

EXECUTIONS OF SIX SINN FEINNERS CARRIED OUT IN CORK

LAST EDITION

Weather—Fair and mild.

The London Advertiser

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LONDON, CANADA—THE HOME OF UNBROKEN PROSPERITY.

THE LONDON ADVERTISER, LONDON, ONTARIO, MONDAY EVENING, FEBRUARY 28, 1921. 96 COLUMNS

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57TH YEAR. NO. 22958

VOTE ON KING'S AMENDMENT NOT EXPECTED FOR WEEK YET TWO LONDONERS, VICTIMS OF RAILWAY WRECK IN INDIANA DEATH TOLL IN TRAIN WRECK NOW PLACED AT FORTY-THREE

LONDON COUPLE RETURNING FROM 'SECOND HONEYMOON' KILLED IN RAILWAY WRECK

Mr. and Mrs. Justin Collins, 36 Blackfriars Street, Are the Victims of Rail Smash at Porter, Indiana—Had Been On Two Weeks' Visit With Relatives in Chicago—Dead and Injured Were in Michigan Central Coaches That Were Raked by Fast Westbound New York Central Train—Work of Rescue Was Hindered by Darkness—Survivors Relate Stories of Accident.

DEATH TOLL PLACED AT 43

Porter, Ind., Feb. 28.—The death list in last night's diamond crossing wreck remained incomplete this afternoon, with indications that 43 might be the limit. At least there were 40 bodies in morgues, and wreckers said there were remains resembling three more under the New York Central engine.

Porter, Ind., Feb. 28.—Revised list of dead:

Gordon Campbell, Reynolds, B. C.
Mrs. Emma Bayler, Augusta, Mich.
T. J. Campbell, 18 years old, address unknown.
Pearl Cavanaugh, 8 years old, Michigan City, Ind.
J. Collins and wife, London, Ont.
Carl Deland, Elkhardt, Ind.
W. G. Engler, Detroit.
Claude Johnson, engineer of the N. Y. C. train, Elkhardt, Ind.
Peter Kane, Regina, Sask.
L. W. Keeler, Michigan City, Ind.
Mrs. Barney Kramer, Michigan City, Ind.
A. Matthews, Muskegon, Mich.
Mrs. Frederick Schwier, Michigan City, Ind.
Three-year-old son of Mrs. Schwier.
Mrs. Ralph See, Michigan City, Ind.
These are the identified dead of the 25 bodies at the Chesterton morgue.

Among the seriously injured taken to Michigan City hospital are:

Abraham Rosenthal, 28, high school professor at Michigan City, suffering from fractured skull and numerous bruises, but probably will recover.
Carl MeBeth, 30, Detroit, badly bruised and shocked; will recover.
Eugene Collison, 20, Danville, Ill., not badly injured, but suffering from shock; will recover.

Mr. and Mrs. Justin Collins, 36 Blackfriars street, this city, were killed on Sunday evening when a New York Central express crashed into a derailed eastbound Michigan Central train at Porter, Indiana, 50 miles east of Chicago. Mr. and Mrs. Collins left London a week ago today to visit the latter's sisters in Chicago. They termed the trip as being their "second honeymoon."

Mr. and Mrs. Collins had only been married about four years, and both had lived in the city practically all their life. They were 41 and 38 years old, respectively. Mr. Collins was employed as a C. P. R. bridgeman and was well known throughout the city. They had no children.

"I never saw a man appear as happy as Mr. Collins did last Monday morning," said Jerry Collins, proprietor of the Brunswick Hotel and a first cousin of the unfortunate man. "He told me he was going on his second honeymoon and was going to have a good time."

The news of the fatal accident came as a severe shock to all of Mr. and Mrs. Collins' relations. Several relatives of both live in the city. Mrs. Collins was born in West Missouri, where her father, John Burns, still lives with his daughter, Mrs. A. Phalen. Besides these relatives, she leaves to mourn her loss four sisters and one brother—Mrs. Peter Collins, 35 Blackfriars street; Mrs. R. M. McGown, Chicago; Mrs. J. P. Moran, Chicago; Mrs. J. P. McIntyre, Chicago, and Joseph Burns of Grand Rapids, Michigan. Peter Collins, 35 Blackfriars street; Mrs. John Nuttall, 238 Wharfedale road, and Mrs. M. Shipman of Cleveland are brother and sisters of Mr. Collins.

It was believed at first that Mrs. James Drennan, 308 King street, this city, was a passenger on the train, and her relatives were almost distracted. A letter arrived this morning, however, saying that she had decided to prolong her visit in Chicago one week. Mr. Drennan fully expected that his wife would return to London on the ill-fated train.

Reach Here at 6:20 p.m.

Survivors from the wreck, bound for points east of London, are expected to pass through this city at 6:30 p.m. today on C. P. R. train No. 22. A relief train operated by the M. C. R. arrived in Detroit at 12:30 (noon), with a large number of those who escaped injury aboard. It was believed by local officials that these people would make connections with No. 22, leaving Detroit at 2:30 p.m.

A special, No. 20, left that city for Montreal on scheduled time this morning, and passed through this city at 3 o'clock. This train picked up passengers from Detroit and points east. To the scene of the wreck and Detroit, a special train was run, making connections with train No. 634, due in this city at 1:15 this afternoon.

It was pointed out by local officials that while the ill-fated train was made up entirely of C. P. R. coaches it was in reality operated west of Detroit by the M. C. R. The train was hauled by an M. C. R. locomotive, and the engine, train crew, including the engine crew, the conductor, brakeman and baggage-men were employees of that road.

Presumed Cause of Wreck
While no official statement regarding the cause of the derailment which threw the train in the pathway of the oncoming N. Y. C. express had been issued, local railwaymen claim that the accident was probably caused by the derailment device which all modern railways install at intersecting diamonds. At the scene of the wreck these devices protect the intersection on the four approaches. The details work automatically with

NINE SURVIVORS OF WRECK TELL OF EXPERIENCES ON ARRIVAL HERE

Woman Relates How She Was Injured When Crash Came.

HURLED BENEATH TABLE

Passengers Interviewed Show Effects of Shock Following Accident.

Nine survivors of the Indiana wreck train passed through London at 1:15 o'clock today via C. P. R. train No. 22, to their respective homes. All appeared to be much the worse of their experience. Only one of the survivors of the wreck was injured, Mrs. George Weir of Winnipeg, Manitoba. Her shoulder was dislocated and she received from the Michigan Central officials in Porter a check for \$50 to cover the medical attention which was given her. When the accident happened she was sitting at a table in the diner. When the N. Y. C. train struck the M. C. R. day coaches she was hurled beneath the table and it was here that she was hurt. Mrs. Allen, of Calgary, Alta., en route to Lindsay, Ontario, was also hurt, and she was taken to the hospital. She showed a piece of wood, one foot long and about two inches wide, from one of the coaches. She claimed it was one of the pieces which struck her. A special train was sent from Porter to Detroit. The passengers who were injured slightly were taken via ambulance to the city hall in Porter, where medical aid was given them. Mrs. Allen also exhibited a silver purse that had been crushed to one-half its original thickness.

Mr. and Mrs. R. Orshutt, 1212 Madison avenue, who were on their way to Toronto, were eating their supper in the diner at the time of the accident, which they claim happened at 6:20 o'clock. Both appeared to be very nervous.

"It seems to me that the two day coaches were hurled before the New York Central train hit them," he said. "I heard four or five coaches were crushed, and immediately after our dinner car was severely hurt who were in the diners, but all received bad shocks."

Mr. and Mrs. William Eckart of 1418 Broadway avenue, New York, were on their way to Montreal. Mr. Eckart was in the smoker and his wife was in the Pullman car. He said that there was no suffering whatever. Any who were in the two day coaches were immediately killed.

The story of the happenings before the New York Central engine hit them corresponds exactly with that of Mr. Orshutt's. He said that the work of the crews of both trains in advancing and receiving the highest praise.

"Only four were seriously injured and two of these died on their way to the relief hospital in Porter," he declared. "One will always find an amusing incident in anything that occurs. A colored porter had just passed out of one of the day coaches when the crash came. While we were helping some of the people locate their wares, he came to me and said that he could thank his good luck that he was prompted to go back to the kitchen in the diner."

A mother and her 2-year-old baby were also on the train, and both, it was said, appeared, were suffering greatly from shock.

MONACO RULER TO RECEIVE A MEDAL

Paris, Feb. 28.—Prince Albert, ruler of the principality of Monaco, will go to Washington in April to receive the gold medal awarded him for his marine researches by the Oceanographic Society of America.

WORST TRAIN WRECK SINCE APRIL LAST

The wreck at Porter, Ind., last night is the most serious that has been recorded since April 24, 1920, when 150 people were killed in a wreck at Oudh, Ind.

There were twelve serious train wrecks on the American continent since January 1, 1920, of which one occurred in Canada. This was the collision at North Bay, Ont., on January 25, when eight lives were lost. Other serious wrecks during the year were:

March 3.—At Elizabethport, N. J., collision, 16 killed.
March 14.—At Bellows Falls, Vt., collision, 6 killed.
May 9.—At Portland, Ore., collision, 8 killed.

June 3.—At Schenectady, N.Y., collision, 5 killed.
June 27.—At Huntington, Ind., collision with truck, 3 killed.
July 3.—At South Pittston, Pa., collision, 19 killed.

July 2.—At Arnold, Iowa, collision with train, 1 killed.
August 22.—At Camden, N. J., automobile bus hit by train, 15 killed.

September 5.—At Fairmont, W. Va., collision, 5 killed.
September 6.—At Globeville, Colo., collision, 10 killed.

October 20.—At Erie, Pa., collision, 7 killed.

LONDON VICTIMS OF INDIANA TRAIN WRECK



MR. and MRS. JUSTIN COLLINS, 36 Blackfriars street, who met death in disastrous train wreck. The above pictures were taken on their wedding day four years ago.

CITY MUST PAY 85 PER CENT OF COURT HOUSE AND JAIL UPKEEP, DECIDES ARBITRATION BOARD

Also Sixty-Five Per Cent of All Repairs—The Award Dates Back to January 1, 1918, and Is Payable March 31 of This Year—City and County Must Bear Own Costs.

Arbitrators in the city of London and County of Middlesex dispute as to the payment of the administration of justice expenses have entered their award for filing at the court house. They have decided that the city must pay the greatest proportion of the cost.

According to the decision, the city must pay 85 per cent of the cost of all repairs to the court house and jail; 85 per cent of the cost of caring for, supporting and maintaining the prisoners in the jail including the cost of all officials and attendants connected therewith; all expenses, costs and charges of conveying prisoners or inmates to the prisons or to the hospitals for the insane; all charges of the county crown attorney for attending trials of prisoners in the county jail; the expenses incurred by committing prisoners from the city to the jail; the charges for filing the police magistrate's summary convictions; 75 per cent of all other fees, costs, charges and expenses mentioned or referred to in section 279 of chapter 122, R. S. O. 1914; the cost of heating, lighting and caring for the local master's office in the city building; cost of books and stationery for the clerk and bailiff of No. 1 and No. 9 division courts; for each session of the division courts, \$2.50.

If a Government grant is made to ward any of the expenses, the city must be credited with the same proportion of the grant as it pays of the expenses. The award dates back to January 1, 1918, and is payable, March 31, 1921, with interest at 5 per cent from February 28, 1921.

The award is in effect until terminated under the provisions of the municipal act. The city share is payable quarterly on the first days of January, April, July and October. The first payment for this year is due April 1.

Each party in the arbitration must bear its own costs. The costs of arbitrators and stenographers' fees shall be divided equally. If one party pays the whole it may collect from the other.

The three arbitrators were: K. W. McKay, county clerk of Elgin who was appointed by the city; C. St. Clair Lettich of St. Thomas who was chosen by the county and Judge J. G. Wallace of Woodstock who was appointed as referee man on the order of Hon. Mr. Justice Sutherland.

There was a suggestion, he said, to abolish the Midway, but it had not met with favor at the hands of the directors. Col. Gartschore summed up by urging the directors to heed the criticisms, but he said the criticisms should come from the inside, and not the outside.

It was announced that the estimated cost of the Midway for 1921 was \$10,000. The highest and lowest temperatures recorded in London during the 24 hours previous to 8 o'clock last night: Highest, 38; lowest, 19.

The official temperatures for the 12 hours previous to 8 a.m. today were: Highest, 37; lowest, 19.

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ELECTION IN WARD FOUR MARCH 19

Nominations at City Hall On March 9.

RAILWAYMEN TO VOTE

On Three Days Previous to Election—J. M. Donahue Definitely in Field.

Mayor Little today signed the necessary statutory form to authorize an election in Ward 4 to fill the vacancy caused by the death of A. H. G. Macdonald. Nominations will take place March 9 at the city hall. The election will be held ten days later, on March 19.

For the first time in the history of the city the railway employees voting act will be in effect. Railroaders have the right to vote out of the city or on duty during the voting hours on Saturday, March 19, will be permitted to cast their ballots on March 16, 17 or 18 at the city hall, where F. E. Lavender will be in charge of the polling.

For the general voting on March 19 the usual polling places at the public schools and city hall will be used. Three of these will be located on one of the upper floors of the city hall. There are twenty-two subdivisions in the ward which means that twenty-two deputy returning officers and twenty-two polling clerks will be employed. City Clerk Baker said today that these places had been selected in order to employ men as far as possible, although a certain amount of experience was required to fill the positions.

An election is practically assured, although in some quarters there is a belief that the position may go by acclamation. J. M. Donahue, a member of the Labor Representation Committee, is preparing for a campaign. George A. Burdett, a former alderman, is prominently mentioned as a possible candidate. He is a strong supporter of the strong support.

He started for California on Thursday, but at Cheyenne and a vision revealed to him that the end of the world would arrive before the inauguration of Senator Harding as president of the United States. He returned to Denver to prepare his followers for the millennium. The all-night vigil seemed to satisfy his faith that his faithful were prepared for any emergency, so he left to serve his term. Last summer Sykes predicted the end of the world. Many of his followers then quit their jobs, sold their property, and gathered in the Tabernacle of David to await the "finish." On that occasion they were disappointed.

VALENTINE WEDDINGS ONLY HALF RECORD OF LEAP YEAR MONTH

Deaths Recorded During February Nearly One-Third Less Than in 1920.

GIRL BABIES LEAD

Births Registered Eighteen More Than Same Month Last Year.

Vital statistics for the month of February show that there were 111 births, 54 males and 57 females, compared with 59, 57 males and 42 females, in 1920.

The number of deaths registered was less than half of those recorded in 1920, this month's figures being 79, 38 males and 40 females, as compared with 152, 89 males and 63 females, in 1920.

The marriages recorded declined from 41 in February, 1920, to only 24 during the past month.

Miss Emily Allison, proprietor of a millinery store at 352 Dundas street, was rather badly scorched and frightened by a gas explosion, which took place in the kitchen over the store about 10 o'clock this afternoon. Miss Allison was alone at the time, and when the flames set fire to her clothing she ran down stairs screaming.

J. McLeana brother-in-law, went to the scene and extinguished the burning clothing. While coming down stairs Miss Allison tripped and injured one of her ankles. Mr. McLeana had his hands rather severely burned and his face was considerably singed.

The fire department was called, but had little to do, the fire which had started in the rug and curtains having been practically extinguished before the firemen reached the scene. The damage was very small.

DESTROYER SINKS 15 ARE MISSING

Washington, D. C., Feb. 27.—One naval enlisted man is dead, fifteen are missing and two are injured as the result of a collision yesterday between the United States destroyer Woolsey and the United States steamer Steel.

The Woolsey was cut in two at the after tank by the collision and sank at 6 o'clock this morning. The Woolsey was one of the United States navy's most modern destroyers.

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SIX SINN FEINNERS, CONVICTED OF WAGING WAR ON CROWN FORCES IN IRELAND, EXECUTED

Men Are Shot by Military in Cork—Had Been Found Guilty After Trial by Court-Martial—Appeal by Corporation of Cork For Clemency Is Denied—Prayers for All the Condemned Men Said in Catholic Churches.

Cork, Feb. 28.—Six Sinn Feinners held in jail here, who had been found guilty of levying war against the crown forces, and were condemned to death, were duly executed by the military this morning, each at intervals of fifteen minutes. An appeal for clemency had recently been made by the Cork corporation.

The men executed were Timothy McCarthy, Thomas O'Brien, Patrick Mahoney, John Lyons, Daniel Callaghan and John Allen. The first five were condemned early this month for an attack upon the crown forces at Drissey, County Cork, in January. Allen, whose home was in Tipperary, was sentenced by court-martial for possessing a revolver and ammunition. It was this sentence which the king's bench confirmed on February 24, in deciding that a state of war existed in Ireland, giving the military full power to act without interference by the civil courts.

The clemency appeal for the men was adopted by the corporation on Saturday, and a copy sent to Gen. Sir Nevill Macready, commander of the troops in Ireland. In all the Catholic churches in Cork yesterday prayers were said for the condemned men.

PRESENT POLICY OF MAINTAINING ORDER TO BE CONTINUED

London, Feb. 28.—The British Government does not intend to alter its present policy for maintaining order in Ireland, Mr. Lloyd George announced in the House of Commons today. The chief secretary for Ireland, he said, would be allowed to carry his administration to a successful conclusion.

Mr. Lloyd George made his statement in answer to a question. His declaration came at a moment when many rumors were afloat that Sir Hamar Greenwood was about to resign the Irish chief secretaryship because of a controversy over the alleged lack of discipline among the crown forces in Ireland.

AWAITS ALL NIGHT FOR END OF WORLD, "PROPHET" GOES TO PRISON

Denver, Col., Feb. 28.—The end of the world did not arrive in time to save Joshua Jehovah Sykes, self-styled potentate of heaven, and head of the Tabernacle of David, from prison. After awaiting all Saturday night with his followers for the great cataclysm, Sykes left yesterday for San Francisco to begin serving a sentence of eleven months for obstructing the draft during the war.

He started for California on Thursday, but at Cheyenne and a vision revealed to him that the end of the world would arrive before the inauguration of Senator Harding as president of the United States. He returned to Denver to prepare his followers for the millennium. The all-night vigil seemed to satisfy his faith that his faithful were prepared for any emergency, so he left to serve his term. Last summer Sykes predicted the end of the world. Many of his followers then quit their jobs, sold their property, and gathered in the Tabernacle of David to await the "finish." On that occasion they were disappointed.

MILNER HAS NARROW ESCAPE

Gas Explosion Sets Fire to Clothing of Miss Emily Allison.

RUSHED DOWNSTAIRS

Where Passerby by Name of McLeana Extinguished Flames.

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