

IMMIGRANT TRAIN WRECKED Eight Lives Lost

Ottawa, Ont., June 25.—Eight dead and over fifty injured, two probably fatally, was the result of a railway accident, which occurred this afternoon when a C.P.R. westbound train left the track at McKellar, three miles west of this city.

A rail, insecurely fastened after recent repairs, or else "kinked" from the heat of the sun, is held responsible. The big westbound transcontinental number five, rushing along over the section, bumped and jolted, and was then derailed. Two cars toppled over an embankment and into the Ottawa River, and as a result one of the worst railway catastrophes in recent years in Canada.

Many Pathetic Scenes

One of the saddest cases was that of Mrs. Robert McNeally, who, with her three children was on the way from Scotland to meet her husband, of 621 Clark street, Edmonton. Mrs. McNeally was drowned in the car while one boy, James, aged 17, is at the Water street hospital and is likely to die. The other two children, Maggie and Robert, aged about 8 and 6 years respectively, were found after the wreck, weeping bitterly for their mother. The passengers told them that their mother would come soon.

Later the children were taken to the hospital where kind friends are tending them.

Mr. McNeally was to have met his family in Winnipeg. He has only been in Canada a year and was planning a joyous re-union.

Among the dead is Patrick Mulvena, from Antrim, aged 25, who was on the way to Winnipeg. Two others were John Moodie, of Sanday, Orkney, Scotland, and John Hogg, of Derry, Ireland, aged 30, John Pearce, of Glasgow, Scotland, aged 27, was on the way to Edmonton. Bishop Charlebois, of Keewatin, who lives at Le Pas, and Father Leduc, from Saskatchewan, were on the train, and assisted in the rescue work, comforted the wounded, and administered the last rites to the dying. Only two of the injured are not expected to live, James McNeally and Thos. Phillips, of Ireland, both going to Vancouver.

Victims Mostly Immigrants

All the immigrants were bound to meet friends in the West, but in the confusion it is almost impossible to learn where they were bound, or who their friends are. Amongst the injured was Mrs. Robert McCallum, of Greenock, Scotland, who had with her two young children. She had her arm and head injured but is not in a serious condition. She was badly frightened and telegraphed her husband in Calgary. He must meet her here and take her west. Mrs. Geo. Patton, with her family of several children, from Armagh, Ireland, on her way to join her husband in Winnipeg, was in the wreck. Mrs. Patton was badly shaken up and the children were all badly bruised, but none of them seriously hurt. "We were having a cup of tea," said Mrs. Patton to a reporter, "when there was a terrible jolt and we were hurled about in the car which turned over several times. Most of those in the cars were buried under glass and wood, while I was hit against the side of the car. All my goods were scattered and I had not even money enough to telegraph my husband in Winnipeg that they were all safe."

Cars Hurlled Into River

Crowded with tourists and immigrants, more particularly the latter, en route to new homes in the West, the heavy train left the Broad street station of Ottawa shortly before 2 o'clock. Between Ottawa and Britannia is a fringe of summer villages banking the Ottawa river. One of the newest of them is known as McKellar townsite. It was there that the accident happened. At the exact scene, the river runs into a little bay and two of the ill-fated cars were plunged over the side and almost completely submerged. They were colonist sleepers full of British immigrants. For the past few weeks section men have been

gaged on the line laying new ties and this work involved the removal and replacing of the rails.

The assumption is that in putting back a section of the track there was insufficient spiking.

The train was running at about 30 miles an hour when the point was reached. The big mogul engine, tender, and baggage car passed over safely, but when doing so evidently displaced the defective rail with the result that the two colonist cars next in line tipped over into the water and the remainder of the train, the diner and first-class sleepers were derailed, twisted and partially destroyed, but stayed on the bank.

Like all similar accidents it happened in the twinkling of an eye, and without warning. There was a bumping and jolting, which threw most of the passengers out of their seats. An instant later the colonist cars went over the bank, breaking the line, probably preventing the rear cars from telescoping.

An indescribable scene followed. The passengers who escaped without serious injury, many of them foreigners, ran about wildly and in a state of abject terror; women screamed and fainted, while from the overturned and partly submerged cars came muffled cries of pain and terror, and calls for help. The train crew, who escaped with a shaking up, lost no time in going to the rescue and utilizing the appliances for the purpose with which the train is equipped.

The Ottawa Electric Railway runs near by, and a gang of three men, employed by it, along with residents of the suburban village, got busy with axes breaking windows and getting, as quickly as possible, to the work of rescue.

In a few moments the injured, many of them covered with blood and dirt, or watersoaked, were brought out and carried across the fields to nearby houses.

A hurry-up call was sent in for ambulances, autos, and doctors, and there was a quick response. Many motor cars became improvised ambulances, and these were used rushing the injured to the hospitals three miles distant. Fully twenty doctors, whose services had been requisitioned, rendered first aid, and accompanied the sufferers to the hospitals. For the greater part the injured are not fatally hurt, but will recover.

The news spread quickly to the city and in a short time there were a couple of thousand people on the scene, street cars on the Britannia line being crowded, and scores of automobiles pressed into service. The auxiliary wrecking train from the Ottawa divisional headquarters was rushed to the scene, and gangs put to work lifting the derailed cars and clearing the line. The work was pretty well completed during the night.

Nearly All Were Killed in the Crash

While the fact that the cars were partially submerged would have meant death by drowning the condition of the bodies indicated that, with one exception, the victims were killed outright.

There were many exciting and pathetic scenes attendant upon the disaster. In the terrific impact mothers were separated from their children, and distractedly watched the work of the rescuers. Two children were numbered among the dead, while a score of others, temporarily missing, were restored to their relieved parents. One of them was calling for his mother when rescued from the shallow water.

A Scottish immigrant, feeling the train turn over, and realizing what had happened, grabbed his wife and held her aloft till the crash came, and then hoisted her to safety through a broken window. Then he got out himself, and though cut and bruised, went to the aid of others.

ARTHUR MEIGHEN IS SOLICITOR-GENERAL

Ottawa, June 26.—At a cabinet council meeting this afternoon an order-in-council was passed appointing Arthur Meighen, M.P., to the position of solicitor-general. He was later sworn in by F. K. Bennett, assistant clerk of the privy council.

Another order authorized the issue of a writ for the necessary by-election, nominations being fixed for July 19 and polling, in the event of a contest, on July 26.

Others Wanted Portfolio

The fact that the report came out before the appointment was really made caused some annoyance as there were several other eager aspirants for the position who had kept the wires busy since the report came out. Among these were A. C. Boyce, member for East Algoma, and E. W. Rhodes, member for Cumberland, both of whom have been strongly pressing their claims.

The appointment of Mr. Meighen will cause considerable heart burning, as this is the third position in the gift of the government held by a Manitoba man. The spending department of public works and the influential department of the interior are presided over by Hon. Messrs. Rogers and Roche respectively. Ontario and the maritimes think that Manitoba already has her share. The prominent part which Mr. Meighen took in the closure proceedings by which the naval bill was jammed through the Commons commends him strongly, however, for the vacant position of solicitor-general. It carries a salary of \$4,000 a year. Mr. Meighen, it is expected, will locate permanently at Ottawa.

Left for West

Mr. Meighen, after being sworn in, left for the West tonight. The solicitor-general does not rank as a member of the government, but exercises important functions in connection with the department of justice. It is the intention of the premier, it is understood, to make the position of greater utility than heretofore, and the new solicitor-general will probably argue some of the Dominion's most important cases before the supreme court and privy council.

Ocean Freight Rate Inquiry

It is also likely that Mr. Meighen will undertake at once, as solicitor-general, an inquiry into ocean freight rates. Mr. Meighen brought the question before the House last session and advocated an inquiry into the great increase in rates, especially in wheat and flour. This inquiry will now be placed in Mr. Meighen's hands.

GRAIN GROWERS' ANNUAL

The Grain Growers' Gain company has decided to change the date of closing their fiscal year from June 30 to August 31, as the latter date is the regular closing date of the grain year and affords a better opportunity for valuing the stocks of grain in the elevators. The change in the date allows the auditors time to examine the accounts and prepare the statement for the annual meeting, which will be held in the latter part of November, when farm work has ceased and farmers have more time at their disposal. The company has arranged for single fare for the annual meeting in November, so there will be no more expense attached to it than in the past when the annual meeting took place in July. It is expected that the directors of the company, at their meeting in July, will declare a 10 per cent. dividend and distribute it immediately afterwards, as the affairs of the company are in a prosperous condition. This part of the work will not be delayed until after the annual meeting.

The farmers of St. Pierre organized themselves into a branch of the Manitoba Grain Growers' association on June 27, and the following officers were elected: President, Chas. Dandault, Vice-President, Alex. Carrié, Secretary-Treasurer, Ernest Hebert, Directors O. Cing-Mars, S. Larivière, A. Lafrance, A. Pefnault, J. Desharnais, J. I. Gagne.



THEIR FAVORITE CHILD