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THE ADVERTISER, LONDON, ONTARIO, WEDNESDAY, FEBRUARY 27, 1907—TEN PAGES.

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EXPRESS GOES OVER EMBANKMENT THREE PASSENGERS MEET DEATH

**A Fatal Accident to a Fast Grand Trunk Train
While Running at a Rate of Fifty
Miles an Hour Near Guelph.**

**Broken Rail Causes Five Cars to Take a Sixty-Foot
Plunge—Two Prominent Stratford Men
in the List of Victims.**

THE DEAD.

JOHN O'DONOHUE, Stratford.
CHARLES RANKIN, Stratford.
Four-year-old daughter of H. C. Walker, of Peterboro.

THE INJURED.

WM. ALDERSON, Toronto, four ribs broken, head cut.
J. ANDERSON, Toronto, arm bruised.
J. S. ANDREWS, Goderich, head injured, back bruised.
JOHN ARKSEY, Addington, Man., arm injured.
JOHN BEATTIE, Sarnia, head cut.
ASHTON BURGESS, Guelph, head cut.
E. BACHELOR, Tavistock, arm bruised.
M. P. BARRY, Rockwood, bruised and badly shaken.
W. E. BUCKINGHAM, Guelph, head badly cut and body bruised.
MISS K. COWAN, Sarnia, shaken up.
R. L. CROSS, Toronto, ribs fractured, cut on head, not serious.
A. E. CIPPERT, Toronto, back hurt and arm broken.
F. DAVIS, Clifford, hand injured.
FRED DAVIS, London, Eng., left hand badly cut.
D. H. DENNISON, Stratford, knee sprained.
MRS. DONALD MCGREGOR, Acton West, cut about head and shoulders, not seriously.
MRS. J. W. DORAN, Toronto, head cut, internal injuries.
F. H. GALUSHA, Walkerville, leg bruised and cut, ribs bruised.
H. A. HALEN, Berlin, head and hands cut.
J. P. HETHERMAN, agent Canadian Express Company, Stratford, two scalp wounds; neither dangerous.
MISS HARR, Toronto, head cut.
W. J. HAYS, Stratford, ulna fractured.
T. E. HAYDEN, Stratford, hand injured.
L. HUTCHINSON, Listowel, ankle and head injured.
R. JONES, Mitchell, side badly sprained.
FRANK KELLY, Galt, side hurt.
ADAM E. KLIPPERT, 220 Dufferin street, Toronto, right arm broken.
REV. R. E. KNOWLES, Galt, shoulder dislocated.
MISS MCWHINNEY, Stratford, head hurt.

WILLIAM J. NEY, Stratford, arm broken.
M. A. OVEREND, Toronto, scratched slightly about arm.
R. PEARSON, Hickson, head cut.
H. M. PATTERSON, Stratford, lower jaw crushed.
B. A. PERRY, Toronto, back hurt.
ARCH. PRIEST, Toronto, hand hurt, ribs broken.
RICHARD POLLY, Toronto, leg hurt and head bruised.
MR. POEHLE, Toronto, head injured.
B. A. PERRY, Toronto, back hurt.
ALBERT ROGERS, Oshawa, thumbs injured.
W. A. ROLLING, Berlin, not seriously.
A. RITZ, Berlin, leg hurt.
MISS MABEL RANDALL, Cam-lachie, shoulder hurt, not serious.
JAMES RYAN, Guelph, toes cut off, foot and ankle crushed.
ALBERT ROGERS, Oshawa, hand injured.
S. H. SNEAD, Toronto, head cut.
R. P. SHERRIS, Toronto, slightly shaken up, not injured.
MISS STAR, Halifax, ear torn.
THOMAS STRONG, Ancaster, not seriously.
WM. SUTTON, Stratford, arm injured.
H. J. WAITE, Port Huron, shoulder dislocated.
MISS GERTIE WALKER, Acton, arm broken, slightly injured.
MRS. JOHN WALKER, Acton, back injured slightly.

GEORGE WILSON, Stratford, leg hurt.
J. P. WRIGHT, Detroit, head injured.
H. WALKER, Peterboro, arm and side hurt.

[By Our Own Reporter.]

Guelph, Feb. 26.—The breaking of a rail sent G. T. R. express, No. 5, from Montreal for Chicago, via Stratford and Sarnia, over a 60-foot embankment at Trainer's Cut, two miles east of here, at 2:30 this afternoon. All the coaches and the tender of the locomotive went over the bank, three people being killed and 50 injured in the wreck. Many people who sustained slight injuries are not included in this list, but as a matter of fact, almost everyone on the train suffered injury of one sort or another. The train is one of the speediest and most up-to-date on the Grand Trunk system. It was made up yesterday of two Pullman coaches, a parlor car, one day coach and a combination smoker and baggage car. It was being hauled by one of the big 900 class locomotives, No. 555, with Engineer William Thompson, Toronto, and Fireman W. A. Hurten, of Sarnia. Conductor Charles Woods, of Sarnia Tunnel, was in charge of the train.

Running at High Speed

The spot where the accident occurred is one of the most dangerous on the route between Toronto and Sarnia. There is a down grade at Trainer's Cut, at the extreme end of which is a somewhat sharp curve. The train was speeding along at a lively rate—it is estimated that it was running about 50 miles an hour—when the passengers in the coaches were thrown into a state of consternation by the bumping of the cars on the ties.

This continued for some 50 or 60 yards, when the three coaches in the rear, and the combination coach, broke loose from the baggage car, and went heading down the embankment. Two hundred yards further up the line the baggage car, carrying the tender of the locomotive with it, went over the embankment. Not until this latter occurred did Engineer Thompson or Fireman Hurten have any intimation that all was not right. When the rear coaches jumped the tracks, there was no severe jarring of the locomotive, such as might be expected. As it was, the cars with their loads of passengers, crashed down the steep embankment, hurling the occupants from side to side, and from roof to floor. It was all over in a few seconds, and then the horrified engine crew saw what had happened.

In the gully at the side of the track, the coaches lay. Men, women and children were seen crawling through the doors and windows, the passengers smashing any glass which might have been left in the windows in the attempts to free themselves from the wreck.

A Scene of Horror

Cries of the injured filled the air and added to the scene of horror. Some of the coaches were lying upside down, others were on their sides, and nearly all of them had the trucks wrenched away.

There were fully 200 people on the train, half of whom were women. Some of the ladies exhibited rare presence of mind, but others went into hysterics. The train crew, with the aid of those passengers who were not injured, set about at once to release those who were caught in the wreck. The search revealed the fact that, as was the case at Wainstead, those who had been killed lost their lives in the day coach next to the combination car.

Charles Rankin had been riding with Dr. L. Robertson, of Stratford, the Grand Trunk physician there. Rankin's feet were on the window-sill, and when the cars went over the embankment he was thrown through the glass. In the race down the hill the coach struck him, almost severing the head from the body. At the bottom of the embankment the body lay free of the wreck.

Ex-Mayor O'Donoghue, of Stratford, was in the seat with Mr. H. J. Wegg, of Stratford. He was thrown violently from side to side, and in one of the jolts his neck was broken.

In the same coach were Mr. and Mrs. H. C. Walker, of Peterboro, and their 4-year-old daughter. The little girl was sitting beside her mother, when the crash came, and she was hurled out of her seat, her head striking a seat on the opposite side of the aisle with such force that she was killed instantly.

Rescuing the Injured

While these bodies were being removed, the work of rescuing those pinned in the wreck, those who had fainted and those who had been knocked unconscious, was pushed with vigor by other brave rescuers.

The front end of the day coach next Continued on page nine.

WARRANT FOR NURSE; SEVERAL DOCTORS ACT

St. Thomas Young Lady Makes Some Sensational Charges.

A Port Huron, Mich., dispatch says: A week ago Miss Jennie Alexander, a nurse, whose home is in St. Thomas, Ont., came here, and threatened to begin a suit for heavy damages from some prominent people, claiming that malicious stories had been circulated by them affecting her character, and that when she protested against the reports she was hurried off to an asylum in London, Ont., where she was confined for several weeks. A new turn is now given to the case by the issue of warrants for Miss Alexander's arrest because of the sensational charges made by her against some physicians here. Miss Alexander is well known here and has been employed by several prominent families.

COLLISION ON THE I. C. R.

Express and Local Meet, and Two Trainmen Are Killed.

Halifax, N. S., Feb. 27.—Two dead and one dying is the total of fatalities in a collision on the Intercolonial Railway near Brookfield Station last night. It was a head-on collision between No. 9 night express for St. John out from Halifax, and No. 26, the Boston express of the Intercolonial Railway, bound in to Halifax. The accident happened at 11 o'clock, and details are meagre, but it is known that Fireman Luther Hill, of the Boston train, is dead; that Driver Flavin, of the same train, is dying, and that Baggage-master Sam Keith, of the St. John express, is dead. There are some minor injuries among the other men on the engines, but nothing serious, and the passengers all escaped with very slight hurts.

The Victims of Yesterday's Wreck on G.T.R. at Guelph

**Charley Rankin, Businessman, of Stratford, Left
Bride of Ten Days—John O'Donoghue
Was Ex-Mayor of City.**

Yesterday's wreck on the Grand Trunk, near Guelph, brought the deepest sorrow into two of the leading homes of Stratford.

Mr. John O'Donoghue, one of the victims of the accident, was one of the most prominent citizens of the Classic City, where he had resided for very many years. He had always taken a deep interest in municipal affairs, and served several terms as councillor, and later filled the mayor's chair with the greatest satisfaction. Mr. O'Donoghue, who was about 60 years of age, was exceedingly popular, and his untimely death will be regretted by all classes of citizens in Stratford and other places where he was well known. He leaves a family of grown-up children, one of whom, John O'Donoghue, is employed as a checker in the C. P. R. freight offices in this city.

Charley Rankin was about 25 years of age, and was known throughout the western section of the Province as a star hockey player. Of late, however, he had been officiating as a referee for the Ontario hockey executive, and wherever he appeared he gave the utmost satisfaction.

Rankin had been conducting a confectionery business in Stratford some time. He is survived by his wife, mother, six brothers and one sister, Mrs. Frank Laymen, of Parkhill. One brother, H. G. Rankin, is employed in the offices of the Empire Accident and Surety Company, of this city.

Charley Rankin was married only ten days ago to Miss Bruce, of Toronto. The latter was in Toronto with her husband on Monday night, but returned home to Stratford on the morning train yesterday, her husband being unable to return until the afternoon, owing to a business engagement. Mrs. Rankin went to the Stratford depot to meet her husband, and it was while she was awaiting his arrival that a message was handed to her announcing his death. The young bride was prostrated by the news.

Rankin was a brother of Fred Rankin, who met a tragic end in Calgary ten months ago. His mother died about a year since.

The 4-year-old girl killed in the wreck was a daughter of Mr. H. C. Walker, of Peterboro. Mr. Walker is a brother of Mr. G. E. Walker, city ticket agent of the G. T. R. at Guelph.

POOR BOX THIEF DOWN FOR A YEAR

**Frank P. Marshall Sent to the
Central Prison—Robbed
Box in Stratford.**

Frank P. Marshall, who broke into St. Peter's Cathedral and stole the contents of a poor box, was this morning at the police court sentenced to one year in Central Prison by Magistrate Love.

Marshall, who claims to have come from London, England, has, by what can be learned of him by the local police, been in several cities in Canada, and has at each place won for himself the reputation of being a "pay-day" drunk. A former employer in Hamilton was communicated with, and stated that although Marshall was a good worker while sober, he was addicted to drink.

A Stratford man identified Marshall as the individual who was caught robbing the missionary boxes in a church in that city.

AT DEATH'S DOOR

Senator Casgrain Critically Ill at His Home in Windsor.

Windsor, Feb. 26.—Senator Casgrain is seriously ill, and small hopes are entertained for his recovery. His son, Dr. Casgrain, admits his condition is grave. The senator is 82 years old.

CHIEF CLERK BARRETT DEAD.

Ottawa, Feb. 27.—Joseph G. Barrett, chief clerk of the accounts branch of the Dominion printing bureau, died of typhoid this morning at the age of 44. He was a prominent French resident.

DOMINION LOSES C. P. R. TAX CASE; PRIVY COUNCIL REFUSES APPEAL

[Special to The Advertiser.]
Ottawa, Feb. 27.—The Dominion Government was advised by cable today that the judicial committee of the privy council refused the application of the Dominion to appeal on the case of the taxation of C. P. R. lands. A test case was submitted to the Canadian courts as to whether C. P. R. lands in Manitoba and the Northwest could be taxed within the 20-year period specified in the charter. The Manitoba court was in favor of the C. P. R., with the exception of the taxation of school lands in the Northwest. The supreme court also decided in favor of the C. P. R. The Dominion made an application to appeal to the judicial committee of the privy council, and this application has been refused.

Three of the Injured Are in Serious Condition

**Mrs. Doran, Thos. Scott and Mrs.
Walker May Not Recover—
Inquest Commenced.**

[Special to The Advertiser.]

Guelph, Feb. 27.—Three of the passengers who were injured in the wreck of the Grand Trunk express east of this city yesterday afternoon are in a serious condition. They are Mrs. Doran, of Toronto; Thomas Scott, of Sutton, and Mrs. Walker, of Peterboro. Mrs. Doran is injured about the head and internally; Mr. Sutton has several ribs broken and an eye destroyed, and Mrs. Walker was injured by a piece of timber, which penetrated her side. The physicians, it is said, hold out little hope for their recovery. James Ryan, of Guelph, had a foot amputated.

An inquest was commenced this morning before Coroner Dr. Robinson, of Guelph. After viewing the remains of Charles Rankin, of Stratford, and visiting the scene of the wreck, an adjournment was made until Tuesday evening next, at 7:30.

The remains of ex-Mayor O'Donoghue, of Stratford, were taken to that city this morning. Those of Charles Rankin will be taken there this afternoon. The funeral of the 4-year-old daughter of Mr. and Mrs. Walker, of Peterboro, will be held here, at the residence of the child's mother, at 10 o'clock this evening. The father of the child is a brother of Mr. Walker, city agent of the Grand Trunk at Guelph.

Pinned in Wreck.
W. J. Ney, a Stratford furniture dealer, was partially forced through a window when the car in which he was riding landed on the swamp, and his arms were caught in the wreckage. He could not extricate himself and had to wait for rescuers to release him. He and others in his car finally made their exit through a hole which had been chopped for the purpose. He said the groans of the injured people and the sight of the wreck was awful. He has a broken arm.

Albert Rodgers, Oshawa, was on the way to Detroit. He was in the smoking-car at the time of the accident. Two of his men were hurled on top of him and his head was bruised thereby.

H. J. Waite, a G. T. R. employee, belonging to Port Huron, was on the car next the parlor coach. He said it seemed to him that all the cars slid into the bank right-side up until they reached the bottom, and then they fell over on their sides. One of the three, however, on reaching the bottom, set off endwise. "The trouble came," he said, "when the cars turned on to their sides at the bottom."

Ex-Mayor O'Donoghue, of Stratford, was sitting on the side of the car opposite to me, and was shot across the neck, landing with his head on the clothes rack above the windows. His neck seemed to be broken, and he never moved, being instantly killed.

Had Ribs Broken.

Archibald Priest, a machinist of the Canadian American Linotype Company, Toronto, was on his way from Toronto to Guelph to do some work on the Mercury Linotype machines, and was hurt in the accident. He was generally bruised, and it is thought some ribs were broken. He was in the passenger coach behind the baggage car. He says his car rolled over once before reaching the bottom. In the jar when the car stopped, the seats were wrenched from their places, the car considerably wrecked, the passengers thrown forcibly forward and the wreckage piled on top of them. He had two or three passengers piled on top of him. One of them was bleeding from cuts, and Mr. Priest left the wreck and came to the city with his face covered with blood, though he was not cut.

Y. M. C. A. OFFICERS CHOSEN

Mr. John Macpherson Re-elected President—Two New Directors.

The board of directors of the Young Men's Christian Association met last evening, and elected officers for the ensuing year. Mr. John Macpherson was re-elected president; Mr. D. H. Gilles, vice-president; Mr. J. F. Kern, secretary; Mr. C. H. Wickett, treasurer; and Mr. Charles Glass, chairman of the finance committee.

Two new directors were elected to the board—Mr. Wm. Turnbull and Mr. J. B. P. Tanton. Arrangements are being made for the anniversary meeting and annual association gathering next month.

GOING TO STRATFORD.

Ottawa, Feb. 27.—Rev. G. F. Salton has definitely announced his intention to the board of management of Dominion Church to accept the call to Stratford.

FIRE SUFFOCATES SIXTEEN PUPILS

**Awful Holocaust in Montreal
Public School.**

HEROIC TEACHER AMONGST DEAD

**Bewildered By Smoke and Flames,
Many Kindergarten Scholars Meet
Awful Death.**

THE DEAD.

Miss Sarah Maxwell, school principal, aged 31.
William John Zimmerman, aged 7.
James Pilkington Lindley, aged 6.
Edith Golsen, aged 5 years and 6 months.
Albert Edward Jackson, aged 6.
Lillian Ridge, aged 5.
Myrtle Sprague, aged 5.
Mabel Sprague, aged 3.
Edna Davey, aged 3.
James McPherson, aged 7.
Annie Jackson Andrew, aged 5.
Cecilia Forbes, aged 6.
John Lomas, aged 6.
Jalmer Frederick Anderson, aged 6 1/2 years.
Gladys Hingston, aged 4.
Joseph Johnson, aged 7.
Ethel Lambson, aged 5 1/2 years.

Montreal, Feb. 26.—A total death list of 17 is the tragic result of a holocaust which swept the Hochelaga Protestant School in the east end of the city this afternoon. The somber nature of the catastrophe was relieved of its horrors by an exhibition of rare heroism on the part of the principal, Miss Maxwell, who lost her own life while trying to save her charges. The pitiful feature of the disaster is that the whole loss of life appears to have been due to the neglect of the most elementary precautions on the part of the authorities who are supposed to see after the safety as well as the education of their young charges.

Heroic Teachers.

The outstanding feature of the terrible affair is the dauntless heroism of the lady teachers of the school, who, in the face of apparent official neglect, proved themselves willing to risk their lives in the effort to save those of their little pupils. And not merely willing to die for one of them, Miss Maxwell undoubtedly deliberately went to her death rather than risk losing one of her pupils.

Although the children were not properly trained in fire drill, which might possibly have saved them all, the teachers undertook to get them all out of the building with as little alarm as possible, and when the alarm was given, calmly told their classes to put on their clothes and go home.

Fire Spread Rapidly.

But the fire spread with such fatal rapidity that almost half the children—and the youngest ones—were shut off on the upper story from escape. The smoke prevented their going downstairs, and no other method of escape was possible.

It was then that the two principal teachers, Misses Maxwell and Keyes, proved themselves worthy to be ranked among the heroines of Canadian literature. Without a thought of themselves they sought the most dangerous places and prepared the children for the help they expected. In the face of imminent and awful death they worked loyally to save the children.

Dies For Her Pupils.

But the help came too late. Although within a few minutes of the outbreak neighboring workmen had a ladder at one of the upper windows and rescued a score or more, and a few moments later the firemen had arrived and saved fully 40 more, 16 of the little ones were suffocated and the principal fell a victim with them, while Miss Keyes was only taken out of the building with her clothes on fire, and in a fainting condition. It would have been easy for Miss Maxwell to have saved herself, but with the flames fast closing in, she refused the call of the firemen and once more braved the burning room to search for others who knew were in peril. She did not find them, but died with them.

The school, a brick structure three stories in height, was situated on Presbiterian street, north of St. Catherine street, in Hochelaga Ward, east end of the city.

The fire broke out about 1:45. In the basement, having evidently originated from an overheated furnace, the building was heated by hot air, and the big pipes served as flues to carry the smoke and flames all over the building, so that within five minutes of the first alarm it was completely engulfed.
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