c, 75c. Pails \$3.00
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