

# TRAIN WRECK SURVIVORS RECOUNT SCENES OF HORROR

## Mother Who Swam to Shore With Three Children Heroine of Disaster - Most Serious Flood Conditions in Years.

A series of scattered storms across Eastern Canada and Newfoundland took toll of 52 lives Thursday, dispatches revealed last night. At Brockville the number believed dead in the drill boat disaster had risen to 31. In the Sudbury district 13 perished in train wrecks. Two were drowned near Fort William. An unidentified man was drowned near Cobalt. At least five perished in Newfoundland and dozens of boats were sunk.

Sudbury, June 26.—Unprecedented flood conditions are believed responsible for the wreck of Canadian National Railway train No. 4, 10 miles west of Capreol. Rushing waters, flooded railways and handicapped communication systems.

Sudbury, June 27.—Eye-witnesses of the wreck of the Canadian National train at Vermilion Lake supplied vivid descriptions to-night of a nightmare which will be long remembered in the north country.

Tales of heroism, pitiful scenes where mothers cried in vain for lost children, fathers frantically battering their way into twisted coaches to find their loved ones, were mingled with praise for officials for relief dispatcher in record time.

Still Seek Bodies  
Four lives were lost, all of them children. A score were injured, none seriously. But passengers and railway officials consider it almost a miracle that the list was kept within that narrow limit.

The small loss of life in this accident stands out in sharp contrast to the death of nine men on C.N.R. freight train which was derailed at Spidle, 37 miles east of Capreol.

Here the fireman was killed and the engineer fatally injured. Eight others, tramps who were heating their way in an empty stock car, were crushed to death by a pile of lumber that tumbled on them when the train left the rails.

Washouts were the cause of both accidents.

Heroism and Horror  
Heroism and horror mingle in the story of the accident at Vermilion Lake as related by Elwin D. Wilkins, acting Crown Attorney of Sudbury district, who was a passenger on the train.

Women screaming in the rain-drenched night, men pinned beneath the water, and frantic parents searching wildly for children. And then, in the early dawn, a baby's body floating on the swollen waters of the lake.

Trains Moving Slowly  
The train was moving slowly for some time before the accident occurred, Mr. Wilkins said. It had stopped several times in order to allow tramps to investigate the track ahead with flares. All evening the rain had been pouring down in torrents.

Women and men poured out in terror from the pullmans. The rain was pouring down, and in the lights, which remained on in the train, women could be seen rushing frantically back and forth, screaming for their companions and children. Practically all were in night attire.

Elwin Wilkins went into the end of the first class car that was slumped over the bank. Standing on a seat half-way down a woman wrung her hands and begged him to look for her baby. Cushions were floating in the water that filled the end of the car, and people were struggling frantically to gain the upper end.

Mother Is Heroine  
Every railroad accident has its stories of individual heroism, and the Capreol wreck is no exception. In this case the outstanding heroine was undoubtedly Mrs. Hayes of Hornepayne. She was travelling to Parry Sound with her three small children. Without waiting for outside help, or without losing her head for an instant, this brave mother broke through one of the windows, and with a child under each arm and an infant gripped firmly in her teeth, swam strongly to shore, a distance of about 15 feet.

Mrs. Royale had the same story to tell of the "grating" noise that was heard before the car left the tracks, and then of the sickening sensation as the car slipped down the bank into the river. "The first I knew anything was wrong was when the curtain on the berth fell down on top of me," she said, "and then the car swayed and tipped, and I saw the water pouring in the windows." Most of the windows were open for ventilation.

"Then," she continued, "I heard a man shout, 'keep cool and we will all get out safely,' and I saw him at the end where the smoker was. The water was up to his neck, and he had his hands above his head, encouraging everyone not to lose his head."

"But it was horrifying, too," she said sadly. "There was one poor woman who lost her child, and she hung on to the ventilator at the top of the car, and kept calling for her child. She would not let them rescue her until they got her child. They had to tear her away by main force."

Girl Swam to Bank  
Little Miss Lillian V. Landman, who was returning home to Cardiff, Wales, to enter a sanitarium, after working for several months in the Pas, was able to swim, unaided, to safety. She went down twice before breaking a window and shooting to the surface. "It all seems like a dream," she said. "I was reading in my berth, could not sleep. I had just looked out the window and seen that we were surrounded by water and I thought it was the rain. Then came the bumps and the water started to flood in."

Tell Humorous Incidents  
It seemed that not one of these women could speak to a reporter without recounting one funny incident, and Miss Landman had hers. "We put all the poor men who live here out of their rooms," she said, "and when I landed along the main whose room I took was having a bath. He had gone into the bathroom without a stitch of clothes on, and he had to say there isn't anyone was thoughtful enough to throw him a pair of trousers. He had to wait quite a while too, for nobody was thinking of pantsless men at that time."

Owes Life to Slimness  
Mrs. Denton owes her life to her slimness, for she was hauled out of the kitchen window in the tourist car. When the car upset she was pitched head first out of her berth onto the floor of the aisle. After splashing around in a dazed way, she found her way to the kitchen, and someone outside, seeing her there, broke the glass and pulled her through the narrow opening.

Freight Train Derailed  
"At 4.15 this morning freight train No. 401 from North Bay ran into a washout at a point about 16 miles east of Capreol, derailling the engine and nine cars. Fireman McLeod was fatally injured. Engineer J. McDonald, who was pinned under the wreckage, has been released and taken to Capreol. He is seriously injured. Bodies of six trespassers, as yet unidentified, who were presumably riding on the train, were found near the scene of this accident."

Nine Killed in Wreck  
Records of a horrible tragedy and descriptions of one of the most thrilling rescues in the history of Canadian railroading drifted in from the little town of Spidle over telegraph wires entangled by the floods and telephone wires loaded to overflowing with the calls of anxious relatives.

Eight hoboos and fireman Alex McLeod were killed, and Jack McDonald, engineer, was so seriously burned by steam that he is not expected to recover, when a C.N.R. freight train crashed into a washed-out piece of track 17 miles east of Capreol at 4 a.m. One hobo escaped unhurt.

The nine tramps were riding in an empty stock car when the crash occurred. The car immediately behind it was loaded with lumber. The sudden stopping of the train shot the lumber forward and crushed to matchwood the car in which the men were riding. Only the one man was thrown clear and survived. The others were killed instantly.

Travelling at a good speed just before dawn along the edge of the high bank of the Wahnapita River, the freight dropped suddenly into a deep hole in the fill washed out by the heavy floods. The engine nose dived and landed upright, but the impact of the drop was so great that McLeod, the fireman, was thrown out and crushed to death under the tender.

Engineer McDonald at the same time was pinned beneath the engine, his foot caught so that he could not move.

Washout on C.P.R.  
Between Sudbury and Murray Mines there is a washout on the C.P.R. lines. All day buses have been used to transport passengers, westbound passenger being taken by bus to Murray Mines and eastbound passengers to Sudbury.

This has delayed trains, and tonight the Trans-Canada Canadian Pacific train bound for Toronto was just twenty-five miles east of Sudbury at 8 o'clock. It was due in Toronto almost 12 hours before.

Roads in Ribbons—Bridges Out.  
Damage to railway right of way, provincial highways and township roads, as well as private properties will mount into the hundreds of thousands before it is cleared up. Between Markstay on the east and Whitefish on the west it is estimated there are over 50 automobiles marooned, over half of them American tourist parties.

Heroic efforts on the part of both the great railways to make repairs have brought every resource of these two great organizations into play.

Washout on Algoma Eastern  
While nine washouts, each of considerable proportions, within 45 miles of Sudbury, the Algoma Eastern Railway, operating between Sudbury and Little Current, diverted traffic between Sudbury and Espanola over the Canadian Pacific Sault Ste. Marie line.



A striking photo of C. F. S. Gordon winning the high jump in the meet between teams from the A.A.A. and Cambridge University on the university field.

## Storm Makes Havoc While People Pray

### At Least Five Dead and Thirty Fishing Vessels Sunk

Harbor Grace, Nfld., June 28.—At least five persons were killed, 30 fishing vessels were lost and thousands of dollars' damage done by a thunder and lightning storm which raged over this place and vicinity last night. Hail stones weighing one pound fell from the sky and did heavy damage to buildings.

In this place alone, five persons were struck and killed by lightning as they either dashed for cover or sat within their homes. Thirty fishing vessels in the harbor were sunk as the high winds whipped mountainous waves in toward the town.

The lightning display was awful and many persons were injured either by lightning or falling woodwork as they knelt by their bedsides praying for safety.

A bolt of lightning struck a hill south of here and ripped open a road to such an extent that it was impassable. The bolts, which came with great frequency, destroyed the telephone and lighting systems soon after the storm began.

Persons living in one section of the town reported that hailstones weighing upwards of ten pounds struck in their locality. The top of an electric transformer was struck by one of the hail stones and knocked to the ground. Windows in many houses were shattered.

How far will a rabbit run into a bush?—To the middle.

## Black Snake Swallows Bait Dumps Canoe and Sinks

Orilla.—Suffering snakes, when a three-foot black snake took the worm offered a rock bass off a Couchiching point recently by an unsuspecting fisherman. Having laid about him with good effect, as to smash his rod, bend his reel, split the gunwale of his canoe, break a thwart, cut open his knee and smash his pipe, he dumped the canoe.

The snake, weighted down by the tackle (all anchored to it by the hook, sank. The fisherman, weighted by his emotion, came near to following suit. But land was achieved. The canoe righted. "Fish," says the fisherman, "ugh."

Finding that shaking the pole, abjuring the snake and invoking the gods had little or no effect, the paddle was resorted to as a more potent weapon. Having laid about him with good effect, as to smash his rod, bend his reel, split the gunwale of his canoe, break a thwart, cut open his knee and smash his pipe, he dumped the canoe.

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Racing to Gloucester, Mass., with record cargo of mackerel, schooner Allice Mildred struck a ledge and sank off Pocahontas, Cape Cod. Crew were saved.

# THIRTY LIVES ARE LOST AS LIGHTNING STRIKES SHIP

## Bodies Likely to Float Free Down the St. Lawrence to Canals - Only 11 Survive.

Brockville, June 26.—Thirty men perished when a bolt of lightning discharged dynamite waiting detonation and utterly wrecked their vessel, the drill boat J. B. King.

Of the crew of 42 aboard, only 12 escaped. Of the night watch sleeping below all but one, it is believed, perished. Only one body has been recovered.

The first flash of lightning of a sudden thunder-storm caused the disaster. An hour sooner and there would have been no tragedy. The dynamite had only been placed in position below the 12 drill holes in the vessel. A few minutes later the vessel would have backed away to a safe distance to discharge the heavy charges. The electric wires were placed in position. The thunderbolt provided the fatal current.

The flash from the sky was followed by a deafening report heard for miles. People on shore saw a sheet of flame. Fragments were hurled high in the air. The drill boat, the largest of its kind in Canada, vanished completely.

Beat Blown to Atoms  
Literally the boat was blown to atoms. The men were caught like rats. Those who were not killed instantly by the force of the explosion were blown out into the St. Lawrence in such a dazed state that they sank before help could reach them.

Heroic rescue work was carried out by the United States Coastguard Cutter 211 in command of Captain G. B. Lok of Olcott, N.Y., and carrying M. R. Rasmussen, chief inspector of the Buffalo district. This boat was proceeding east along a mile west of Cockburn Island when the J. B. King was struck. Full steam ahead was ordered and she plowed her way through the debris-strewn water.

Two or three tenders belonging to the drill boat also rushed to the scene but between them only 12 survivors were rescued. A few men hanging to drift wood, scattered debris, tangled and twisted spars, all that remained of the \$100,000 drill boat and her crew of 42 men.

Gloom Cast Over City  
The catastrophe, one of the worst in the recent history of Canadian inland shipping, cast a pall of gloom over this city.

But hope springs eternal. Groups of relatives, sad-eyed and weary, trooped about the hospitals, gathered at the docks and communicated constantly with the local office of the Porter firm. To each query concerning the whereabouts and welfare of a loved one, the answer was always the same: "We have no further word."

Seven Brockville citizens are dead. Twenty-three others are dead, men who had lived here for months and, as men do in a small town, become known as friends and comrades. Thirty men of Brockville are gone.

Forty-two men were in the crew of the drill boat J. B. King. Tonight 11 lie in two hospitals here, two of them near death. Two bodies have been recovered from the St. Lawrence and 29 are missing. Of these, hopes late to-day were dwindling that many would be recovered.

Eddie "Mac" Boucher, diver for the St. Lawrence Wrecking and Towing Company, worked to reach the wreckage that strewn the river bottom where the King sank. Below the flickering waters he could see dimly

the shining yellow of newly-shattered timbers, cables, wreckage and freshly-blasted rocks. Eddie was forced to give up his hazardous work for another day. Tomorrow he will again essay his struggle against the river's eight-mile-an-hour current and he will be aided by two more divers, one from St. Catharines and one from Ogdensburg, N.Y.

Only Shattered Timbers Visible  
The King lies on the river bottom three miles upstream from this town and 300 yards from the rocky shore of Cockburn Island. From trees on the island cables still stretch below the lapping wavelets to the bulk that was the J. B. King. On all sides of these trees lie masses of torn underbrush, uprooted trees and wreckage.

Across the little island in a broad path destruction raced when lightning struck the King and detonated the charges of dynamite that she had just tapped into holes drilled deep in the river bed. From the middle of the river a glance at the island conveys the impression that woodsmen had hewn a roadway across it. Between the middle of the river and the island juts a timber, three feet square and reaching out of the water four feet. That is all that remains visible of the King except for twisted, torn planks scattered for miles down the St. Lawrence.

Recovery of Bodies Unlikely  
The wreckage at the bottom of the river, according to Eddie Boucher, is a huge "jackpot" of timbers torn like matches, intertwined cables and rocks. In his opinion, few bodies will ever come out of that wreckage. He is the only man who has been below the surface and his opinion chills the hearts of Brockville mothers and fathers and wives and children.

The King had drilled and charged four "sets" of holes. A set is the number of holes drilled in one location. No one knows yet whether in each set she had drilled the full possible number or less than 12. All sets were looped together by battery wires and only needed the current of the battery handle to cause the detonation.

Duke Says Canada Is Land of Promise  
No Greater Openings at Any Time in World, He Declares

London.—"There probably have been no greater openings at any time in the world for young men prepared to work than those presented by Canada to-day," declared the Duke of Connaught, former Governor-General of Canada, in his address at Wellington College, Crowther, recently.

The Duke suggested that parents as well as boys might do well to consider the opportunities of the Dominion. Those who went to Canada were able to feel that they were going to a foreign country, but to a land imbued with the same ideas of loyalty as the Mother Country.

Frederick G. Mallin, Head Master of Wellington, urged his pupils to consider the career of an electrical engineer, especially in the service of such great companies as the one which harnessed the immense power of Niagara. The task of uncovering the vast mineral wealth of a country such as Canada also involved a great and profitable career. There was an enormous demand for qualified engineers and chemists and if Britain were able to continue sending a steady stream of trained men to the Dominions it would be doing a great Empire service.

Care of Plants  
One woman who has excellent results starts her seeds in shallow cigar boxes in the house. This enables her to put them in the ground without disturbing the plants. She just breaks away the sides of the box from the soil and slips the bottom off with a knife. She does this when the plants are about two inches high. As the roots are not disturbed the growth of the plants is not interfered with and the plants do not lose their vitality. Then when they have attained a higher growth and are stronger she thins them out and being accustomed to this soil they continue to thrive.

Lettuce Rescue  
To keep the birds from eating my nice tender lettuce I made a dark thread entanglement across the row. Place two sticks at each end of lettuce row, then take a spool of thread, tie an end on one stick, then draw it around from stick to stick, then across from each corner, lengthwise. The birds cannot see the dark thread. When it touches their wings they get such a scare that they fly away and don't come back again, and are unhurt.—Sunshine Jane.

# Chicago Acquires New Aquarium

## Marble Building With Model Plant for All Types of Marine Life

Chicago's aquarium, a gift of John G. Shedd, is now in operation. A \$3,000,000 building, situated on the lake front and filling the gap between the Field Museum and the Planetarium, gives the city one of the most modern aquariums in the world.

More than a million gallons of salt water have been conveyed from the seaboard in the aquarium's own fleet of 125 tank cars—a supply stored in tanks beneath the building and sufficient to answer the aquarium's needs for fifteen years. Willis H. Carrier of Newark, N.J., has installed a modern refrigerating and conditioning plant by means of which the salt water, together with another 1,000,000 gallons of fresh water, can be sent slowly through the tanks containing the fish, returned to the basement, revitalized, and re-used many times.

All of the fish in the aquarium will be kept in water of the correct temperature. Trout accustomed to the cool waters of mountain brooks and Oriental goldfish from tropical waters will be made comfortable. Thermostatic control makes it possible to maintain constant vigilance over the 132 glass tanks, and skylights that will not obstruct the rays of the sun have also been installed.

The building itself is of marble and the interior has been decorated to carry out the marine motif. The three-foot marble border around the base of the main hall gives the impression of a waterline and illumination is afforded by globe-shaped like shellfish.

Programs to Test Radio Taste Urged  
Harry A. Lafount has decided to recommend to the Federal Radio Commission, of which he is a member, that it sponsor test programs over each of the national broadcasting network to determine the type of program the majority of listeners favor.

Obtaining mass opinion by the questionnaire method, Mr. Lafount thinks difficult, but he believes that the chain broadcasting organizations would gladly co-operate with the Government by allowing a one-hour program to be presented over each of the networks some evening.

"The programs should be as diversified as possible under the time limitations, and should include both classical and popular music, educational and information features and any additional factors of superlative program development, deemed to be of public interest," Mr. Lafount says.

"This plan," the commissioner concludes, "would provide an opportunity for making a worthwhile survey of the tastes of the people and would insure them of the commission's earnest desire to see broadcasting conducted in the public interest."—Canadian Bureau for the Advancement of Music (Toronto).

Aerial "Fireman" Flies 16 Hours in Day's Work  
A. M. Delamere, airplane pilot of Stratford, Ontario, established a record for the aerial brush fire fighters by passing sixteen hours aloft in one day during the recent struggle of the Provincial air force with the Stone Lake fires. Delamere took off first at 3.30 o'clock in the morning, and was aloft, except when refueling or taking time out for meals, until 10 o'clock at night.

He made nineteen flights during one day, transporting 4,005 pounds of fire-fighting equipment to different fires in the district. The flights were made from the Twin Lake station and his flying time, combined with that of another pilot and plane used the same day, totaled twenty-nine hours and ten minutes.

Canada Comes Third in Car Consumption  
Canada ranks third among the countries of the world as a user of automobiles. This is at once an evidence of the growth of the industry and of the general wealth of the people. In 1929, there were registered in Canada motor vehicles to the number of 1,193,889, which was an increase over the 1928 registrations of 1,177,070, or 10.9 per cent. Registrations in 1929 made an average of one motor vehicle to each 8.2 persons in Canada, against an average of nine persons per motor vehicle in 1928. This average was exceeded only by the United States and the Hawaiian Islands. In the former the average was 4.9 and in the latter six.

Prince of Wales Will Open Rail  
London.—The Prince of Wales has been invited by the Canadian Government to officiate at the opening of the Hudson's Bay Railway in 1931. The Hudson's Bay Company will then pay the Prince tribute of two black beaver skins and two elk hides, in token of sovereignty, according to a provision of his charter regarding the visit of any member of the Royal Family to the Hudson's Bay domains.