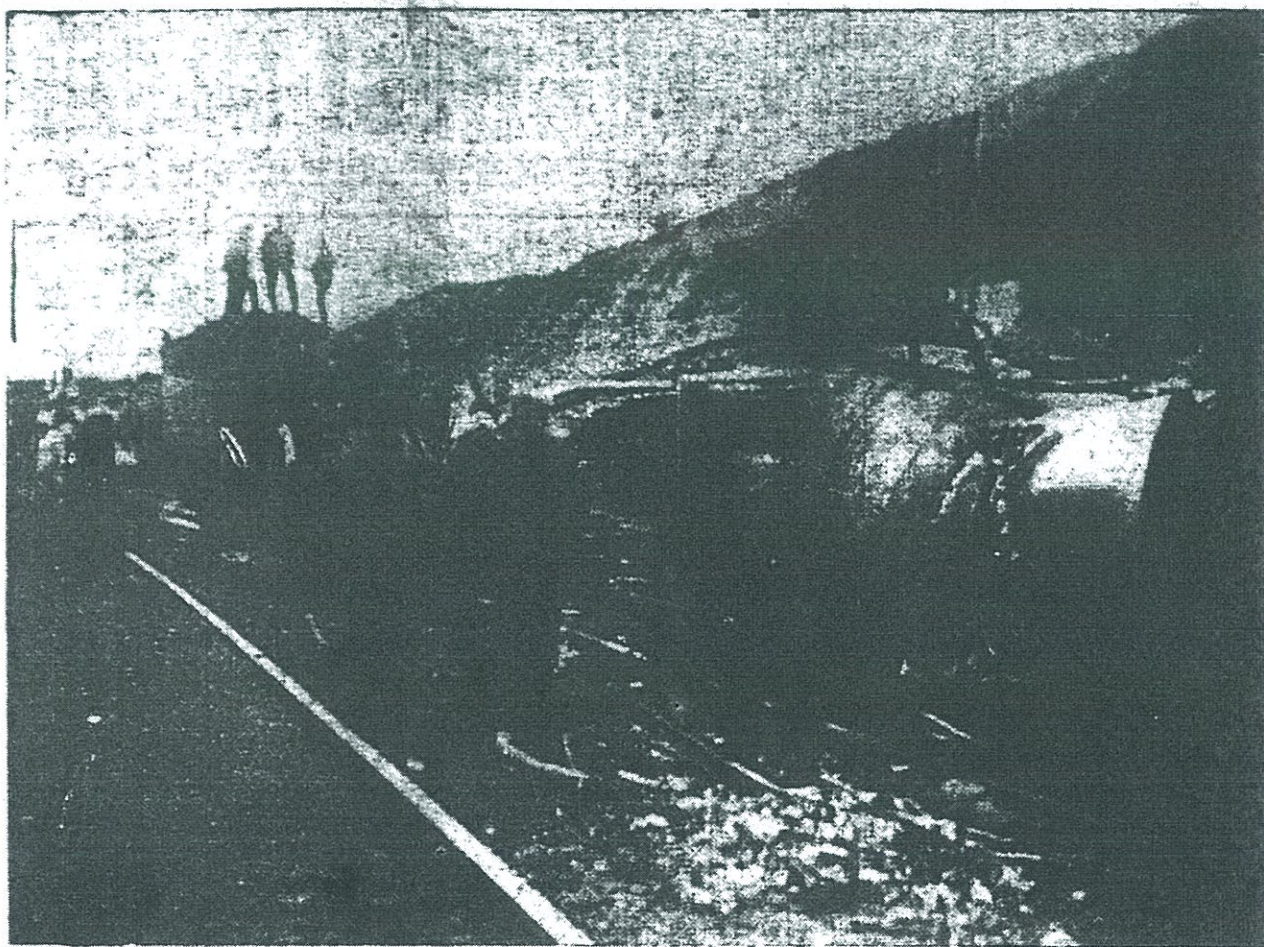


THE BOILER
EXPLOSION OF
GRAND TRUNK
ENGINE No. 1913
AT (BAYVIEW)
JUNCTION CUT
NOVEMBER 15,
1912.

Hamilton Spectator

HAMILTON CANADA FRIDAY NOVEMBER 15 1912



Showing the wrecked Grand Trunk engine at the "Y" after the boiler exploded this morning, hurling the engineer and fireman out of the cab. The picture shows how the boiler was lifted and thrown 30 feet ahead of the trucks.

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BATHTUB DEATH STIRS UP BOSTON

Employer of Girl Held in Con-
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Medical Examiner Decides to
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Exclusive to Spectator.

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Two men were frightfully injured, one probably fatally, and several people severely shaken up, when the engine of Grand Trunk train No. 11, an accommodation running between Niagara Falls and Windsor, exploded at the "Y," near the Desjardins canal, shortly after 8 o'clock this morning.

Those seriously injured were:

George E. Cook, engineer, Niagara Falls, Ont., age 55, badly scalded about the breast, face and hands, lacerated around the shoulders and suffering badly from shock.

Samuel Sault, fireman, Niagara Falls, N.Y., age 38, right leg crushed, had to be amputated at the knee; skull fractured; terribly scalded about upper portion of body.

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(Continued on Page 15)

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Conductor Stoddart found Sault, the fireman, jammed between the tender and the baggage coach, and, with assistance, released him. Cook, the engineer, did not lose consciousness, and with the aid of a man on either side was able to talk a little. Hamilton was immediately notified of the

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HINDU WANTS DAMAGES

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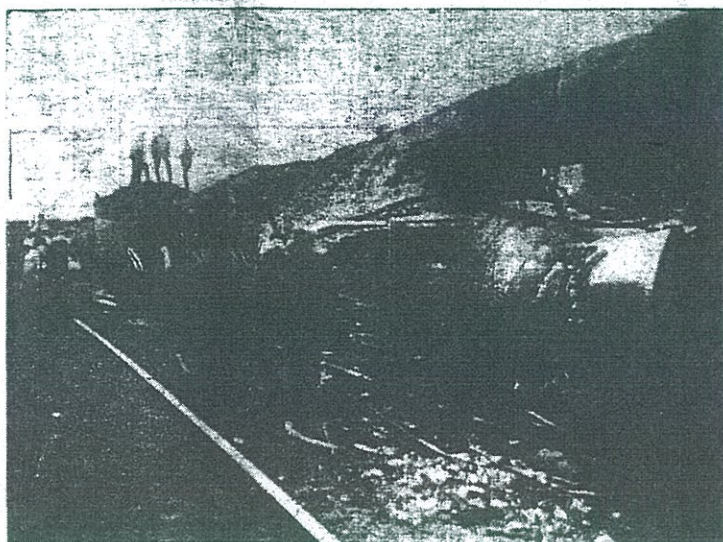
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WHAT ALLIES DEMAND

Unconditional surrender of all titles still holding out against invaders, including Constantinople.

Cession by sultan to allies of all territories thus far conquered—meaning practically all of European Turkey.
Internationalization of Constantinople and Salonika.
Opening of the Dardanelles.
Sultan's permanent withdrawal from European affairs.

PROBABLE TERMS OF PROPOSED ARMISTICE

Peace Thought To Be on the Way—Graphic Description of Battle Near Constantinople

Special Cable to the Montreal Star and Hamilton Spectator.

New York, Nov. 15.—A Constantinople dispatch to the Tribune says: "It is announced here that the armistice was signed at midday yesterday. Turkey is stated to have accepted the Bulgarian conditions."

PEACE ON THE WAY

London, Nov. 15.—The Sofia correspondent of the Daily Mail states: "Peace is on the way. Grand Vizier Kiamil Pasha of Turkey has appealed to King Ferdinand, through the Bulgarian government, for a cessation of hostilities. The Thracian lines have been broken, and six forts have been taken by the Bulgarian troops."

CONSIDERING AN ARMISTICE

"The Bulgarian council of ministers is considering the conditions of an armistice which, it is stated, will be the capitulation of the Turkish army at Tchataldja, the entry of the Bulgarian troops into Constantinople and the surrender of the garrisons at Adrianople, Monastir, Yanina and Sentari. Among the conditions to peace are included the cession of the territories occupied by the troops of the allied states, the internationalization of Constantinople, the free passage of the Dardanelles, Salonika as a free port and a war indemnity. The arrival of King Ferdinand is awaited before a definite decision is made."

PANIC-STRICKEN MOB

Martin H. Dunohue, special correspondent of the Daily Chronicle, with the Turkish army, adds his evidence to the assertion that the Ottoman army is only a panic-stricken mob, by telegraphing from Constantinople that there

DETERMINE TO ASK FOR REPORT

Prof. Amyot Will Receive a
Formal Request

Report That Slag Is Unfit
For Filter Bed

If Prof. Amyot, the provincial analyst, has made a report on his recent inspection of the east end sewage disposal works, the special aldermanic committee investigating that plant would like very much to read it. That was the unanimous decision arrived at this morning at a meeting of the committee, when it was decided to write to the provincial authorities and ask them to forward a copy of the professor's report.

In the meantime, considerable secrecy is being maintained regarding the meeting. Ald. Morris, the chairman, made the significant statement that Prof. Amyot had made to him three serious statements regarding the plant, but he did not repeat those statements to the committee.

The report of the local chemist who analyzed the effect of the effluent on the slag in the filter beds was read, but the members bound themselves to secrecy not to divulge its contents. They thought it would be unfair to make public that report before Prof. Amyot's statement was read. It is understood, however, that the chemist's report condemns the slag in the filter beds, and if the city determines to use stone instead it will mean that the work of fixing up the plant will cost a great deal more than \$42,000, as estimated by the city engineer.

It is expected that the sub-committee will have a report to make to the works committee on Tuesday evening.

WATER PRESSURE
WILL BE BOAR

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(Continued on Page 12)

Hurled Over Tender Through Baggage Door

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The train left Hamilton at 3.10, practically on time, and proceeded to the junction cut, where it slowed down to take the switch. Just after entering the cut, and as the train began to pick up speed, there was a heavy explosion, which lifted the big boiler off the trucks and pitched it thirty feet ahead of the framework of the engine. The explosion automatically threw on the emergency brakes, and the concussion, as the boiler went up, drove the engine cab back against the baggage car. The rebound tossed members of the train crew, who were standing up at the time, along the aisles and jolted passengers out of their seats.

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TOOK \$2,000,000

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(Continued from Page 1)

The accident. An engine was sent out and the train brought back to the city. The ambulance and police patrol were waiting at the station, and Cook and Sault were rushed to the hospital. An auxiliary was sent out to clear the line.

AN OLD EMPLOYEE

Engineer Cook is one of the oldest employees of the G. T. R., having been in the company's service for thirty years, and is regarded as one of the best and most capable men in its employ. Engine 1913 which exploded was one of the two wheeler Mogul type, and had been coupled to passenger train No. 11 about two hours previous to the accident at Niagara Falls, Ont., where all engines are changed and fresh engine crews take charge. The spot where the accident happened is located in a deep cut with high embankments on either side. While the boiler was blown completely clear of the trucks, and thrown some distance ahead of the engine, and the cab thrown about 30 feet in an opposite direction, and twisted wreckage was thrown in all directions, it was a peculiar fact that none of the engine wheels left the rails. The force of the explosion carried pieces of the wreckage into adjoining fields above the high embankment. All portions of the engine and boiler were badly twisted and broken, and judging from the condition as viewed shortly after the accident it is a wonder that either engineer or fireman escaped with their lives. Immediately under the draw heads between which Fireman Sault's right leg was crushed, there was a large pool of blood, which had trickled down to the track before he was released.

TRACKS NOT DAMAGED

The tracks were not damaged in any way, even the ties not being torn or broken, the force of the explosion apparently being upward, which would account for the wheels remaining on the track and the dismantled trucks running some distance after the explosion. It is supposed that Fireman Sault was in the act of shoveling coal into the fire box at the

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Concerning the probable cause of the explosion many reasons were given, but in the twisted and heaped wreckage it was almost impossible to determine positively the exact cause. "There are many reasons which might be given, but it will be hard to say which is right until a thorough investigation is made," said an official of the G. T. R., when asked by a spectator reporter concerning the cause.

Immediately following the explosion and the removal of the two injured men, the wrecking crew was sent to the scene of the accident, and the wreckage cleared from the west-bound track so as to allow delayed passenger trains to proceed, which was done in about an hour, both tracks being clear for renewal of regular traffic about noon.

DEATHS AND FUNERALS

ENGINE BOILER BLEW UP; TWO BADLY HURT

(Continued from Page 1)

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INSPECT BOILERS

Jury Recommended That This Be Done Once a Week

We, the jury, find that the deceased, Samuel Sault, met his death by the explosion of a boiler, owing to negligence on the part of the G. T. R., and recommend a weekly inspection of all engines.

The above was the verdict arrived at by the jury empaneled by Coroner Anderson to enquire into the circumstances surrounding the death of Samuel Sault, the G. T. R. fireman who was fatally injured when the locomotive on which he worked exploded on November 16 last.

George A. Cook, engineer, who had charge of the engine, number 1913 which exploded, stated that they had pulled out of Niagara Falls on schedule time, the morning of the fatality, but before leaving his fireman (Sault) drew his attention to a leakage around the crown bolts. The crown bolts, he said, were those bolts that hold the boiler together. Witness said that the driver who brought the engine into Niagara Falls should have notified the authorities there of these defects. He said that they stopped at Hamilton for thirty minutes to take on water. Asked as to where the accident occurred, he said that the tail end of the train was over the diamond, and without any notice the explosion took place. After that he remembered no more, as he was knocked unconscious. From Niagara Falls to Hamilton his fireman complained of trouble in keeping the steam up.

W. M. McClement, who was engaged to look after the interests of the family asked the witness what would have happened to him if he had refused to take this engine out. He replied that he would have been suspended or discharged from the

January 11
1913

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Fireman Sault was in the act of shoveling coal into the fire box at the time, and, being in a stooping position immediately in front of the open door, was blown backwards and upwards, going completely over the large coal tender and dropping between the tender and baggage car, where his body was shot through the door of the baggage car, his limbs hanging outside, in which position he was found by Conductor Stoddart a few minutes after.

Concerning the probable cause of the explosion many reasons were given, but in the twisted and heaped wreckage it was almost impossible to determine positively the exact cause. "There are many reasons which might be given, but it will be hard to say which is right until a thorough investigation is made," said an official of the G.T.R., when asked by a spectator reporter concerning the cause.

Immediately following the explosion and the removal of the two injured men, the wrecking crew was sent to the scene of the accident, and the wreckage cleared from the west-bound track so as to allow delayed passenger trains to proceed, which was done in about an hour, both tracks being clear for renewal of regular traffic about noon.

DEATHS AND FUNERALS

January 11
1913

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crown bolts, he said, were those bolts that held the boiler together. Witness said that the driver who brought the engine into Niagara Falls should have notified the authorities there of these defects. He said that they stopped at Hamilton for thirty minutes to take on water. Asked as to where the accident occurred, he said that the tail end of the train was over the diamond, and without any notice the explosion took place. After that he remembered no more, as he was knocked unconscious. From Niagara Falls to Hamilton his fireman complained of trouble in keeping the steam up.

W. M. McClellmont, who was engaged to look after the interests of the family, asked the witness what would have happened to him if he had refused to take this engine out. He replied that he would have been suspended or discharged from the service of the road. He said that there had been trouble experienced before with this engine, in connection with the crown head, and the engineer in charge at that time was dismissed. He was positive that it was the crown head that blew out at the time of the fatality.

Dr. Cockburn said the deceased was alive when brought to the hospital and was suffering from severe lacerations and scalp wounds. Death was due to shock and loss of blood.

William Barnes, assistant boiler maker at Niagara Falls, stated that he inspected the boiler thoroughly on the morning of that day and found a few crown bolts leaking, but when he left his hands the locomotive was in first class condition.

George Strange, also of Niagara Falls, said the mechanism was working freely and the water gauge was half full.

J. Wansley, locomotive foreman, supervisor of the locomotive department at the Falls, said that the condition of the boiler after the explosion led him to believe that it was lack of water in the boiler, as the plate was drawn inwards and the crown bolts were forced out. When asked by Mr. McClellmont if he had ever heard of six engines of a similar type to this one being called in off the road, he said no.

Driver Wheatley, who responded to the call with the ambulance, described the condition in which he found the deceased and to the speed executed in conveying him to the city hospital.

The jury were out about 45 minutes, when they returned with the above verdict.

EAST END Y.M.C.A.

The regular Sunday afternoon meeting held for men at 4.15 this week

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INSPECT BOILERS

**Jury Recommended That This Be Done
Once a Week**

We, the jury, find that the de-
ceased, Samuel Sault, met his death
by the explosion of a boiler, owing
to negligence on the part of the G.
T. R., and recommend a weekly in-
spection of all engines.

The above was the verdict arrived
at by the jury empaneled by Coroner
Anderson to enquire into the circum-
stances surrounding the death of
Samuel Sault, the G. T. R. fireman
who was fatally injured when the
locomotive on which he worked ex-
ploded on November 15 last.

George A. Cook, engineer, who had
charge of the engine, number 1911,
which exploded, stated that they had
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scheduled time, the morning of the
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"New Idea" Patterns—Any Style, Any Size—10c Each. The Best

**For This Month Only (and One-third of
It Has Passed)—**

**All Sheetings and Cottons Will
Be Hemmed Free**

**—And in Addition, the Lowest Prices of the Entire
Year Are Now Offered on All These Lines**

We buy huge quantities of these staple lines, in the largest
and most favorable markets of the whole world—and not only
to-day, to-morrow or this month, but next month, and next year
and so on we will be selling linens, cottons and sheetings at the
lowest possible prices consistent with the cost of doing business.
Notwithstanding this fact, we are ready to share up with sharp
reductions—in order to cut down this stock so as to make the
best possible showing at stocktaking time—and we will hem
ALL SHEETS AND PILLOW SLIPS free of charge!

Three Great Monday Sales:

Heavy English Sheetings of qualities that we fully guaran-
tee for satisfaction, plain weave free from dressing in 72, 80 or
90-inch width; also twilled weave in 72 or 80-inch width. **30c**
All at one price on Monday, per yard

—HEMMED FREE OF CHARGE.

Heavy English Pillow Cottons, 42 and 44-inch widths. **25c**
On sale Monday, per yard

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72-inch Satin Damask Tabling, all linen. Reduced **69c**
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