

ALL  
GREEN LIGHTS  
NORTH.  
THE 1928  
CNR RESCUE  
TRAIN.

C. H. RIFF

# Rail Records Smashed As Train Speeds Aid To Imprisoned Miners

**Running Time Between  
Toronto and Timmins  
Reduced By 5 Hours—  
Special Hurtles Through  
Night With Throttle Wide  
Open.**

**N**ORTH BAY, Ont., Feb. 11.—At times attaining a speed in excess of 60 miles an hour, a Canadian National special train from Toronto last night and early today engaged in a grim race with death, as the lives of forty-seven entrapped Hollinger miners swayed in the balance. Bearing gas-fighting equipment, gas masks, oxygen and palmotors, the train pulled into the Hollinger siding at 9:58 a.m., having reduced the running time from Toronto to Timmins by approximately five hours.

On the long uphill run from Toronto to North Bay the crack Toronto crew consisting of Engineer Elliott and Conductor Hurst, reduced the time by two and a half hours. Another picked Temiskaming and Northern Ontario Railway crew equalled the performance of the Toronto men by cutting two and a half hours from the regular running time from North Bay to Timmins, doing the long haul in about seven and a half hours.

## A CLEAR LINE

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February 13,

1928

Halifax

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#### A CLEAR LINE

**W**ITH a clear line from Toronto to North Bay, all passenger and freight trains were sidetracked during the progress of the train on its errand of mercy. The Toronto crew shattered speed records all along the route, as the train hurtled through the gloom. Telegraphers, dispatchers and veteran railroaders were thrilled as the word was ticked over the wires that the special was doing time never before recorded in the history of the road.

Allowing no time for any emergencies, or unforeseen delays, the train operating on a special schedule was supposed to reach North Bay at 2:40 this morning, but it arrived here at 2:33 and five minutes later the Canadian National engine had been disconnected and had been replaced by one of the speediest locomotives in the possession of the T. and N. O. Another picked crew was on board, Conductor St. Louis and Engineer McEwen. Without a moment's delay the train steamed out of the yards and at various points along the route was timed at fifty miles an hour and better on the long up-hill grade.

#### THROTTLE WIDE

**D**ETERMINED to equal the records of the Canadian National contemporaries the T. and N. O. crew men opened the throttle wide and the giant iron-horse responded as never before. Throughout the long night watch and the cold gray dawn of early morning, Engineer McEwen coaxed and nursed the engine as he never had before.

The train arrived in Timmins just two and a half hours before it was expected by the citizens. The speed made by this train on this haul has never before been attained on this line, which consists of an incessant up-hill grade.

All of the gas fighting equipment was speedily swung into action and it may be that because of this record run, that some of the imprisoned miners may yet be saved.

# D MINE

## HOPE FOR TRAPPED MEN REVIVED WHEN SURVIVORS EMERGE

### Rescue Crews Explore Lower Levels of Hollinger Shafts; Trains Break Record in Dash With Relief

By Canadian Press

TIMMINS, Ont., Feb. 11.—Seven miners were taken

40 in number, who have been below ground since yesterday. By morning they may be safe.

Mine rescue crews, organized, when a special train-carrying fire-fighting and gas equipment arrived here from Toronto after a record run, have been exploring the levels of the mine and other rescues may be affected.

Rescue work was proceeding rapidly and officials believed that prospects of bringing out most of the imprisoned miners alive were good.

Thirteen of the miners still missing are English-speaking and the rest are of foreign birth.

Work in the mine, stated officials of the company, will be resumed as soon as the fire is extinguished and the gas cleared.

TIMMINS, Ont., Feb. 11.—Breaking all speed records on the route, the first of two relief trains reached here at 10:10 a.m. today from Toronto, bearing gas masks, rescue equipment and experts to fight the fumes in the Hollinger mine, where more than 40 miners are trapped. Doctors and nurses were on the train.

The distance from Toronto to Timmins is 452 miles. The train left Toronto shortly after 8 p.m. Friday.

The number of definitely known dead in the mine disaster at 10 o'clock this morning remained at six, five of them having been identified.

The others are trapped in the workings of the mine, which are believed filled with poisonous fumes from a fire which broke out Friday morning. Rescue work was halted pending the arrival of the special trains.

W. L. Hogarth, office manager of the mine, stated that 51 had been trapped and five bodies recovered, leaving 46 still in the mine. This was arrived at after a careful check-up, he stated.

In the grim race with death, the Canadian National emergency trains which reached the scene of the disaster early today with gas-fighting equipment, all records for speed over the road were broken. At times the train did better than 60 miles an hour. All passenger and freight trains were side-tracked during the run of the rescue trains.

On the long uphill run from Toronto to North Bay the previous record of five and by two and a half hours re-

# TRAIN CREWS PLAY HEROIC ROLES AS RESCUE

## Rail Records Smashed As Train Speeds Aid To Imprisoned Miners

**Running Time Between Toronto and Timmins Reduced By 5 Hours—Special Harries Through Night With Throttle Wide Open.**

**N**ORTH BAY, Ont., Feb. 11.—At times attaining a speed in excess of 60 miles an hour, a Canadian National special train from Toronto last night sped early today engaged in a grim race with death as it trapped 400 miners who were trapped in the balance. Gas masks, oxygen and petrolators, the train pulled into the Hollinger siding at 9:35 a.m., having reduced the running time from Toronto to Timmins by approximately five hours.

On the long uphill run from Toronto to North Bay the train took 10 hours, 15 minutes, according to Engineer Elliot, chief conductor of the line, the time by two and a half hours. Another picked Temiskaming and Northern Ontario Railway crew equalled the performance of the Toronto men by cutting their run to North Bay to 10 hours, 15 minutes, doing the long haul in about seven and a half hours.

**A CLEAR WAY.** With a clear line from Toronto to North Bay all passenger and freight trains were sidetracked during the progress of the train on the northward trip.

**MR. McNAUGHT** and **Mr. Gaudry** talked with newspapermen at the Premier's office following the conference, and emphasized the wisdom of making at the moment any statements of a definite character before them is a heavy task they must have time in which to deliberate.

Any statement at the present time would be premature, he said, and he saw no good purpose in the plans of the corporation until some session of the T. and N. O. Another thing of a definite nature was arranged on board, **Conductor** **Wines** both stated that the conductor of the train, **Wines**, had been a satisfactory character, it is possible that they will have further discussions with **Mr. McNaught** and **Mr. Gaudry** before the long up-hill.

**MENTIONED FROM PAGE 1**

ment from considering the names of worthy gentlemen who would otherwise have been appointed had they not attained the age limit of 75 years. The list of appointments make it appear that in closing the Council's history, the view of the Council is that it would be wise to adhere to the custom which has obtained for years of making appointments as representative of the various constituencies of the province.

**ALEX. McGREGOR**, of New Carlisle, was appointed in place of **Mr. Bourque**, who was to complete the French-Canadian representation.

Appointments to the Legislative Council have been made necessary that the Government's policy of abolition may be put into effect. The appointments will take place as members of the Council only invited at the coming session of the Legislature, which opens tomorrow.

**TO INSPECT Corp. Properties**

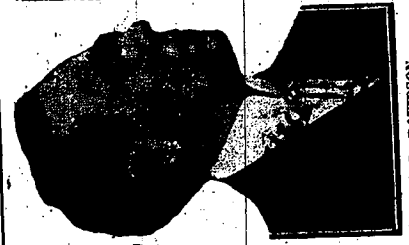
**MENTIONED FROM PAGE 1**

panied by Vice-President **J. E. Gaudry**, they will leave tonight for Sydney, N.S., on their return trip.

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### New Members Of Legislative Council



A. L. DAVIDSON



ALEX. McGREGOR



J. C. O'MULLEN

## Hollinger Death List Is Set At Thirty-Nine

**MENTIONED FROM PAGE 1**

Between 700 and 800 men were working underground about 10 a. m. on Friday. The alarm was given and by feverishly swift operation the giant hoist brought to safety. The remainder, perhaps scouting the fear of fire in quartz, remained below until it was too late for them to escape.

For hours it was not known how many had been brought to the surface, but as time went on, the list grew definitely longer. It had been taken back been taken out of the mine alive.

**DRIVEN BACK**

For a considerable time information concerning the actual conditions of affairs was difficult to obtain. There and back again rescues parties were sent the shaft, to be driven back by smoke and gas. Little progress could be made and no knowledge was available as to what was happening in the other workings. The men might be in various positions, and naturally reaching down into the depths, the main shaft, the 1,310 foot level; the central, going down to 2,050 feet and the old main shaft, known as Number 13, which was 2,000 feet deep. The men, these shafts the drifts are cut in various directions for several hundred yards, and the rescues are being made in other workings. The shafts are connected in various passages or

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## PITIFUL SCENES

**REDUCED** to five, the party then began their journey. As far as **Petchick** can recall the time was about noon Saturday, after they had been underground, slowly their heads stumbled along their pitifully muffled in their pitifully muffled. **Petchick** was second in line, and he had a good idea of what the party which proceeded in single file, with hands joined, the chief of the party, the main shaft. The first man sagged to the ground, overcome by the gas and the heat. **Petchick** remained with him while the other three went on. **Petchick** had his hand on the dead man's head and there he received him.

Only two now remained of the party—**Petchick** and his comrade. They plunged their heads in water and after waiting for a considerable time, started off again. It was while they were gradually working forward to the main shaft that these men were found by a rescue party and brought to the surface.

**TOWN SHOCKED**

**THE** tragedy that shocked the town of Timmins on Saturday night, is history. There have been scores of rescue operations in the north country since the first rescue of these men. In this case, celebrated in the community, the rescue party, which was in the vicinity of the mine, was almost completely absent of news. **Wild rumors** winged their way through the town and due to the very poor feeling of the town, the rescue party could not be overruled. **Mine officials** worked hard, but beyond the mine measures that had been taken

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# Hollinger Death List Is Set At 39; 12 Rescued

## Search Parties Find Bodies of Thirty Men in Flame-Swept Shaft---Survivors Tell of Heroism and Suffering

**T**IMMINS, Ont., Feb. 13. (By Staff Correspondent of the Canadian Press).—Two more bodies of smoke and gas victims were brought up from the Hollinger mine early this morning, making a total of 14 recovered. This leaves 25 men still in the mine, if reports now heard about the mine buildings are to be accepted, the bodies of all 25 have been found and have been moved to the station near the hoist, ready to be brought up. The last two bodies recovered have not yet been identified.

It seems impossible that any man could survive for 63 hours in a gas and smoke filled mine and it is now expected that the casualty list of this, the greatest mining disaster ever to have happened in Northern Ontario and perhaps the first of its kind in North America, will total 39.

--Please Turn to Page 2, Col. 3--

# Hollinger Death List Is Set At Thirty-Nine

(CONTINUED FROM PAGE 1)

Between 700 and 800 men were working underground when the blaze was discovered about 10 a. m., on Friday. The alarm was given and by feverishly swift operation of the giant hoists, the great majority of men were brought to safety. The remainder, perhaps scouting the fear of fire in quartz, remained below until it was too late for them to escape.

For hours it was not known how many had been brought to the surface, but as time went on it had been definitely established that all but 51 men had been taken out of the mine alive.

## DRIVEN BACK

FOR a considerable time information regarding the actual conditions of affairs was difficult to obtain. Time and time again rescue parties went down the shaft, to be driven back by smoke and gas. Little progress could be made and no knowledge was available as to what part of the extensive underground workings the men might be in.

There are three surface shafts reaching down into the depths, the main, or old Hollinger, which penetrates to the 1,850 foot level; the central, going down to 3,050 feet and the old Acme shaft, known as Number 11, which is down 2,000 feet. From these shafts the drifts are cut in various directions for several hundred yards, and crosscuts through the drifts give the underground workings other ramifications. The levels are connected in various ways by inclined passages or

## HEROIC DEEDS

New men were working in every part of the mine, widely scattered. Stories from survivors in St. Mary's Hospital today told of deeds of great heroism, of privation and suffering. Men staggering blindly along the tortuous, black passages, groping their way by the sides of

derground, among them two brothers, G. and J. Aubry.

## DEADLY CALMNESS

EARLY scenes of frantic clamor around the mine on Friday gave way later to a calmness that was deadly. Men and women thronged the mine heads, but for the most part they were contained, although grief-stricken. They walked around the change-rooms or gathered together in small groups, talking in subdued tones and hoping against hope. Many maintained their vigil all through the night, even when the work of rescue was suspended until the Pittsburgh car could arrive. There was no scene of emotion witnessed as the hours passed, nothing but a painful and almost uncanny silence.

Lying on his hospital cot, M. N. Petchick unburdened himself today of a tale which for grim horror had few equals. He was working on the fifth level on Friday morning when the smell of smoke was wafted to his nostrils. "I could tell the difference between smoke from blasting and wood smoke," he said, "and I knew that there was a fire somewhere."

## WARNING FAILS

HE endeavored to warn some of his comrades and to make his way from No. 16 crosscut to No. 13, at the end of which was the main shaft. With one or two others he started, but the smoke became heavier, and they could detect gas getting into their lungs. They had reached almost to No. 13, where there was a truck that would have brought them to the main shaft, but when almost on it, they were driven back by billows of deadly acrid smoke. They staggered back toward No. 16, and some of the party separated.

Petchick made his way to the fourth level, and there he again gave the warning. Seven men were picked up, all told, and efforts were made to reach the main shaft on this level. Again they were driven back into the workings, until they finally reached a dead end.