

November 28
1927
Dockrill

The Globe.

TORONTO, MONDAY, NOVEMBER 28, 1927.

THE WEATHER

Probabilities: Cooler, with rain

Sun rises at 7:27 a.m. and sets at 4:44 p.m.

PAGE 1

AS BALMY BEACH CONQUERED THE "TIGERS" OF HAMILTON



Four Killed, 33 Hurt, In Main-Line Crash; Engineer Loses Life

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EYE-WITNESS GIVES VIVID STORY OF TERROR FOLLOWING WRECK

Wrecking Trains Hurry to Scene—Some of Seriously Injured Are Taken to Hospital in Smith's Falls

Victims Are Passed Out Through Coach Windows at Toronto—Casualties Chiefly Polish and Russian

(Special and C. P. Despatches)

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Engineer Killed.

Only one of the dead has been identified, Engineer William Burnett of the passenger train, whose home was at Smith's Falls. The other dead are described as two men and a woman, "foreigners."

The seriously injured are:

Fireman Rhynard Post of the passenger train, whose home is in Smith's Falls. Amputation of one leg was necessary.

Engineer J. Len Bradford, on the freight train, Smith's Falls.

K. Khans, a passenger, address unknown.

An unknown man, who had his legs broken and suffered other injuries.

The list on the less seriously injured contained the names of both men and women, and railway officials here said most of them were riding in a colonist car, which, apparently, bore the full force of the impact.

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Victims Are Passed Out Through Coach Windows at Toronto—Casualties Chiefly Polish and Russian

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Then came the slightly injured. There a middle-aged woman who limped from a coach and was hastened away by friends. There a young man with a tilted hat half hiding his bruised head.

In half an hour all these were gone, and alone in one coach remained the seriously injured. Then the train was backed down to the foot of Yonge Street, where a score of ambulances and a squad of taxis waited to convey the unfortunates to city hospitals.

Mother and Babies.

It was 1.45 o'clock this (Monday) morning when the last of the injured were taken from the wreck train at the foot of Yonge Street. Two huge ambulances bound for the Western Hospital were among the last to leave. In the first went a young Polish mother, almost unconscious, her head battered and bleeding. And in the second car, lying side by side on a stretcher, were her two young children. One, suffering from some hidden injury, lay silent, eyes half shut. The other cried and twisted his hands about his face piteously, while an ambulance attendant sought to soothe him.

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The seriously injured were removed to temporary quarters after being given first aid, and the bodies are said to be at Enterprise, 30 miles north of Napanee, Ont. Coroner Dr. G. H. Cowan of Napanee will leave by motor for Enterprise to conduct the inquest tomorrow.

Chicago Train.

The trains involved in the wreck were the Montreal-Chicago passenger train No. 19, which left Montreal for Toronto at 9.45 this morning, and the freight. The passenger train was carrying a large number of immigrants, travelling in colonists' cars, near the front of the train.

The official statement was not entirely clear as to whether the freight struck the passenger train or whether the freight struck the other. The statement said:

"At 9.45 p.m. at Smith's Falls, 56 miles west of Smith's Falls, a Canadian Pacific freight train came in contact with No. 19, Montreal-Chicago passenger train, which left Montreal at 9.45 this morning, the freight train having failed to get clear in the siding for the time of the passenger train."

Left on Main Line.

Bellefleur, Nov. 27. — Four are known dead, and many injured, as a result of a collision between freight and passenger trains on the C.P.R.

(Continued on Page 2, Column 6.)

PRINCE IS TO VISIT BELFAST, IRELAND

Dublin Would Like to Have
Him, But Authorities
Fearful

(Special Cable to The Globe and The New York Times. Copyright, 1937.)

Dublin, Nov. 27. — The people of Ireland are looking forward to the visit of the Prince of Wales, who is

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Eight Stretcher Cases.

Especially pathetic was the sight of a man lying 12-year-old boy, whose name could not be ascertained. Not to cause him too much pain, he was, with careful hands, put on a stretcher and balanced out through the window of the wagon. One woman, beyond sensibility, had two peacefully sleeping babies stirring in their sleep on her more or less inanimate body, and, in all, the doctor, who had been in the wrecking party rushed to the scene from Smith's Falls. H. C. Wert, estimated that of the 16 or 18 cases carried in the car set aside for the injured, 8 were straight-forward stretcher cases.

In the stifful light of train lamps and occasional blinding flashes of photographers' flares, they unloaded the bandaged casualties at the foot of Yonge Street early this (Monday) morning.

The coaches carrying the injured were backed up to Yonge Street after the other passengers had been discharged at the new station. Eight or ten ambulances and perhaps a score of taxicabs were waiting in readiness.

Many of the injured were taken on stretchers through the windows of the coaches, a corps of carpenters being on hand for the purpose of removing the windows. As soon as they were placed in the ambulances they were whisked off to various city hospitals.

Some of the victims of the crash were indistinguishable under the swaths of bandages that covered faces and hands. Others bearing less obvious signs of injury were removed in taxicabs.

Dr. H. A. Beatty, surgeon-general for the C.P.R., hurried from Toronto yesterday to meet the train en route. Interviewed by The Globe last night, he stated that four had been killed and three so badly injured that they could not stand the long journey to Toronto, and had been taken to Smith's Falls.

Of the injured brought to Toronto he said, about ten would be taken

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FOUR KILLED, 37 HURT AS TRAINS CRASH

(Continued from Page 1, Column 7.)

line near Enterprise, 30 miles east of here, at 2 o'clock this afternoon.

Identification has been made only in the case of William Burnett, Smith's Falls, engineer of the passenger train. Bodies of three others, foreigners, including one woman, have been recovered from the wreckage.

According to the stories told by members of the crews, the freight, headed east, had stopped at the entrance to a two-mile siding five miles east of Enterprise. The engineer, finding that the power of his locomotive was insufficient, moved one-half of it out on the main line and left the other cars within the siding entrance.

A few minutes later the first section of C.P.R. No. 19, westward-bound, rounded a curve and crashed into the standing cars. The freight was telescoped. In the passenger train, the engine and first coach—the colonist car with over 30 immigrants aboard—bore the brunt of the impact.

A call to Belleville for medical assistance brought Drs. R. S. McCreary and J. R. Robertson to the scene, and first aid was given those of the injured who had been removed from the wreckage.

Half an hour after the collision the second section of No. 19 arrived and took some of the injured back to Smith's Falls. Wrecking trains were called from Smith's Falls and Trenton.

There were 122 persons on the passenger train, according to the conductor's report. Of these, 30 were in the colonist car, directly behind the baggage car. One of the

states that his family of five was missing.

Injured Taken to Smith's Falls.

Smith's Falls, Nov. 27. — Lenn Bradford and Rhynard Post, both of Smith's Falls, and Charles Karmilski, Toronto are patients in the Public Hospital here, as a result of the railway accident near Belleville this afternoon. A special train despatched from Smith's Falls brought these three men to the hospital here tonight for treatment, although an accurate report of their injuries cannot be yet ascertained. It is believed their conditions are rather serious.

Bradford was the engineer on the colliding freight train coming east, and W. Hogg of Smith's Falls was conductor on the freight train. C. Warren, also of Smith's Falls, was brakeman on the freight, but the latter two were not hurt. There are no others from Smith's Falls injured, is the report received here. No. 19, the noon-fast train, left here today in two sections. It was on the first section that Burnett of Smith's Falls was the engineer, and who was killed. J. Perry of Toronto was the conductor with Burnett. The second section of No. 19 is all right. The wrecking crew went up from Smith's Falls this afternoon, after being ordered. Post.

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Two Brothers Engineers.

Ottawa, Nov. 27.—Engineer William Burnett, who was fatally injured in the train wreck at Dockrill, Ont., this afternoon, was one of three brothers engineers with the Canadian Pacific Railway. The dead man was a native of Kingston, Ont., and had been with the railway company for 35 years. He was 57 years of age. Six years ago Engineer Burnett was seriously injured in a train wreck between Trenton and Smith's Falls, but recovered.

The family of the dead engineer has been living in Smith's Falls for a number of years. His family consists of his widow, formerly Miss Emma Horn of Kingston; a son Clifford, aged 19, who is attending mental classes at the University of Toronto, and a daughter, Isabelle, aged 11.

Engineer Alfred Burnett of Ottawa, Engineer Harry Burnett of Havelock, Ont.; Engineer John Burnett of Havelock, and Fred Burnett, farmer, of Kingston, are brothers. Mrs. M. Jackson of Watertown, N.Y.; Mrs. C. Anderson of Racine, Wis., and Mrs. Walter Clark of Havelock, are sisters. Major W. Burnett of Lethbridge, Alta., is an uncle.

Yuletide Strawberries

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The Toronto
Globe

Inquiries Are Started Into Wreck Tragedy; Identifications - Made

In Former Wrecks

(Special Despatch to The Globe.)

KINGSTON, Nov. 28.—Engineer William Burnett, who was killed in the Canadian Pacific train collision at Dockrill yesterday, was born a few miles west of Kingston. He was in several accidents on the railway during his time with the C.P.R., and was the driver of the locomotive which struck a gasoline truck over a year ago near Belleville, when a young student attending Queen's University, who was riding in the truck, was killed. Engineer Burnett stuck to his locomotive at that time even after his fireman had jumped, and brought the train to a standstill, despite the explosion of the truck.

IRISH REPUBLICANS MUST RAISE MONEY INSIDE FREE STATE

De Valera Tells Them No
More Forthcoming
Overseas

STATEMENT OF POLICY

(Special Cable to The Globe and The New York Times. Copyright, 1927.)

Dublin, Nov. 28. — At a conference of Republican chieftains held yesterday Eamon de Valera announced that during the last eighteen months £30,000 had been expended of the party campaign funds, of which £25,000 had come from America and Australia. He warned the leaders that no more money would be forthcoming from those sources, and that it would be necessary to raise funds within the Free State.

Much comment has been aroused by de Valera's speech last Friday closing a meeting of the Republican Ard Phais, when for the first time since Fianna Fail entered the Dail he made a definite statement of his party's policy.

He said the main plank of the Republican platform was the achievement of complete independence for all Ireland in the form of

*Brother of Stratford Man
and Nephew of Meaford
Merchant Thought to Be
Victims—Arrests Made
for Alleged Robbery of
Mails*

WORK OF RESCUE FOR MANY HOURS

*Three Are Arrested
Charged With Stealing
Mails and Plead Guilty
in Napanee Court—In-
quest Will Be Resumed
Shortly*

(Special Despatch to The Globe.)

Enterprise, Nov. 28.—Coroner G. H. Cowan and Crown Attorney U. M. Wilson of Napanee opened an inquest at Enterprise this morning into the deaths of Engineer William Burnett of Smith's Falls and victims of the Canadian Pacific train wreck on Sunday at Dockrill siding.

The jury immediately viewed the bodies, and then went to the scene of the accident. After investigating there, the jury convened in Enterprise Hall and some formal testimony was heard. The inquest was then adjourned until such time as all the witnesses can be present.

Probably Seven Dead.

It was decided as definitely as possible under all circumstances that there are seven dead in the wreck—the engineer, William Burnett; one unidentified woman, a foreigner, and four men, foreigners.

A portion of an infant's leg was discovered, believed to be the child of the unidentified woman.

From searching the bodies it was thought the three dead men are:

Friedrich Rischur of Hamburg, Germany.

A. R. Antopp, from Poland. He was coming to Canada with his brother, and was on the way to visit his uncle, Israel Topp, Meaford.

Jacobus Keukelaar, Rotterdam, Holland. He was apparently on the way to visit his brother, Cornelius Keukelaar, 34 Hibernia Street, Stratford.

In addition a fourth body is thought to be Wilhelm Bauer, bound for Newcastle, Ont.

The most seriously injured are Rhynard Post, Smith's Falls, Ont., fireman of the freight train, who is

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Column 2.)
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Inquiries Are Started

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fringe the track at Dockrill, but gales accompanied by heavy rains drove the workers from the scene tonight. Penetrating cold added to the handicap under which the workers labored.

The line was open to traffic tonight.

Labored Through Night.

All night wreckers worked incessantly, under most trying conditions. The weather was extremely cold, and to make matters worse, where the flames were not shooting forth, dense volumes of smoke were rolling up.

At 9.15 this morning a man's sleeve was noticed deep in the wreckage, with two huge train wheels across it. Frantically the officials had the powerful wrecking cars removing the heavy wheels and other debris, and the body was finally extricated, but in a badly battered condition. Close to it were found a shin bone and a foot, and these were identified as those of a young woman.

Admit Stealing Mail.

Pleading guilty to the charge of stealing from his Majesty's parcel post, three youths, Fred Dermott, Gordon Dermott and Floyd Kennedy, all of Tichborne, were remanded a week for sentence when they appeared before the County Magistrate at Napanee this evening. The charges were laid by W. M. Wilson, Crown Attorney at Napanee, and the men brought to trial at a special sitting of court this evening.

Attached to the express train which crashed into the freight at Dockrill on Sunday, resulting in the death of at least six people, was a mail car, in which were over 1,000 bags of mail, most of it from England. The car burst into flames after the crash, and only about 200 bags were salvaged. In the darkness of Sunday night and early Monday morning the mail bags were being shifted to a safe place away from the wreck, when C.P.R. constables detected the young men tampering with the mail. They were immediately arrested and detained in Superintendent Groat's car until this morning, when they were taken

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Bradford, who was the engineer of the freight train, and Charlie Karmilski, a passenger on the express, were suffering mainly from severe bruises, body cuts and shock. They were expected to be dismissed from hospital in a few days.

Had Just Arrived.

London, Ont., Nov. 28. — Nathan Goldberg, injured in the Dockrill wreck yesterday afternoon, had just arrived in Canada to make his home with his brother Harry at 124 Clarence Street, this city. Harry Goldberg left for Western Hospital, Toronto, this morning.

C.P.R. Statement.

Montreal, Nov. 28. — The head office of the Canadian Pacific Railway here has not been notified of the finding of any additional bodies or of any further deaths as a result of the wrecking of the Montreal-Chicago express and a freight train at Dockrill siding yesterday. According to a statement from the company officers tonight, the dead number five.

"Information gathered at headquarters of the Canadian Pacific Railway shows that there is no definite evidence of any further deaths

CANADIAN IS OUSTED AS WHEAT CHAMPION

(Continued from Page 1, Column 5.)

will be Prince Albert Deligne, Belgian Ambassador to the United States, who will represent the 1 of Belgium, and present a trophy to the champion Belgian horse.

Live Stock Winners.

Live stock winners were pronounced as follows:

Cattle Department 11—Short-horn—Class 1—1. Thornham Minst. owned by Duncan Campbell, Mo. Ont.

Fat sheep divisions (wether year and under 2)—Fat Shropshire Class 102—2. Belvoir Stock Farm, Komoka, Ont.

Fat Lincoln—Class 114 (wether year and under 2)—1. H. M. Highgate, Ont.; 2. H. M. Lee, James Parkinson, Guelph, Ont.

Class 151 (wether 1 year and under 2)—1. Humphrey Snell, Ont.; 2. H. M. Lee, Highgate, Ont. and 4. H. M. Lee.

Class 152 (wether lamb)—1. H. M. Lee; 3. Humphrey Snell, H. M. Lee.

Class 153 (champion wether) Humphrey Snell; reserve, H. M. Lee.

Class 154 (pen of three wether 1 year and under 2)—1. H. M. Lee; 2. James Parkinson, Guelph, Ont.; 3. Humphrey Snell.

Class 155 (wether 1 year and under 2)—1. H. M. Lee; 2. Humphrey Snell; 3. Charles J. Shore, Guelph, Ont.

Fat Cattle Division.

Aberdeen Angus Steers, Class steer, spayed or marten he calved between June 1 and Sept 1926, fourth, Idlewild, Alb University of Alberta, Edmonton Grass and cross breeds, Class steer, spayed or marten he calved between June 1 and Sept 1926, first, Admiral, University of Alberta.

Breeding cattle division, Shropshire, Class 3, bull, calved between June 1 and Dec. 31, 1925, for Coelynie White Edgins, T. A. Ru Downsview, Ont.

Fat Sheep Division.

Fat Southdown, Class 131, wether—2. Robert McEwen & London, Ont.; 4. C. J. Brodie, St. Catharines, Ont.

Class 132, pen of three wethers—3. C. J. Brodie.

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Driven Back by Gale.

Driven back from their work by a rainstorm and terrific gales, members of the train crews from Trenton and Smith's Falls were forced to abandon much of their work at the C.P.R. wreck at Dockrill tonight without discovering any other bodies, as had been expected. The storm was lashing its way down the tracks, and the penetrating cold added to the handicap. Here and there the ruins were still smouldering, with occasional tongues of flame shooting forth.

The wreckage was cleared away from the tracks early this evening.

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"Information gathered at headquarters of the Canadian Pacific Railway shows that there is no definite evidence of any further deaths beyond that of the five specified in statements issued Sunday night and today," the company statement reads. "It is understood that most of the slightly injured have returned home or are proceeding to destinations. Others more seriously injured are progressing favorably."

Nephew in Wreck.

Meaford, Nov. 28. — (Special.) — A. R. Antopp, found in Sunday's train wreck, is a nephew of Israel Topp, Meaford merchant, who was bringing him and his brother here. It is understood that one brother is in the Western Hospital.

Young Duck Hunter

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Dockrill

Toronto
Globe

The wreckage was cleared away from the tracks early this evening. The tracks which had been ripped up were replaced by new rails, so that the line was again opened up. To both sides of the tracks, however, are large piles of debris, and it is thought that only bones and charred remains of any other bodies in the wreckage will be found, if any at all.

Damage estimated at \$168,000 was done to C.P.R. trains.

Miscalculated Speed.

The eastbound freight train, in charge of Conductor Hogg and Engineer Bradford of Smith's Falls, should have taken the siding at Dockrill, but the engineer miscalculated the speed of his train and ran past the siding. He stopped as soon as he could, and cut off from his 46-car train, all but five cars. He then attempted to run to the other end of the siding to flag the oncoming passenger train. He was making good speed, but his vision was obscured by a curve in the track. Before he could reach the end of the siding and flag the train, it came around the curve at terrific speed and the result was a head-on collision.

The brakeman of the freight train saw the passenger train approaching, and shouted to the engineer to jump. The engineer did not have time to jump, but the brakeman jumped clear of the track. The fireman of the freight train had been left at the west end of the siding to open the switch, and therefore was

in charge of Conductor Perry, Toronto. The train was nine cars long. The colonial car was of wood construction, and was badly smashed, but the first-class coaches, which were of steel, stood the strain well. A matter which created a great deal of amazement among railwaymen is that the No. 2300 locomotive on the passenger train, which was believed to be unbreakable, was in this collision, smashed to pieces.

Thrown 100 Feet.

The force of the impact when the two trains met was so great that the freight train was thrown back 100 feet.

Thomas Kenny, who lives almost at the spot of the wreck, was one of the first on the scene. He says that the scene beggared description. The cries and moans of the injured and dying were pitiful to hear. In broken English and in their own tongue they cried for aid, and many of them endured almost untold agony before they were extricated from the wreck as tenderly as was possible under the conditions. Steel coaches were lying to one side of the track, battered and burning, with injured climbing as best they could from the broken windows.

Learns of Brother's Death.

Stratford, Nov. 28. — Cornelius Keukelaer, 24 Hibernia Street, learned from a newspaper reporter tonight that his brother Jacobus was

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Learned of Brother's Death.

Stratford, Nov. 28. — Cornelius Keukelaer, 24 Hibernia Street, learned from a newspaper reporter tonight that his brother Jacobus was a victim of the C.P.R. train wreck near Smith's Falls on Sunday. Jacobus was on his way to this city to make his home. He had left Rotterdam, Holland, about the middle of November, and apparently arrived safely in Montreal on the steamer Montclair. There he boarded the ill-fated train for Toronto. Only

November 28

1927

CPR

Dackrill

WRECK SURVIVORS TELL TRAGIC TALES OF SUNDAY'S CRASH

List of Dead Now 6, With 24
Injured — Engineer's
Wife Here

PRaise FOR NURSE'S WORK

The aftermath of Sunday's wreck centred, so far as Toronto was concerned, yesterday in the hospitals, where sixteen of the wounded were still suffering from their injuries, and in homes where there prevailed either thankfulness for safety or apprehension for loved ones who were injured or missing.

Descriptions of the collisions were given in greater detail by eye-witnesses who had had time to recover from shock and injuries and collect their impressions of the accident.

Mail Brought In.

Three hundred bags of parcel post mail, which had been on the wrecked train, were brought into Toronto on the C.P.R. last evening at 8.55. This is part of the 700 bags of Old Country Christmas mail from the steamship Montclair. More is expected today.

Assistant Superintendent W. M. Campbell yesterday confirmed reports that the list of dead was now six. The injured, he said, was 24. He explained that the accident occurred when a freight train overran a switch at Dockrill and the collision occurred when it was endeavoring to back into a siding.

Sincere praise is given by passengers to Miss Elsie Sevigny, the only nurse aboard the train, who worked indefatigably in ministering to the injured until the arrival of physicians and in assisting them after that. Miss Sevigny is a graduate nurse of Montreal General Hospital, and was going to a nursing post at Mexico City.

Mother and Son Hurt.

Mrs. J. Novak and her young son, who were proceeding from Poland to meet Mr. Novak of 193 Crawford Street, received injuries in the collision and lost all their baggage. The special train which carried Dr. H. A. Beatty, Surgeon-General of the C.P.R., from Toronto to meet the wreck. It is stated, broke records in

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un- Telegraph offices were swamped Sunday with wires of inquiry about passengers and telegrams of assurance from passengers to their homes.

sal, Mrs. William Burnett, wife of the engineer who was killed in the crash, received news of the fatality while in Toronto visiting her son, Clifford, a student at the Royal College of Dental Surgeons. The family left for Smith's Falls.

day Fears Brother Killed.

ade Among the injured who reached the bat Toronto yesterday was Juda Tupp, a Galician, aged 19. After years of effort to reach Canada, he and his younger brother Abraham, were on the ill-fated train. Juda, who is bound for a farm near Meaford, stated that he jumped through the car window when the crash occurred. But he has not seen his brother since, and fears that the boy was killed.

tu- J. Netal of Montreal, newsagent on the colonist car, received injuries which, however, were not serious. "I was carrying my basket when there came a terrible crash and I was thrown on my face," he said. He described how he and the others were buried in the wreckage when fire broke out and passengers had to scramble to safety as best they could. Harold Hanson, a Lancashire lad, described climbing to safety through a window after the crash.

for SERIOUSLY INJURED.

on- Birch Cliff, Nov. 28.—(Special.) — George Shantils, an employee of the Danforth Auto Service Station, lies in a critical condition in St. Michael's Hospital as the result of his car crashing into a Hydro-Electric pole at Ellesmere shortly after 4 o'clock this morning. He was picked up by a passing motorist, his own car being almost completely demolished.

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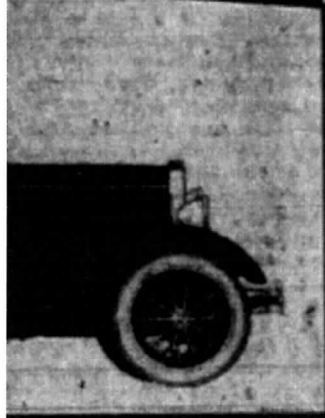
November

28

1927

Dockrill

CEMBER 1, 1927.



ar. At the upper left is
own the Tudor Sedan and

Y CAR

SECOND WOMAN DIED IN DOCKRILL WRECK; SHOE IS IDENTIFIED

Jacob Awerbuch, Kitchener,
Claims Remains of
Mother

WIFE ALSO A VICTIM

Leniency Shown Four Lads
Who Tampered With
Mail Bags

Remains of two women have been identified as being among the six persons who lost their lives in the Canadian Pacific Railway wreck at Dockrill siding on Sunday last.

Identification of the final victim was made in Toronto yesterday by Jacob Awerbuch of Kitchener, who was shown a badly burned foot with a shoe on it. This foot was picked up at the wreck, and from the shoe Awerbuch identified the foot as belonging to the body of his mother, Mrs. Mindle Awerbuch, 68 years of age.

The other woman victim identified the day previously is Awerbuch's wife. The remains of his wife and the foot were conveyed yesterday to Kitchener and were given formal burial in the Beth Jacob Cemetery there in the names of Mrs. Jacob Awerbuch and Mrs. Mindle Awerbuch.

The 13-year-old son of Mr. and Mrs. Jacob Awerbuch is now in a serious condition in the Western Hospital from injuries received in the wreck.

Another Victim Buried.

Aron Topp, another of the victims of the C.P.R. train disaster on Sunday last, whose body was brought on to Toronto, was buried here yesterday afternoon from the home of his uncle, Benjamin Topp, 55 Leonard Avenue. Deceased was only 17 years of age, and was on his way to Toronto with his brother, Uda Topp, aged 19, who is still confined in the Western Hospital. It was the intention of the two brothers to stay with their uncle here. They came from Rohatyn, in Poland. Another relative of the deceased is Israel Topp, a resident of Meaford. The funeral yesterday was conducted by Rabbi Berger, Silberstein, Levy and Weinred, and the inter-

ENGINEER BURNETT IS BORNE TO GRAVE

Funeral of Dockrill Wreck Victim Is Largely Attended

(Special Despatch to The Globe.)

Smith's Falls, Dec. 1.—The funeral today of Engineer William W. Burnett, who was fatally injured in the train wreck at Dockrill Sunday afternoon, when his C.P.R. passenger train met in a head-on collision with freight, was largely attended, many being here from out of town.

Deceased was a member of the Brotherhood of Locomotive Engineers, and this society had charge of funeral arrangements. The service was conducted at the Burnett home here by Rev. J. Semple, pastor of the United Church. At the C.P.R. Station a special train was in waiting, leaving here at noon with the remains for Kingston, there to be interred in Cataraqui Cemetery. Many railway officials and citizens, friends and relatives, accompanied the remains to Kingston, as well as his family, Rev. Mr. Semple and Mayor Anderson.

THINKS BEER SALE COMING.

December 1

1927

CPR Dockrill, Ontario