

THE NEW
YEARS DAY 1919
TRAIN WRECK
AT
EDMUNSTON,
N.B. ON THE
N.T.R.

THREE SOLDIERS KNOWN KILLED

Fifty-seven Injured, None
Seriously, in Wreck of
Troop Train

BOUND FOR TORONTO

Derailement Near Edmunds-
ton, N.B., Thought to be
Due to Spread Rails

(Canadian Press Despatch.)

Quebec, Dec. 31.—Three soldiers are known to have been killed and 57 injured when a troop train on the National Transcontinental Railway, running west from Halifax, was wrecked at 1.30 this afternoon at Clair siding, east of Glendyne, between Edmundston, N.B., and Monk. Only two of the men killed have as far been identified, and they are George Smith and Dave Johnston, whose places of residence are unknown. Of the 57 injured none are said to have been seriously hurt, and their wounds have been dressed as well as possible under the circumstances.

The train, which was No. 1,176, was carrying returned men destined for Toronto and district, and, while the cause of the accident has not yet been determined, it is thought that the derailment was caused by the spreading of the rails.

The engine remained on the track but the coaches left the rails, one of them turning completely over, while thirteen others piled up in the ditch. As soon as the news of the accident reached Edmundston a special was rushed out with doctors and nurses, while other doctors and nurses were ordered from the American side. The station at Glendyne was converted into a temporary hospital, while the trains following were also used to harbor the injured men. Owing to a snowstorm, which raged all afternoon and throughout the night, telegraphic communication was difficult and only meagre details of the accident came through.

A train carrying Quebec soldiers passed before the train carrying the Toronto men, but all the troop trains following the wrecked train were held up, and it seems difficult to determine when the wreckage will be cleared and the line opened for traffic.

THE OREGONIAN

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and carried the play to their oppon-
ents. Corbett Denneny replaced
Adams and his fast skating and
stick-handling mystified the Ottawa
defence. He scored two well earn-
ed goals. Arenas had the edge on
the play in this period, and outscored
the visitors by 2 to 1. In the
last period there was plenty of ex-
citement, Ottawas set a terrific pace
and the Arenas took the challenge.

Soldiers Killed On A Westbound Train From Halifax

QUEBEC, December 31.—
Train No. 1176 on the
National Transcontinental
railway westbound from
Halifax with returned sol-
diers destined for Toronto
and district, was wrecked
this afternoon at Mile 34
west of Edmundston, 2 miles
east of Glendyne in the
Baker Division. One car
was completely overturned
and nine cars were badly de-
tained. The number of kill-
ed up to the present is un-
known, but is not thought to
be more than two. Several
men were badly injured.

The casualties reported in
the derailment of the troop
train on the N. T. R. are
placed at 58, classed as fol-
lows:

3 men killed and 55 in-
jured. The names of the
casualties have not yet been
reported.

calm and these did not carry far,
nor were they as dangerous as they
would have been in a gale of wind.
The salt-soaked and coated wood
also proved somewhat less combus-
tible than newer material.

AFTER a fight of an hour or
more it was apparent that the
firemen had won and that the con-
flagration would not spread.

The building was leased by
fish drier and it is presumed the
fire started at the furnace which
was in the western end, next the
stone structure.

THE stock of fish in the ware-
house was considerable and at
present prices for cod was valuable.
It is understood that the stock was
amply insured by Robin, Jones and
Whitman. The policies held by the
Bissett company on the building
were, it is said, for a comparative-
ly small amount.

English Brides of Our Soldiers and The Patriotic Fund

TORONTO, December 31.—It was
stated here tonight that the
Dominion Patriotic Fund had ar-
ranged to supplement the military
allowances of thirty-five thousand
English brides and English born
children of Canadian soldiers, who
are being brought over from Eng-
land.

Some of the New Year's Honors

Year's honors include Chief
Justice Sir Louis Davies, and Justice
Duff, Privy Counsellorships, and
Premier Lloyd of Newfoundland,
Knight Commander of St. Michael
and St. George.

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BLOOD FLOWS I

WARSAW, December 30.— This is the first time that such intention

Three Are Killed And Sixty Hurt In Train Wreck

Details Are Meagre From the
Smashup of the Troop Train
On the N. T. R.

The Train Is Snowed In And a
Heavy Storm Makes It
Difficult to Obtain
Information

QUEBEC, January 1.—Only meagre details are coming thru in connection with the wreck of the troop train near Glendyne on the National Transcontinental Railway on Tuesday afternoon, but the later reports only tend to confirm the first estimates of the loss of life and the number of men injured. The death toll is definitely placed at three, while the number of injured is in the vicinity of sixty and two of them were severely hurt. The names of the casualties which are said to be slight have not been received yet. The injured were well looked after following the wreck. Their wounds were dressed and they were accommodated following up.

A special train carrying fifty-five injured men left Glendyne this afternoon and is expected to arrive here late tonight or early tomorrow morning. On the arrival of the men at Quebec they will be quartered in the Quebec Clearing depot where a staff of doctors and nurses will attend to them.

OTTAWA, January 1.—The militia department has received the names of five men, three of whom were killed and two seriously injured, when a troop train was wrecked on the Government Railways near Edmundston, N. B., yesterday afternoon. The names of the killed are:

Lance-Corporal George Smith, 15th Battalion, Toronto.

General W. F. Scagg, 10th Field Company, Toronto.

Lance-Corporal Wm. Johnson, 98th Battalion, Mimico.

Those seriously injured are:

Private Olsen, 5th Battalion, Toronto.

Private W. Inksworth, also of Toronto.

Forty soldiers received minor injuries, it was reported, but the names are not yet available. It has been reported to the department that the wreck was caused by a slide of snow and on the trains following up.

ed in, and a heavy storm is making it very difficult to secure information. A hospital train has been sent to the scene of the wreck and the injured men are being brought to Quebec as rapidly as possible.

THE case of Private Olsen is particularly sad and distressing. Attracted by his cries for help his comrades found him tight imprisoned by his arms in the wreckage of one of the cars. Struggle as they might it was impossible to extricate him, and after hours of fruitless effort and trials it was found that the only possible way to liberate him was by amputating his arm, and unfortunately this had to be hacked off by an axe. First aid was then rendered him and he was later brought to the hospital here.

As soon as the news of the accident reached here a train was made up and sent to the wreck with doctors and doctors and Red Cross supplies. It returned later in the evening, but the only soldier brought back was Private Olsen.

IT IS understood that a train with nurses and doctors on board

BOLSHEVIST IS IN GERMANY

BERLIN, January 1.—A feature of the congress of the Spartacus group today was a speech by M. Radek, head of the Bolshevik mission to Germany, who launched a long defense of Bolshevism and declared the Russians did not fear an entente invasion because the invaders would become infected with the germ of Bolshevism. He said he welcomed the prospect of French occupation of Germany for the same reason, because it would help to promote Bolshevism still further in progress westward.

The Russian workmen, Radek declared, were filled with pride at the prospect of fighting beside their German comrades on the banks of the Rhine against Anglo-Saxon capitalists.

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presence of Radek

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THE BRITISH DELEGATION VERSAILLES PEACE CON

LONDON, January 1.—An important portion of the British delegation to the peace conference will leave for Paris Saturday, according to the Evening News. In addition to Premier Lloyd George, Foreign Secretary Balfour, and Andrew Bonar Law, chancellor of the exchequer, the paper says, the British representatives will

include Viscount Hardinge, former governor general of India and permanent under-secretary of foreign affairs; Sir Wm. G. Tyrrel, former private secretary to Sir Edward Grey, who will act for the foreign office; Sir Louis Mallet, former British ambassador to Turkey, an authority on matters relating to Turkey; Sir Esmé

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Why the Liberty Bonds Are Down

The New York County District Attorney Will
Institute an Investigation to Get at the
Reason for the Decline.

NEW YORK, January 1.—An investigation intended to determine why Liberty bonds are selling so far below par will be undertaken tomorrow by the county-district attorney's office, it was announced today.

"There is nothing to indicate any attempt on the part of the financiers to force down the prices so they can buy them at low figures, but in view of the fact that another issue is to be floated soon I shall investigate," said Edward S. Brogan, an assistant prosecutor, who will conduct the inquiry. "It is plain that to insure the success of the next loan the market price of the bonds outstanding should be kept as high as possible."

The last 4 1-4 percents have sold as low as 94.

Demobilization In Britain Is Beset With Difficulties

On the Selective Basis 10,000 Daily Can Be
Released While on Non-Selective Plan
22,000 Daily Could Be Freed

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As soon as the news of the accident reached here a train was made up and sent to the wreck with nurses and doctors and Red Cross supplies. It returned later in the evening, but the only soldier brought back was Private Olsen.

IT IS understood that a train with nurses and doctors on board were despatched from Quebec, and that supplies and food were also sent. An ambulance train was also on its way from Quebec, but it is not known yet when it arrived at the wreck.

The injured men were all well looked after by the doctors and nurses, and all their wounds were dressed as soon as possible. They were given good accommodations at both Glendyne and on the train. A special train carrying fifty-five injured men left Glendyne yesterday afternoon and is expected to arrive in Quebec early Thursday morning. On the arrival of these men in Quebec they will be quartered in the Quebec Clearing Depot.

EDMUNDSTON, N. B., January 1.—A shocking railway accident in which the loss of life has been variously estimated from three to eight lives, occurred yesterday afternoon two miles from Glendyne, on the Transcontinental railway, when a troop train carrying about 500 returned soldiers left the rails.

(CONTINUED ON PAGE TWO)

Law, chancellor of the exchequer, the paper says, the British representatives will

basagador to Turkey authority on matters relating to Turkey.

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Demobilization Britain Is Being Done With Difficulty

On the Selective Basis 10,000 Daily Released While on Non-Selective Basis 22,000 Daily Could Be Freed.

LONDON, January 1.—Reuter's has received the following authoritative statement in reference to demobilization in Great Britain affecting at least ten million men and who were engaged in Britain's war effort and of whom have already been released, including 270,000 soldiers, 115,000 returned war prisoners, and 390,000 munition workers.

The three factors governing demobilization are the size of the British army, which must for the present be maintained; the needs of the home front, which has already been practically settled by Marshal Foch's conference with the allies holding the western line. Secondly, the machinery of discharge. Thirdly, the economic situation at home.

At present time demobilization is proceeding on a selective basis, as distinct from discharge by units, the men selected as far as possible among these who are most useful to industry. Obviously, to demobilize the seven million of the army and navy on a selective basis is a colossal task. Moreover, the army has been moving forward with machines working at a higher standard than during the first year. Should the existing strain on the armies be relieved the

(CONTINUED ON PAGE TWO)

arrived at the present situation. There exists a good deal of optimism towards the revival of industry and it is believed that a boom will come later.


Three Are Killed

(CONTINUED FROM PAGE ONE)

and rolled down the embankment into the icy waters of Long Lake. The official list of the dead is: Lance-Corporal, Johnson, Mimico. Corporal G. E. Smith, Toronto. Lance-Corporal, W. F. Stagg, Toronto.

It is estimated that between fifty and sixty of the soldiers were slightly injured, while Private Olsen, and Private F. S. Winkeworth, are reported to be seriously injured. The accident is said to be due to a split rail.

The troop train was composed of two sections, and the first section carrying about eight hundred men left here Tuesday afternoon at two o'clock. The second section, carrying about five hundred men, followed the first an hour later. The first train successfully completed its journey but the second bearing its load of soldiers, rejoicing at their safe home-coming, left the rails at Glendyne, and the first coach breaking loose from the tender rolled into Long Lake. The rest of the train was in a cutting and the cars all left the train and are reported to be badly smashed up, but fortunately, owing to the cutting, were saved from rolling into the lake.



**POST
TOASTIES**
Instead of toast
for breakfast . .
says Bobby

Post Toasties are made from the finest wheat flour.

If this had happened the loss of life would undoubtedly have been much greater. It is understood that at the time of the accident the train was travelling at a rate of about twenty-five miles an hour and the accident is said to be due to a split rail. The engine and tender were the only part of the train that remained on the rails.

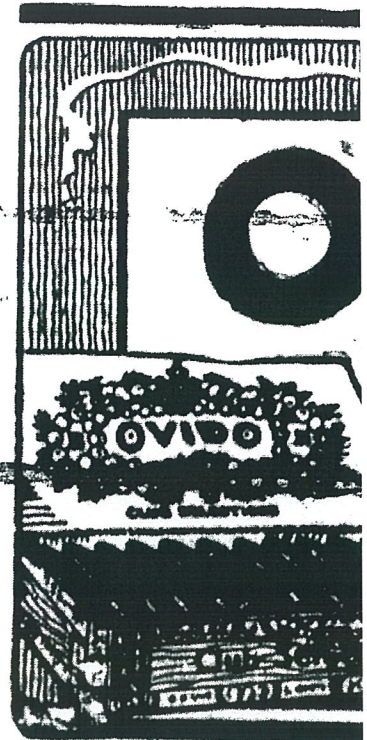
It is thought that most of the lives were lost in the coach that rolled into the lake. The soldiers in this car were trapped like rats in a cage, and it was with only the greatest difficulty that they managed to escape. The soldiers from the other cars, regardless of their own safety, rushed into the icy waters of the lake, and did their utmost to save as many of their comrades as possible. It is thought here that some of the soldiers may still be imprisoned in this car and thus have lost their lives.

THE crashing and rending of the wood of the cars was mingled with the shouts and cries of the injured soldiers, and with the beseeching cries for help from those imprisoned in the coach in the lake made a most distressing scene. The windows on the top side of the coach were used by rescuing soldiers and most were saved thru these.

Although only three men have been officially reported killed, reports have kept coming here all day that six, eight and even ten have lost their lives, while the last word received was that eight had perished.

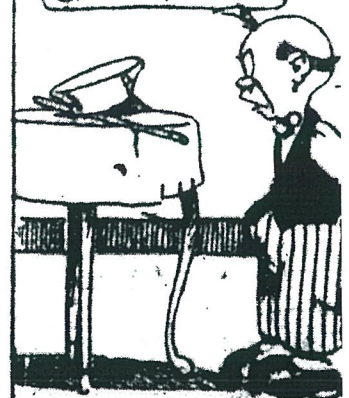
Between forty and fifty of the soldiers were slightly injured by flying glass and from bruises received when they were thrown from the seats when the cars jumped the rails. Only two up to the present time are known to be seriously injured.

2,076,000,000 sterling, an increase of 2,076,000,000 sterling, as compared with the previous year.



THAT SON-IN-

AW—THE CAP BELONGS TO CAPTAIN LUVLI, WHO IS HAVING TEA WITH MOTHAW IN HER TING-ROOM. MOTHAW GOT ORDERS THEY WERE NOT BE DISTAWBED.



Copyright, 1916, by Newspaper Features Service

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Every Possible Attention
Given to Soldiers Hurt in
Train Wreck

SPEEDING WESTWARD

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(Canadian Press Despatch.)
Quebec, Jan. 2. With every possible care and attention to alleviate their sufferings, the forty-odd soldiers from Toronto and vicinity who were injured late Tuesday evening when a Transcontinental troop train jumped the track some distance east of Edmundston, were brought to this city, arriving about 4 a.m. to-day. The men who escaped injury on the train when it was derailed were also brought here. All will be taken to Toronto over the Canadian Pacific Railway. The first train left at 3 this afternoon with the uninjured men, while those hurt in the wreck left at 7 o'clock this evening on a specially-fitted hospital train of the C. P. R.

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Two hospital cars, with doctors and nurses, were attached to the train to carry the worst cases. The train carrying the uninjured men is expected to arrive at Toronto about noon Friday, while the hospital train will cover the distance between Quebec and Toronto in twenty hours, it having the right of way, and so is due to arrive at 3 p.m.

At the Discharge Depot the Canadian Press learned that none of the men injured is in danger.

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Col. Marriott, Commanding Officer of the Discharge Depot, with Major Labbe, second in command, have been on the job ever since the first reports of the wreck came in Tuesday evening, getting everything in shipshape to assure the comfort of the men.

Canadian Government special train No. 1176, with the injured and others, arrived here at 5.30 this morning from Gladstone, Que., with

HERESY CHARGES FOUND PROVEN

Verdict of Court in Case of
Rev. Dr. R. W. Knowles
of Petrolea

(Special Despatch to The Globe.)
Petrolea, Jan. 2.—A verdict of "guilty of heresy charges," pronounced by a special court of the London Methodist Conference in the case of Rev. R. W. Knowles, M.A., Ph.D., pastor for some years past of the Petrolea Methodist Church, was read to-night by Rev. J. E. Holmes of London, President of the London Conference, to a meeting of the membership of Petrolea congregation, called for the purpose of hearing the result of the trial on orders of the court. The conference held publicly admonished Dr. Knowles. The meeting was held in the school-room, the fact that it was well-filled indicating the interest taken in the case.

The heresy case against Dr. Knowles, however, has attracted much wider than local interest in Petrolea, the Strathroy district, or even the whole of the London Conference. During the two years in which it has been hanging fire it has attracted widespread attention in the Dominion. Finally reaching the Court of Appeals of the General Conference, it was referred back some time ago to the London Conference with the order that the trial should take place and a decision be made.

In connection with the reading of the verdict a letter of regret, written by Dr. Knowles to be presented at the trial which took place in the Centennial Methodist Church, London, a few weeks ago, was read. The statements therein contained having been in a large measure responsible for the kindly attitude of brother ministers and others who knew the circumstances.

Speaking on his own behalf, after the reading of the verdict and letter, Dr. Knowles to-night denied that the letter acknowledged in any way the charges of heresy.

The proven charges against Dr. Knowles accused him of having in December, 1915, said: "The deity of Jesus Christ I cannot accept." In April, 1918, he wrote Rev. S. R. McVitty a letter containing statements alleged to be heterodox. At the St. Thomas Summer School he expressed disbelief in the atonement and deity of Jesus Christ, and the Virgin birth as taught by Methodist standards.

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Canadian Government special train No. 1176, with the injured and others, arrived here at 5.30 this morning from Glendyne, Que., with four hundred and twenty-six uninjured, but badly shaken up, and fifty-four injured. The bodies of the three killed were left at Glendyne, Que., for inquest.

Arm Hacked off to Release Him.

No. 2,930,613 Pte. Olsen, whose right arm was hacked off above the elbow, to release him from the wreck, was left in the hospital at Edmundston.

Toronto Soldier's Story.

Pte. G. A. Phillips of Toronto, one of the injured, related his experience to the Canadian Press. He says that the accident occurred about 35 miles east of Edmundston on Tuesday afternoon, while their troop train was traveling at a fast clip. He says that of the thirteen cars in the train, ten were ditched, one of them completely overturned. The three cars that remained on the track were the dining car and the provision cars. There was a strong wind, with snow. A biting cold caused suffering to the wounded, but help soon came, and the wounded were placed inside what remained of the cars that were not smashed. All the boys that were uninjured took a hand in helping out the injured, and soon, with the debris of the coaches, a number of open fires were roaring, bringing comfort to the men. A relief train came out from Edmundston, and, after its arrival, all worry and discomfort disappeared.

Other Toronto injured men here are: D. Sinclair, R. Tracall, A. Robb and E. Wallis. They are only slightly injured.

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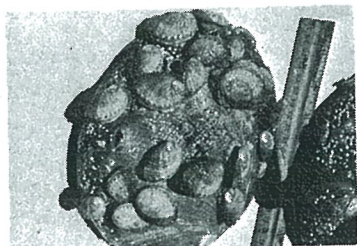
48 / Polynesian paradise



40 / Shades of Atlantis



34 / Florida's freshwater treasure



28 / Aquaculture and Abalone

COVER — Erwin Christian of Bora Bora feeds his pet Polynesian reef fish in his private coral garden just 60 seconds away from his front porch. Cover by Jack McKenney, 21mm Nikonos, Ek.X, 1/125 sec., f/5.6. Depth 10 feet.

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A close-up view of a man in paradise

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Sunken train

divers find WWI troop train
in Long Lake Quebec

BY JEAN CLAUDE MICHAUD

February
1970

The year 1918, more precisely November 11th, Armistice Day, marked the end of WWI, and our Canadian soldiers still kept up hope of seeing their native country once again. They came from Europe by the thousands, stepping off boats in Halifax, Nova Scotia, to climb aboard trains that would finally see them home with their families.

On New Year's Eve, 1918, a Canadian Pacific Railways train left Halifax, destined for Quebec City. There were about 250 soldiers aboard, approximately 50 passengers per coach. Around midnight, the train was some 10 miles past the New Brunswick border, into the Province of Quebec, when something suddenly went awry. Because of the sharp cold, one of the rails was out of joint; the train, coming too fast, couldn't stop.

At that spot the track bordered a lake named Long Lake. When the doomed soldier train hit that faulty rail, coaches crashed everywhere; on the rocks, in the fields and, inevitably, one fell into the lake. It careened down a 60-foot cliff, toppled over on its side through the ice, and stopped about halfway through. Fortunately, the trapped soldiers had time to open the windows in the topside and scramble out to the

relative safety of the bitter winter night. Of the 12 dead found in the wreck, none were from the water-filled coach.

During the night, two railway cranes tried to get the coach out of the water. Ropes were tied to each end of the coach for the hoisting. Just as it reached the track, one of the ropes broke and the coach fell once more, this time breaking through the ice completely. It sank in 20 feet of water and it was left there.





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