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TWO CENTS.

COLLISION ON THE GRAND TRUNK

Shocking Accidents In Which Twenty-Eight Persons Lost Their Lives.

SERIOUS CONDITION OF THE INJURED

It Is Expected, However, at the Victoria Hospital That All Will Recover—The Body of Fireman Rickets Found Covered with Snow in a Ditch—Testimony as to the Cause of the Catastrophe Promises to Be Conflicting.

By Exclusive Wire from The Associated Press.

London, Dec. 28.—There were no deaths today among the persons injured in Friday night's collision at Wanstead, on the Santia branch of the Grand Trunk railroad, between the west-bound Pacific express and an east-bound freight, in which twenty-eight persons lost their lives. Tonight the Associated Press was informed at Victoria hospital that while several of the injured are still in a serious condition, it is expected all will recover.

The body of Fireman Rickets, of the express train, which was last night believed to be buried under the wrecked engine, was this morning recovered with snow in a ditch beside the track. One arm was completely torn off and the body was otherwise mangled. Death must have been instantaneous. It is believed that the body was thrown clear of the engine and into the deep snow in the ditch, where in the storm and darkness the wreckers failed to find it Friday night. Snow fell rapidly all that night, so that Rickets' body was covered and was not found. One of the men working at the wreck found the body under the snow. Tonight there is but one unidentified body at the morgue here, that of a woman who was ticketed from Toronto to Duluth. The man's body which was found last night was his attorney, presented as George D. Stoeckel of Lodiport, N. J.

Andrew Carson, the operator at Watford, the first station east of the wreck, whose failure to deliver orders to Conductor McAuliffe, of the Pacific express, to pass the freight at Wanstead, and is said by the Grand Trunk officials to have caused the wreck, this afternoon made to the Associated Press his first statement since the wreck. He says he received the order for No. 5, the express, to pass the freight at Wanstead at 9:45 o'clock, but declares positively that a few minutes later Dispatcher J. G. Kerr, at London, called him and ordered him to "bust" or cancel the order. He said:

Directed to "Bust" the Order.

"About 9:45, after calling Wyoming and ascertaining that the freight was there, the dispatcher called me rapidly to hold up to him the order. I told him to do this. Then he came to me and said 'Just bust' across the order just as No. 5 was coming in. Conductor McAuliffe came in and asked me what the order board was out against him for. I told him that we had had an order for him but the dispatcher had 'busted' it. He asked me to hurry and write him a clearance order, which I did. After the train had started and was out of my reach, the dispatcher learned that the freight had left Wyoming. I told him I could not stop No. 5 as it had left. He immediately began calling Kings Court Junction, the station between Watford and Wanstead, on the railroad wire, and I tried to raise them on a commercial wire. We both failed to do this, however, until after the express had passed the junction."

Carson admitted that he knew it was against the rules of the company to cancel a train order without sending a substitute for it, but said that the dispatcher was his superior officer and he disliked to question his order or dispute his authority to take this action.

Dispatcher Kerr's order book in the local Grand Trunk office does not show that the order was "busted" or cancelled, as Carson claims. According to the book it was still in force and should have been delivered to the conductor of the express. Kerr has not made any statement even to the railroad officials, and will not until he takes the stand at the inquest.

Division Superintendent George G. Jones, of Toronto, says that the rule against cancelling or "busting" train orders is the strictest in the company's code. "I do not believe," he said, "that it has ever violated since the dispatcher's rules were put into effect." Dispatcher Kerr is one of the best and most efficient dispatchers in our service. He is the operator who accompanied that train bearing the Duke and Duchess of York on the royal tour of Canada a year ago. I have every confidence in him."

Other Grand Trunk officials who were present also expressed their confidence in Kerr. Coronet Dr. Harvey of Lumberton county, will begin the inquest at Wyoming tomorrow.

A Pathetic Feature.

One of the most pathetic features of the accident, the triple loss sustained by the Bodley family of Peter Huron, in the death of Mrs. J. Bodley, her son Clem Bodley, and granddaughter, little Lottie Lynch, who died at the Victoria hospital. The bodies of nineteen of the victims have been shipped to their sorrowing friends at home. The trunk of the as yet unidentified woman was located by the Grand Trunk officials today and arrived here late tonight. It will be searched in an endeavor to find something with which to identify the woman.

The possibility of pneumonia developing among the injured, as a result of

the Library

SCIENTISTS TO MEET.

Annual Convention of American Association Begins Today.

By Exclusive Wire from The Associated Press.

Washington, Dec. 28.—At a meeting of the executive committee of the general council of the American association for the advancement of science final arrangements were made for the fifty-second annual session which begins tomorrow and continues through the week. The local members of the association will give a luncheon to the visiting members on Monday at the Arlington hotel. Friday evening the scientists will attend a reception at the Corcoran Art gallery, and on Saturday morning the members will be received by President Roosevelt. In addition to the regular programme on Friday afternoon John Hays Hammond will deliver an address on "King Solomon's Mines."

Professor Ira Hirsch, of Baltimore, president-elect of the association, will preside over the meetings, which will bring together a large gathering of the most noted scientific men of the country. The programme covers a wide range of topics.

JOURNEY OF THE HUMBERT FAMILY

Eager Crowds Gather at the Stations And Try to Get a Glimpse of The Prisoners.

By Exclusive Wire from The Associated Press.

Paris, Dec. 28.—The train bringing to Paris the members of the Humbert family, who were arrested in Madrid, was due to arrive at 4:30 o'clock tomorrow morning, but owing to an accident to a brake, it was two hours late at the Spanish frontier, thereby missing the train with the Paris express at Bordeaux.

In their anxiety to avoid the assembling of crowds and demonstrations upon the arrival of the Humberts, the authorities here refuse to say at what station the prisoners will leave the train. The precautions probably will be defeated by the delay in arriving, as it now seems probable that the train will reach Paris in broad daylight, instead, as intended, in the darkness of early morning. It is possible that the prisoners will be taken from the train at some station outside the city and thence conveyed secretly to prison. Claims against her should be referred to The Hague tribunal for arbitration.

The United States having acted as an intermediary in the steps leading up to the acceptance of arbitration now turns over to the Venezuelan government the formal work of completing the basis for a full hearing before The Hague.

The notes were transmitted to the Venezuelan government through United States Minister Bowen at Caracas.

There were no new features today.

Conference at Caracas.

Caracas, Dec. 28.—United States Minister Bowen and Lopez Gerald, Venezuelan minister of foreign affairs, held a long conference last night. Mr. Bowen, obeying instructions from Washington, convened to Senator Gerald President Roosevelt's refusal to act as arbitrator in the Venezuelan difficulty. He recommended that the matter be taken to the international peace court at The Hague, which had been expressly organized to consider questions in which the honor of a country or the disposition of territory were not concerned. He suggested the organization of a commission to sit in Washington, the allied powers being represented on the commission by their ambassadors to the United States, and Venezuela by a delegate. The commission is to sign a document setting forth the matters to be decided at The Hague.

Mr. Bowen said also that Germany would not press for an immediate payment and that she had agreed to accept a guarantee based on a percentage of the customs receipts.

As a result of this conference Senator Baralt telephoned President Castro to return from La Victoria. The president will reach here tomorrow and Venezuela's answer to the foregoing proposal will be given then.

Through the Venezuelan delegate to the commission the Venezuelan government will ask that the blockade be lifted at once. Senator Baralt has expressed the desire that Mr. Bowen represent Venezuela in the conference. If Mr. Bowen cannot accept the post it is suggested in official circles that it be given to W. R. Russell, secretary to the American legation.

Senator Baralt has prepared the following statement for the Associated Press:

"Venezuela agrees to pay all her debts, the payments to be guaranteed by a certain percentage of the customs receipts or by the flotation of a special loan; also to be guaranteed. I believe the proposal to submit the issues to The Hague will be acceptable to President Castro. I am sorry that President Roosevelt was unable to act as arbitrator."

Eight men are unaccounted for. They are L. Broule, M. Hall, Assayer Nelson; W. G. Murphy, Ainsworth; T. Rouse, Silverton; W. Collins, Nelson; two unknown Italians and George Chip, Chinese cook.

Of the men accounted for, J. Campbell is dead; J. M. McLaughlin, John A. Bell, and a man named McLain are seriously injured.

The accident occurred immediately after the afternoon services. The car was crowded and when the long hit was reached, the brakes were ineffective because the rails had been covered with snow by boys who were coasting. The car began to slide and had gained a wonderful speed when a wheel broke, throwing it against an electric light pole. The car was completely wrecked and the passengers jammed into a confused mass. To add to the passengers' distress, the fire is the sterno type, which is extremely dangerous to the wrecker.

Fortunately other cars came along at this moment and it was only a short time before the fire had been extinguished and the passengers relieved. It was found that the car had coasted one thousand feet before the wheel broke.

Nine passengers in a runaway Southern Railroad car were badly hurt, but not seriously. Two newspaper men, John M. Engen of The Times and J. B. Johnson, of the Post, suffered the severe injuries. Engen had two ribs broken and was cut and bruised all over the body; Johnson's head, hands, and legs were cut and torn.

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