

FRANK RUSSO, Sworn, Sayeth - I live at Trail, my occupation is carpenter. I left Trail on Tuesday 28th. Inst bound for Vancouver travelling by train. I was with my wife. We changed at Castlegar for the Vancouver train, we took the first seat at the front of the day coach. The news agent came up and said that seat was reserved for him and asked us to take the next seat behind. We moved back as requested. We faced the engine. After leaving Castlegar I told a trainman it was too cold. The trainman said "This is an old type of car and it will take 'too long to warm the car". My wife and I pulled our coats around us. Then after 15 minutes steam came. The car got warm, then too warm, and popping noises were heard in the steam pipes from one end of the car to the other. The trainman then opened some of the ventilators. My wife said she was afraid the car would blow up, being afraid of the noises in the pipes. I told her to forget about that as there was no danger. We took some lunch and then got sleepy. My wife went to sleep. I remained awake. The trainman turned out some of the lights. I went to sleep then too. The next I remember I was in the baggage car and saw the car behind all in flames. My wife had to tell me where we were and what had happened. I felt sick, the smoke seemed to choke me. I seemed to see something like corks popping out into the snow and heard something fall on the roof of the baggage car. It reminded me of ginger ale bottles popping. I saw the news agent, his face was all blackened and he was saying "Please help me". After that someone came and took us into another car and administered aid. I was covered up and don't remember much until I got to the hospital at Grand Forks, I didn't talk to anyone but my wife. I judge there were 20 to 22 passengers on the coach. Saw 3 or 4 Hindoes, I saw one buy some chocolate from the news agent. When in the baggage car I was cold and took some clothes out of my suit case to make me warm. I noticed the clothes had a smell of powder. An officer came to the hospital the day following the accident, asked me questions and took my shirt and sweater away. My wife and I had four grips, all but a part of one were lost. Included in the grips was a cheque for \$73.00 plus drawn by The Canadian Consolidated Mining & Smelting Co. to me for wages. I also had about \$250.00 cash in another grip. These sums and all our clothes were lost. I was leaving Trail for good. I worked in Trail for two months, there was no more work for me there. I could not tell whether the smell on my clothes was of powder or matches. I heard the noises in the pipes about half an hour after leaving Castlegar, the noises lasted about 15 minutes. I have heard such noises in trains before but not so bad or so loud. I had an opinion that the steam pipes burst, but I don't know. I thought that the steam was turned on for the first time this season.

(signed) Frank Russo,

C.M. Kingston, Coroner.

Patrick Joseph O'Shaughnessy, sworn, sayeth - I have no fixed residence the last place I worked was in Fernie for the East Kootenay Power Co. I was in Fernie two months. I was harvesting on the prairies before that. I was born in Limerick, Ireland. I have been in Canada about a year coming direct from Ireland. I was travelling from Fernie to Vancouver and travelled continuously from Moyle, making close connection at Nelson with the R.V. train for Vancouver on Tuesday night. Two friends, James Wolfe and Patrick Scanlan were travelling with me. They had been with me on the prairie and at Fernie. I saw the news agent coming on to the train but don't know where that was. Scanlan and I occupied two seats facing each other immediately behind Mr. and Mrs. Russo. I had my back to the engine, Scanlan faced me. Wolfe sat across the aisle from us 2nd. or 3rd. seat from the front. I bought a magazine from the news agent and read for a while, about half an hour, then fell asleep. I heard an explosion which seemed like a pistol shot, not like a big roar. I opened my eyes and saw a fire in front of me and then became unconscious. Some time later I seemed to wake up again, I seemed paralysed from the waist down. I heard a lot of moaning. I thought I heard Scanlan say "Come on". I called to him to give me a hand, he pulled me out, or someone did. I then seemed to get the use of my legs. I saw the news agent behind me in the corner, his face was black. I helped him as well as I could. Some trainmen came then and helped him out. I got out then myself without help, and later got into the baggage car. I then felt my back, chest and legs sore. Scanlan got some blankets for me to lay on.

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I had an army pack-sack. The car was cold at first and then plenty warm. I didn't hear any noises in the pipes. I didn't speak to anyone in the train, not even to my pals. There was a strong smell, I don't know whether of gas or powder. I saw Peter Veregin and his lady sitting about the middle of the car across the aisle from me. The lady sat near the window. I lost my sack, didn't see it again. I worked as a grocer's clerk in Ireland. My ticket Nelson to Vancouver cost me \$20.70.

(signed) Patrick O'Shaughnessy.
C.M. Kingston, Coroner.

EDWARD JOHN HOUSE, sworn, sayeth - I reside at Nelson, my occupation is C.P.R. Constable. I visited the scene of the wreck near Farron on Wednesday last about noon. I made a search of the ruins with a view to ascertaining the cause I was in company with Staff Sergeant E. Cammon of the Prov. Police, Nelson. We were working together. At the place where the explosion took place about 50 feet up the hill on a bank we found a part of a dry cell battery (produced at inquest and marked Exhibit "A") and down where the car was burned we found the remains of an alarm clock (produced and marked Exhibit "B"). I took possession of the battery and clock. On examination there appears to be a piece of wire soldered to one of the cog-wheels. We only found one clock. I could form no definite conclusion as to the cause of the explosion except that a high explosive was used. My theory from finding the clock and battery is that a time bomb was used. There would be no place in the equipment of the coach for such a battery as that found. The gas-tanks and the steam pipes on the car were intact.

(signed) Edward J. House.
C.M. Kingston, Coroner.

D.W. McNABB, sworn, sayeth - I reside at Vancouver, my occupation is Inspector of the Bureau of Explosives, an International organization charged with the enforcement of the Board of Railway Commissioner's Regulations for the safe transportation of explosives and other dangerous articles. I visited the scene of the explosion on Thursday evening and Friday morning. There is very little left on which to base an opinion but after an examination of remains of the car I can hardly escape the conclusion in view of the awful havoc that was wrought that the explosion was due solely to one of the very highest of explosives placed inside the car either through ignorance or intention. As the fire, the flames produced by an explosion of one of the highest explosives would in my opinion be too short to set fire over as wide an area of the car as I understand occurred and if the explosion was due to a plot it seems to me the occurrence of the fire as I understand to have either been simultaneous or coincident with explosion would be an indication of the presence in the same receptacle or container or very close thereto of some inflammable liquid contained in a very fragile vessel which might possibly break and scatter the contents at the same time as the explosion and before the flame of the explosion had died out.

(Signed) D.W. McNabb.
C.M. Kingston, Coroner.

THOMAS MEAKES, sworn, sayeth - I reside at Grand Forks, my occupation is City Electrician. The dry cell exhibited and marked "A" is uncommon in that it has an unusual terminal for some special connection or a special job. I never saw an infernal machine.

(Signed) Thomas Meakes.
C.M. Kingston, Coroner.

GILBERT F. KILLAM, sworn, sayeth - I reside at Grand Forks, my occupation is Provincial Constable. After the court of inquiry adjourned this noon I took this clock (Exhibit "B") to the hospital and showed it to Mrs. Masse. She states that her clock was a cheap one, costing her \$2.00; that it is smaller than Exhibit "B"; of American make, that the winding handles were one single piece and not double as we have in Exhibit "B", that the stem was different and there was no rest on the back. I showed the clock to Mr. Morrison, Grand Forks Jeweller, who examined it. He states that it is not a clock distributed in Canada. That the clock has been taken apart once at least and that a screwdriver that is too large for the screws has been used. He saw nothing abnormal about the

clock except that here attached to a wheel which regulates the hour hand a small piece of copper wire has in some way become fused. He was unable to say why or by what means.

(Signed) C.F. Killam

C.M. Kingston, Coroner.

JOSEPH TURNER, sworn recalled, sayeth - On Tuesday night when running on No. 11 the steam pressure at no time exceeded 20 lbs. I don't know what pressure the steam pipes would bear. The steam pipes had been disconnected at Farron to pick up a car but were connected again before proceeding west. I had been through the car a number of times and saw no boxes or parcels beyond the usual. The pepping in the steam pipes is usual or common and has no significance. (C.P.R. time table filed as Exhibit "C" having special reference to General Information on page 120). The rear end of the car was burning when I entered, the flame being yellow.

(Signed) Joseph Turner.

C.M. Kingston, Coroner.

EDWARD Y. BRAKE? sworn, recalled - sayeth - The gas-pipe from the gas-tank ran up through the gents toilet on the rear or east end of this coach. There was no break in the gas pipe except at the connection near the tank. There was no possibility of the steam pipes bursting from steam pressure since the pressure never exceeds 70 lbs. (A piece of steam pipe from inside the car, north side near the middle placed as Exhibit "D") This had a distinct depression or dent $\frac{1}{4}$ inch deep and 2 inches long showing the great force of the explosion, the dent was on the upper, and slightly to the inner side of the pipe as its position in the car.

(Signed) E.Y. Brake.

C.M. Kingston, Coroner.

JOSEPH TURNER, sworn, further deposition, The explosion as nearly as I could figure out was in the centre of the body of the car. The explosion demolished the smoking compartment on the east end of the car and the toilet and lockers on the west end as well.

(Signed) Joseph Turner.

C.M. Kingston, Coroner.

FRANCIS E. LEACH, sworn, sayeth - I reside at Vancouver, my occupation is Inspector of Explosives in the Explosives Division of the Department of Mines, Ottawa. My duties are the enforcement of the Explosives Act in all of Western Canada and the investigation of accidents. I visited the wreck at Farron. My first care was to determine the place of the explosion and I take it that the pipe "Exhibit D" determines this, viz - the dent appears to have been made by projected material, a piece of casting could make the dent. The dent was more to the inner side than on the top of the pipe. I examined the gas tank and found that the safety fuses had functioned correctly. I looked for evidences of an explosion outside the car but could find no trace of any kind. From the splintered wood found between the rails at the rear of the train I judge there was a hole blown in the floor and that the explosion was on the floor. From the condition of the projected material I am of the opinion that the damage was caused by a high explosive such as dynamite or nitro-glycerine. I confirm Mr. Brake's evidence re - finding the gas pipes in place.

(Signed) F.E. LEACH,

C.M. Kingston, Coroner.

VERDICT OF THE CORONER'S JURY.

"The above named persons came to their deaths at about 1 A.M. on the 29th. Of October 1924 one mile west of Farron as a result of the discharge of a high explosive placed within passenger coach No. 1596 of the Canadian Pacific Railway by some person or persons unknown. We strongly urge the Canadian Pacific Railway Company and the Provincial authorities to continue their efforts to definitely place the responsibility for the disaster and to this end we recommend that exhibits "A" and "B" which we have had before us be examined by experts, and their ownership determined".

(signed) H.C. Herman, foreman

D. McPherson

B.J. Matthews

Edgar Bailey

P.B. Freeland

D.C. Manly.

(signed) C.M. Kingston (Coroner)

Verdict of Coroners inquest held at Nelson November 3rd.
4th. and 5th.

That in our opinion the said William J. Armstrong, Neil E. Murray
Mary Streeloff and Harry J. Bishop came to their death as the
result of the discharge near Farron, B.C. on the morning of
October 29th. 1924, of a powerful explosive placed within
Canadian Pacific Railway car No. 1586 by some person or persons
unknown either with intent or through ignorance. We would
earnestly request that the Attorney General's Department of this ~~xxxv~~
Province continue diligently their efforts to apprehend the person
or persons responsible for this terrible accident.

Denis St Denis.... Foreman

Russell Brown MacEwan

Walter M. Myers

George Benwell

John Bell

William Rutherford.

Henry Hector Mackenzie, Coroner.