

THE 1884
DUMMY SMASH
SUNNYSIDE

TERRIBLE COLLISION.

Freight and Suburban Trains Meet at the Humber.

TWENTY-THREE WORKMEN KILLED

A Number Scalded and Severely Burned.

THE WRECKED CAR TAKES FIRE.

Horrible Sufferings of Imprisoned Victims.

HEARTRENDING SCENES AT THE MORGUE

An Inquest Commenced Before Coroner Lynd.

HOW THE DISASTER OCCURRED.

An awful accident opens the new year for Toronto. Yesterday morning at five minutes to seven o'clock the suburban train on the Great Western Division of the Grand Trunk Railway was run into by a special freight from the west about 150 yards west of High Park station. The result is not less than twenty-seven men killed and from twenty to forty, more or less, badly mangled, scalded, and burned. The suburban train, consisting of the "dummy" engine and two cars, had its usual load of about sixty men being conveyed to their work at the Bolt Factory, just east of the Humber. Through some error not yet explained, the freight train went past the last stopping-place, Mimico, and came thundering down the grade. The engineers on the two trains saw that disaster was inevitable, that no human means could save those to whom the crash came. In a moment the worst had come. The heavy freight locomotive, with its train of laden cars behind it, drove the dummy engine

CLEAN THROUGH THE CAB

to which it was attached, and mounted both, pinning freight cars still further. What had before been a car full of strong, hearty men became in an instant a sickening death-trap filled with mangled, bleeding humanity. A second later the boiler of the dummy engine exploded and the steam and water scalded and carried death or more awful injuries to the majority of the poor creatures. But this was not all. Fire followed and completed the calamity. The air was filled with shrieks and groans. Those who escaped injury and were able to do anything at once set to work to extricate those whom it was possible to save. Agonies of sufferers were indescribable. Lying out in gray dawn of cold winter morning poor fellows pitifully besought those near them to pour water upon their scalded limbs and bodies, to do anything to ease their intolerable pain. The wounds inflicted and injuries done were

AWFUL BEYOND TELLING.

Every possible phase of disfigurement was to be seen. Unless one witnessed the sight it would be impossible to believe that the human form could be made to assume such dreadful shapes. Limbs cut, bruised, mangled, half eaten

saddled; was an American; leaves widow and family.

HUGH CUNNINGHAM, Bateman, Riversider; a native of Scotland; about 40 years of age; leaves widow and family.

EDDIE ROBINSON; a lad aged 14; the favourite of the man at the works; lived at Beverley-street.

AT THE HOSPITAL.

From the hour of nine o'clock the hospital has been crowded with anxious people looking for their friends. The first man arrived in the ambulance about that hour, and others followed in omnibuses, transfer wagons, and cars. Three stretchers were used to move the unfortunate victims to the different wards. The first hospital staff immediately proceeded to minister to them while the doctors were busily engaged sewing up wounds and dressing those who were terribly scalded. Some of these poor men were burned from head to foot with steam from the locomotive and the flames. A Globe reporter walked through the different wards with Superintendent O'Reilly. The scene was a most pitiable one. With the exception of one or two, the faces of those in the hospital could not be recognized by their friends. One of the victims, named John Rowlett, of 98 Bolton-street died shortly after his arrival at the hospital. Both of his legs were cut off, and he was terribly burned. Samuel Bailey, of 307 King-st. West presented a horrible sight. His face was blackened and charred, and he also soon succumbed. John Lynch, of 258 Little Richmond-st., died shortly after 12 o'clock. He was terribly scalded. One young man, William Fitzgerald, 20 years of age, of 146 Berkeley-street, and he was found under the cylinder of the locomotive. His face is badly cut, but he will likely recover. Hugh Cunningham, H. D. Kerman, Fred Bathroyd, James Kelly, Eddie Robinson, and John Aggett all died during the night.

THE WOUNDED.

The following is a list of the wounded in the wards at the General Hospital, with the extent of their injuries:

W. FITZGERALD, 146 Berkeley street (slightly scalded); a Canadian; has wife and two children.

RICHARD CRUTHERS, 31 Taylor-street (slightly scalded); unmarried; and son of David Cruthers, killed in the disaster.

JOHN CORRIGAN, 19 Camden-street, was driven right through the roof of the car; he escaped with comparatively slight injuries; he is married.

MATTHEW WALKER, of 279 Front-street; a young Englishman of about 20 years of age, not long in this country; is badly burned.

MICHAEL KELLY, 31 St. Lawrence-street, a young lad of sixteen, slightly scalded.

ALEXANDER BANKS, 31 St. Lawrence-street; moderate scald; between sixteen and seventeen.

The two last-mentioned sufferers recently came out to Canada from Ireland. They obtained their first work at the Bolt Works.

MICHAEL KELLY, south-east corner of Church and Richmond streets; about nineteen years of age; badly scalded, severe internal injuries, and an ugly scarp wound.

CHAS. MACDONALD, 12 Power-street; scalded, but not severely. Is the sole support of a wedded mother.

PATRICK KAVENEY, 104 Tecumseh-street; a boy of 16; is severely scalded.

PATRICK NORTON, 220 Front-street East; about nineteen or twenty; is severely scalded.

AT THEIR HOME.

Two brothers, Robert and John Montgomery, who lived on Front-street, each had a broken leg from the accident. Neither of them is in the Hospital, however. Among the others who were injured but who were not taken to the Hospital are: Victor Giroz; Thomas McDonald, Power-street, arm bruised and face cut; J. J. McIntyre, Niagara-street.

AT THE MORGUE.

A spectacle never to be forgotten by those who once beheld it was presented in the Dead House. Death in any shape is unsightly enough, but here the remains of its charred and mangled victims presented the grim monster in all its hor-

enquiries were already beginning to arrive, and were peering beneath the coverings to see if they could recognize a friend or relative, dreading what they might see, yet unable to bear the dreadful suspense of uncertainty. Inside the suburbs front car, which had contained nearly all the passengers—between fifty and sixty men going to their labours at the Bolt and Iron Works—were yet several dead bodies, all terribly mangled, burst, and scalded, but in such positions that the task of extracting them was one of immense difficulty. One man lay right beneath the cylinder of the dummy, and several more were

UNDER THE BOILER.

Death in many cases must have been instantaneous; with others the suffering was terrible to contemplate. One man begged of Michael Lalonde, a conductor, who had come down as a passenger on the freight train, to pull him out of the debris which lay around him, and from which he could not extricate himself. The poor fellow did not appear badly hurt, but Lalonde got him on his back and carried him to the rear freight car, his burton speaking even heartily to him the while. Then he sat down and said, with a cry of horror,

OH GOD, MY LEGS ARE OFF!

And so it was. The poor fellow's legs were burnt to cinder, and he had been ignorant of the extent of his injuries until that moment.

One little boy, fatally injured, turned round to Dr. Reddall, who was attending to him, and gasped out, "Oh, Doctor! I'm done for. With mother good-bye for me." One poor fellow sat with his hands before his eyes, and implored a bystander to lead him to a place of safety. He had lost his sight in the fire resulting from the collision. He was led to a safe spot, and there knelt down upon the snow and burst into tears.

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PELTING AWAY THE DEBRIS.

went rapidly on. By ten o'clock all the injured had been taken out and were either in the Hospital, or on the way thither, and many of the dead had also been removed. About ten an auxiliary train arrived from Hamilton, bringing Mr. Stiff, superintendent of the district, and a large number of men to clear the track.

Nearly the same time another auxiliary arrived from Toronto, bringing additional medical assistance and workers, and many friends and relatives.

The wrecked car and the devastating and ruined locomotive were gutted with difficulty, and the work of clearing the line was then soon completed. Strong ropes were attached to the locomotive and seized hold of by a hundred men. A mighty pull was given, and the great engine was jerked off the track, and lay shattered and broken on the bank beside the track. The same was done with the car and the line was clear. Hundreds of people had now arrived on the scene, some coming by train, some by wagons, some by sleighs, and very many walking thither. All were watching the proceedings with terrible anxiety depicted upon their countenances, and were eagerly questioning any and every one for particulars of the disaster.

Conductor Carter was spoken to on the matter, and replied,—"Our train was quite in order, and was where it should have been. I saw the freight train as soon as it turned the curve, but then it was almost close upon us. We were going at a very moderate speed, but the freight train was going fast. Both engines whistled and did all they could to slow up. But the crash was inevitable, and seeing that was so I jumped off into the snow, and the engineer and fireman did the same. We all escaped without injury. The freight train was to fault. The conductor had received instructions to remain at Mimico until

and having learned what was the matter, a doctor presented to the scene of the disaster what assistance lay in his power at the Union Station and evidently at the instant yesterday also dispelled the statement that the suburban has not been running for the past fortnight was a few minutes off time yesterday.

OFFICIAL STATEMENTS.

Waiting for the time to find Mr. Charles Stiff, Superintendent of the Great Western division, reporter sought an interview with Gormally, Agent for the Grand Trunk, asked concerning the accident. Mr. Gormally said:—"The suburban train left this station at 40 that morning as usual. It was made an engine and two cars, the passengers chiefly workmen at the Bolt Works. I am informed that there were 43 workmen. When about a mile this side of the Bolt Works collided with an east-bound special with only two cars. The blame, if any have been with the special, is the suburban running on time and in the usual way."

"I have heard it said that the accident began running this morning after being a week or six weeks or so. Is that the case?"

"No, that is not so. The train is running regularly according to time. When we heard of the accident we got out a special train to bring the wounded back to the city. We also sent surgeons to assist those whom it was possible to save. Conductor Stiff has charge of the train."

MR. STIFF'S STATEMENT.

Mr. Charles Stiff was subsequently seen off of Mr. Wrage, Local Superintendent said:—"No doubt you are acquainted with the facts of the accident as they appear on the news. As to the question of blame, that is to be decided. In my opinion, it is true, but I do not want to be fair either to the engineer or the officials concerned for me to give that now. Of one thing I can speak definitely now. Of one thing I can speak definitely now. On the Queen's Wharf, some miles from here, the engine was led to a safe spot, and then knelt down upon the snow and burst into tears. The groans and cries of the wounded and the dying, the screams of the men clearing away the debris, the hissing of the water that was being poured upon the yet unquenched fire, the roar of the great lake, whose furious waves were lashing the shore only a few yards from the railway track, the range of snow-covered hills on the other side of the line, the thick blinding sheet that was falling and being sifted up from the earth and whirled in the air, all tended to make up a scene indescribably terrible, and to mark the day as one never to be forgotten by the spectators. The work of

removing the wrecks, but found everything done before its arrival."

Air. Stiff expressed the deepest regret that an accident should have occurred, prepared concern for the wounded men suffocating he seems to have done all in his power to alleviate. When the coroner's inquest Mr. Stiff will hold an investigation on the Company.

MR. WRAGE'S SPEECH.

Mr. Wrage, the local manager, said nothing to add to what Mr. Stiff had said done what he could to carry out his instructions respecting the clearing of the debris.

THE OFFICIALS.

Very little could be learned about the trains and engineers of the two trains. G. Barber of the special freight was former Grand Trunk main line before the amalgamation of the two roads. He has been in the company for a long time, and has a high reputation as a man and as an official.

Engineer Jeffreys was not usually in the engine which he drove on this occasion he is a trained driver and is well spoken. Conductor Carter of the suburban has the Great Western for years and is well known to residents of Parkdale and vicinity.

THE GLOBE TORONTO SATURDAY JANUARY 12, 1854.

church Thursday present. Among the Anna were the Mr. Lennox, Mr. and Miss Anderson.

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THE HUMBER ACCIDENT. MUSIC AND THE DRAMA. LEGAL

Nearly a Recurrence of the Late Catastrophe.

PASSENGERS JUMP FROM THE TRAIN

Meeting of Representatives of Those Killed in the Late Disaster.

Owing to the quickness of one man, another collision at the Humber was averted yesterday afternoon. It appears that the suburban train consisting of the locomotive and one car left the Union Station on time at a quarter-past four and passed Parkdale about fifteen minutes later. Three minutes after the suburban passed Parkdale a freight train, consisting of a locomotive and ten cars, went by at a good rate of speed. The suburban train stopped at Ellis' Crossing, to let Mr. Ellis, who was a passenger, get off, and had just got under good headway again when the freight train appeared. The driver of the freight saw the suburban train a short distance ahead of him, and immediately whistled "down brakes." The freight was so close to the suburban train that the passengers, becoming alarmed, rushed to the doors of the car, and five—three ladies and two men—

JUMPED INTO THE SNOW.

Strange to say only one lady, Mrs. Garbutt, who lived at the Humber, was injured. The freight train slowed up in sufficient time to avoid a rear collision, and the suburban train proceeded to Mimico. Mrs. Garbutt was taken to her home in a sleigh, and Dr. Sorague of this city, was summoned by the Grand Trunk authorities to attend to her injuries. She received a good shaking up and her back is also injured. Mr. Wragge was spoken to about the matter just after it had been reported to him, and he explained that three minutes was too close for any train to follow another. The time laid down in the rules is ten minutes at least. Conductor Carter was also interviewed, and he gave it as his opinion that the freight was nearly a quarter of a mile behind the suburban train when the driver of the freight whistled for brakes. Both the driver and conductor of the suburban train were the same persons who had charge of that train when so many lives were lost on the 2nd instant when so many lives were lost. The passengers jumped from the car yesterday about the place where the late accident occurred. There were only about nine passengers on the train at the time. The whole affair was witnessed by a number of the employees of the Toronto Bolt Works.

THE LATE DISASTER.

A benefit will be given at the Grand Opera House on the 23rd inst. on behalf of the House of Providence.

Thatcher, Prince & West's Minstrels closed a two nights' engagement at the Grand Opera House last night. There was a large audience. The company is a very good one. The satire on the national game of baseball, as given by ten members, five on a side, was loudly applauded. The only fault to be found with the performance last night was that for some reason it appeared to be cut short.

THE METEORS.

Evans, Bryant, & Hoey's Meteors open a short engagement at the Grand Opera House on Monday evening. The New York *Herald*, speaking of a recent performance in that city, said:—The one week engagement of the Evans, Bryant, & Hoey combination, known as the "Meteors," opened successfully at the Mount Morris Theatre last night. The handsome playhouse was filled in every part, and from the rising of the curtain until the final act, in which "The Book Agent" alone survived, the audience was almost constantly laughing. The performance was exceedingly amusing, and the Harlemites gave the quartette of actors every evidence of their satisfaction.

"ELIJAH."

The rehearsal of "Elijah" by the Philharmonic Society last night was entirely satisfactory, and ensures beyond a doubt a first-class rendering of this oratorio at the concert on Tuesday evening. Mr. Stoddard, the baritone, sang at most of the concerts of the Oratorio Society of New York from 1874 to 1879, appearing in "Messiah," "Elijah," "Creation," "St. Paul," "Walpurgis Night," "Stabat Mater," "Ninth Symphony," "Coriolanus," and many other works performed during that time by the Society; singing also in Boston, Philadelphia, at the Worcester Musical Festivals of 1878 and 1879, and many other places, meeting always with gratifying success. In 1881 Mr. Stoddard was the leading baritone at the May Festival, at the Seventh Regiment Armory, New York, and his work in the great quartette, including Gerster, Gary, and Campanini was much admired. In 1879 Mr. Stoddard joined the Abbott Opera Co., and for four seasons was the baritone of that organization, singing in all the large cities of the United States and Canada. Desirous of resuming the oratorio work for which he is so well fitted, he now announces his intention of remaining in New York and devoting himself to the higher class of concert business.

THE NEW OPERATIC ROMANCE OF M.A.NA.

It was stated some time ago in *The Globe* that Mr. William McDonnell, of Lindsay, an ex-Mayor of that town, had written the words and composed the music of an operatic romance entitled "Marina the Fisherman's Daughter" that

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THE LATE DISASTER.

The representatives of those killed in the disaster met at the Bolt Company's works near the Humber Thursday, Mr. J. D. Livingstone, President of the Company, in the chair. After a long discussion it was resolved, on motion of Mr. E. A. O'Reilly, seconded by Mr. J. D. Dexter, "That Hon. Alexander Morris, M.P.P., Messrs. T. McGaw, W. G. Falconbridge, and J. Stevens be a Committee with full power to arrange with the Grand Trunk Railway Company for a just and equitable settlement of each and every claim. Messrs. F. J. Farnden and J. W. Potter attended the meeting on behalf of the widow and two children of Hugh Cunningham, of Boulton-street, Riverdale.

The following were subscriptions received yesterday by the Mayor in aid of the sufferers by the railway collision:—Edward Trout, \$20; Hon. G. W. Allan, \$20; S. Taylor, \$25; Donoch & Oliver, \$25; Rice Lewis & Son, \$50; Mr. and Mrs. Hertzberg, \$5; Uxbridge Branch Church of England Temperance Society, \$20; George Stanway, \$10; A. Friend, Simcoe, \$50; Caldwell & Higgins, \$10; Roberts Brothers, \$10; Mrs. W. H. Beatty, \$50; George Laidlaw, \$10; A. Lady from London, Ont, \$10; Robertson Bros, \$25; Employees of Robertson Bros, \$25. The total amount so far paid in is \$4,121 30. Frank Miller, of the Tennessee Jubilee Singers, who offered the services of the troupe for a concert, the proceeds whereof to go to the aid of the sufferers, has sent a telegram to the Mayor

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JANUARY 12

1884
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THE HUMBER DISASTER.

Engineman Jeffry Makes a Full Statement.

Conductor and Driver Committed for Trial on Charge of Manslaughter.

VERDICT OF CORONER'S JURY.

The adjourned inquest on the remains of James White, who was killed at the late Humber disaster, was resumed at the Parkdale Town Hall yesterday before Coroner Lynd. There were present on behalf of the Grand Trunk Railway Company Messrs. W. J. Speer, Superintendent; Herbert Wallis, Mechanical Superintendent; Charles Stiff, Superintendent of the Great Western Division; Edmund Wragge, Local Manager; and John Bell, Solicitor. Mr. Fenton, County Crown Attorney, was also present. The prisoner, Conductor George Barber, who had charge of the freight train which collided with the suburban train, was brought from the gaol in charge of High Constable Jones. He was defended by Mr. Nesbitt. The engineman of that train, Richard Jeffry, was brought to the inquest under arrest. He was in a very weak condition, having just sufficiently recovered to leave his bed.

THE DRIVER'S STATEMENT.

The first witness called was the driver, Richard Jeffry, and the Coroner addressed him as follows:—"From the evidence brought before this inquest there is a strong suspicion that you are somewhat culpable with regard to the accident. You will not be sworn, but you can make a statement if you wish." The witness then made the following statement:—Before leaving Point Edward I notified the turner that I could not go back over the Great Western Division without a pilot, as I knew nothing about the road. I was called to go back on the G. W. R. at 7:10, and when I came back to the shops I asked the turner if he had called a pilot. He said "no," but he had notified the traffic department, as they supplied all pilots going over the Great Western Railway. The turner is a sort of a foreman, but not an official. I came down the yard, and while I was standing there Conductor Barber came along and asked me if I was the man who wanted a pilot. He got up on the engine and said:—"I am going with you now and I am to be your pilot." He said he had "fired" over the road for seven years, and, of course, I thought him a good pilot under the circumstances. We went to Komoka when he got off for orders, and said he was going to the van to get his supper. After I had oiled the engine he said he had to go into Hamilton to get a train. I said, "If that is the case we will have

TO HAVE ANOTHER PILOT

when we get there." I told him that he could not be on the engine looking after me if we had a train. He then said, "If you have a train we will get another pilot." I went to Hamilton, and after going into the yard I met a man whom I thought was in charge, and asked him what he was going to do with me, and he said he had a small train for me. I said, "if that is the case I want a pilot." We got the engine to the round-house, and I told the turner that if I took a train I would need a pilot. I went back to the water-tank, where the same man I had met earlier in the day said, "Van are not

the unengaged, empanelled by you on the second of January instant, as jurors to consider and enquire into the cause of the death of James White, an employee of the Toronto Bolt Works, which occurred on the morning of the above date, find:—

1. That the death of the said James White was caused by a collision on the Great Western branch of the Grand Trunk Railway, a short distance east of the Toronto Bolt Works adjoining High Park, at a point about midway between Queen-street crossing of the Great Western Railway and the Humber River.

2. We find that the trains so colliding were the 4:30 special from Hamilton and the early suburban train from Toronto, the former commanded by Conductor Barber, with Engineer Jeffry, and the latter by Conductor Carter, with Engineer John Kennedy.

3. We find from the evidence that through mismanagement of the company's officials at Toronto the suburban train was ten minutes late in leaving that station.

4. We find that the operator at Hamilton telegraphed the operator at Queen's Wharf that a special left Hamilton at 5:20 that morning direct for Toronto. The operator at Queen's Wharf acknowledged the receipt of the same, yet it appears from the evidence that the operator at Queen's Wharf did not communicate the said message to either the conductor or driver of the suburban train before leaving Queen's Wharf, but we have no evidence why he neglected to do so.

5. We find the

DIRECT CAUSE OF THE COLLISION

was through Conductor Barber's and Engineer Jeffry's forgetfulness of the running of the suburban train between Toronto and Mimico, & to use Conductor Barber's own words, "I forgot all about that train."

6. We find that Conductor Barber and Engineer Jeffry had been on continuous running duty for the twelve preceding hours, which we believe to be too long a time considering the stormy character of the weather that night.

7. We find that the Superintendent of the Great Western branch of the Grand Trunk Railway, Mr. Stiff, who by the evidence submitted had full control over the station masters, conductors, and operators, neglected to give such instructions or orders to the employees doing duty and in charge of the stations at Mimico, Parkdale, and Queen's Wharf, as would protect and ensure the safety of the lives of passengers and employees travelling between these points. By the evidence submitted, he did not know at what hour the station masters went on duty or when they left it, nor did he think a station master was required at Mimico, although it was a regular passenger station, with telegraph office, semaphore, and sidings. We find, upon the whole of the evidence submitted, that bad the officer or employee at Mimico, whatever his position may be, been at his post of duty and turned the semaphore to stop all east-bound trains, as it would or should have been his duty to do so, the

SPECIAL WORLD HAVE STOPPED

there until the arrival of the said suburban train from Toronto, and that the collision would not have occurred. Therefore we find the Company, through their officials, highly censurable for neglecting this precaution, and that through this negligence the Company has contributed to the cause of the collision and death of the said James White.

8. We find that had the suburban train left Toronto at its proper time, as set forth in the Company's time-table, that it would have reached the Toronto Bolt Works and discharged all its passengers about seven or eight minutes before the time the collision occurred, and had the special passed Mimico the engines of both trains would have

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1884 Globe

accomplished being the prevention of the "slew-ing" of the truck in the case of derailment of the car, and the prevention of the separation of the car from the truck in the case of the wheel striking any obstruction. The ordinary guard now in use on most railways is a "check chain" which connects truck and car, but so loosely that the truck, on leaving the rails, can assume a lateral direction at a wide angle. It is from this cause that cars are ditched, thrown over embankments, and

PILED ONE UPON ANOTHER.

The safety truck lock is placed so as to check the lateral direction of the truck as soon as it reaches a certain point, the play allowed the truck varying according to the length of the car. In a car forty-five feet in length the space is 12 inches, in a fifty-foot car it is 1½ inches, and in an ordinary thirty-foot freight car it is one inch. These spaces are determined by the actual deflection of the trucks on the sharpest curves in use. When a car having this truck lock attached leaves the rail it will "bump" along the ties, and as soon as the truck is turned to one side, by one wheel striking the tie before its mate on the opposite side, the bracket throws it back, again in the original direction or across it, when the bracket on the other side exerts the same influence, and by this means the car is kept moving practically in its original direction. Should the car leave the rail on a curve the result will be that the curve of the track is closely adhered to, as the radiation of the ties will turn back the wheel on the inner side, so that the truck will still follow the curve. Another advantage of the truck lock over the check chain is that the "play" being shorter the breaking force is not so great, and that force being compressive in the truck lock is not so dangerous as it is where the check chain is used when it becomes a severing parting strain. A few nights ago a train of nineteen cars on the Grand Trunk East was derailed below Trenton, and five Pullman cars, containing many Members of Parliament and Senators with their families, were thrown down an embankment, one of them being overturned, and traffic being delayed six hours. Mr. Wilson claims, and to all who have examined cars equipped with his invention the contention seems reasonable, that with his truck lock that would not have happened. Another case of ditching occurred near Ogdensburg on Friday, when the overturned cars took fire and five persons were roasted to death. When cars with the truck lock attached are derailed they are easily hauled on the track again, as they remain so near the rails. Mr. Wilson's invention was first given

A PRACTICAL TEST

on the Credit Valley track at Parkdale, in December last, when an ordinary car fitted with this attachment was derailed at a speed of 40 miles an hour, and in consequence of the action of the truck lock did not leave the ties, nor indeed go further than a few inches away from the rail. Another test applied on that occasion was that of being run at the same rate of speed against a tie placed across the track, the car in this case jumping over the tie and alighting squarely on the rail again. This car has since, without any repair, run 3,000 miles in the ordinary work of the road. Mr. White, the general manager of the O. & Q. Railway, equipped the noon express train of the Credit Valley Railway with Wilson's truck lock, and on Friday the first trip was made with the new attachment. The inventor was on board, accompanied by several railway officials and a GLOBE reporter. On St. Thomas being reached the invention was shown to Mr. Robert Potts, master car-builder of the Canada Southern Railway, who expressed himself in high terms of commendation concerning it, adding that a great deal of time might have been saved to his Company a few weeks ago, had the device been in use on the road, when a car entering Buffalo broke the flange off a wheel, and had to be hauled into the yard on a timber stag, when the arm of the truck lock would have carried the car, truck, and all. Mr. Wilson's invention is in use now on the Missouri Pacific and Illinois & St. Louis roads, and is well worth the attention of our railroad men, as the changes of our climate make our trains peculiarly liable to derailment.

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Mr. Wragge, this local manager, and he had been advised by Mr. McLean, his agent, that he was to be relieved of his position. When the receiver's inquiries were over he advised Mr. McLean that he would hold an investigation on behalf of the Company.

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... people had
arrived, some coming by
team, by sleighs, and
all were watching the
activity directed upon
the eagerly questioning
inhabitants of the cluster.
I turned to the master,
who was quite in order, and
said, "I saw the freight
train on the curve, but when
we were riding at it

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AWFUL BEVERLY TELLING.
Every possible phase of disengagement was
had now. Unless one witnessed the sight
it would be impossible to believe that the human
spirit could be made to assume such dreadful
poses. Lithia City, located, half east
and west by fire, seemed to enormous sizes by the
immensity of the steam and water. A doctor was left
alone at the imagination no sight more awful than this scene.
He had shown anything more awful than this scene.
and was at once sent to the Union Station and
relief train was quickly forwarded to the
place of disaster. The work of bearing the
wounded from the wrecks to the passenger car
was enough to sap the strength of the strongest.
watching them was enough to break the
united heart. The relief party were overwhelmed
almost tear from under the wrecks
whichever limb their friends and kinsmen. They
did not want to go alone, while from every side came
concerning the safety of their loved ones.

"No man simple enough to turn, and wanting
other undictated tortures."

A CAR LOAD OF DEAD

An injured woman on its way to the Union Hospital was seen on its way to the Union Hospital. The news of the calamity had gone around, and a crowd of men was gathered, talking about the tragic facts of the case that had overtaken them. The ambulance wagon, and several cars and busses were in waiting. As the train came to a stop at the east end of the station a large crowd of mangled forms gathered to witness the bearing away of the wounded. One man at a time was tenderly taken out of the car and transferred to a conveyance. Many in a crowd turned away actually sick at the sight.

SICK AT THE SIGHT.—

Strong men wept, breathing their tears away with their mitten-clad hands. As each vehicle received its complement of the injured it drove to the General Hospital. The wounded were then sent to their suffering with great patience, a few nodding heads telling the only signs of suffering. When the wounded were given two friendly looks from the car, they were taken to the baggage-room, as though they had just raised from the presence of death. The baggage-room held the remains of two corpses mangled and injured almost beyond recognition.

CONDUCTOR BARBER ARRIVED.

Soon after the disaster conductor Barber, the freight train was placed under arrest, and left to await the development of the inquiry. It is alleged that he was running on the schedule time, and should not have left Minico without orders.

* THREE KILLED.

The following is a list of the dead up to the time of going to press:

JAMES CULHANE lived at 31 Taylor Street. He was an elderly man, and leaves a widow, recently come to Tonawanda from Buffalo, who leaves a wife and family; aged 25 years.

JOSEPH KEUPER, of 219 Little Richardson Street, was a lad about fifteen years old. He was not engaged at the bolt works, but is said to have been on his way there seeking employment.

WILLIAM STEPHENS, son of Stephen—

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the locomotive and seized hold of by a hundred spectators. A lighted pull was given, and the greatest engine was jerked off the track, and lay shattered, and broken on the bank beside the railroad. The same was done with the car and the engine. The smoke was clear. Hundreds of people had now arrived on the scene, some running by themselves, some by wagons, some by sleighs, and many walking thither. All were watching the proceedings with terrible anxiety depicted upon their countenances, and were eagerly questioning every man and every one for particulars on the disaster. Commander Carter was spoken to on the matter, and said [as he replied]: "Our train was quite in order, and there was no cause whatever for the accident. I have the freight train in view as soon as it started this curve, but then it was a minute close past us. We were going at a very moderate speed, but the freight was

AT THE MORGUE.
Never to be forgotten by those
that it was presented in the dead
man atop above is uniformly enough.
The remains of his shamed and mangled
body the grim monster in all its hor-
rible deformities lay a hideous sight.
The two post mortem examinations
assisted by three members of
force took charge of his plumb and
from his power to friends
in identifying the bodies.
In the frequent crowds of people
attending him to the places and the sides
of the pale, wan faces of many
which would in many cases need
glancing. Shortly after one o'clock
thrown open and the general pul-
CARNIVAL OF DEATH.

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About an hour after the collision the wreckage train, with a long gauntlet of men, which had been telegraphed for, arrived from the city, and the work of clearing away the debris was quickly proceeded with. The removal of the dead and injured, of course, was the first consideration of the men, and far the manure in which they did this they deserve commendation. After the bodies had been removed and placed in conveyances to be removed to the city or to their homes, the men commenced to clear away the debris. This was done with difficulty, as the earth had given way under the weight of the locomotive, and the men had to wade through mud and water, holding tight with great force, so that they did not fall over. They were plucked to the tinders, and a number of men pulled them apart and rolled them off the track. By the time the rails were laid straight and the track made ready for the first train, it was 11:30, the passengers being cleared in a little over four hours after the accident.

A stockade scene.
Mr. Tolton, of Parkdale, was one of the first to witness the scene of the disaster. He says:— "I came away from the place about 9 o'clock, and to my surprise, there were, as far as I could see, only four of the Grand Trunk employees upon the scene of action. Two men were yet visible under the wreck at that time; one of them was jammed into a telecoped car, which a number of men were valiantly striving to pull apart. The other was an old man, whose face was quite visible, and who was lying under the cylinder of the locomotive. Both were screaming and crying to be let go, for God's sake, and brandy was being given them to sustain their strength. Along the snow-covered tracks the train lay half-tearing corpse, covered with overclothes and blankets hastily thrown over them. Bloody fragments of flesh and broken limbs were lying about, and made a horrid sight. One man lay upon the tank with a covering upon him, and an open part of this revealed his terrible face, and the entrails had been torn out."

AN EYE-WITNESS OF THE COLLISION.
A young man named Goodwood, living in Parkdale, who was walking home from the Hamlet at the time the collision occurred, was on the spot and saw the trains meet. He says the

badly damaged, layers internal and externally the wound.
ALLEGEDLY AIRD, 12 Power-street ;
is the support of
KATE AVENUE, 101 Techmash-street;
an severely scalped.

SITE Front-street East ;
a severely scalped,

AT THEIR HOMES.

Robert and John Monti-
lived on Front-street, each
leg from the accident. Neither
in the Capital, however, Amant
was injured — who was not
Hospital are : — Victor Groux ;
H. J. McIntyre, Power-street, arm bruised.

A spectacle who succumbed to the effects of death. Death had but been the result of the various persecutions he underwent. Fifteen years ago he was on the open road between Williamsburg and the city police station every night, and the dead body of the deceased was found early in the morning throughout the walls outside.

Although the outrages were
of the kind that all were used
to, even if they were as bad as
those that had been committed
in the past, it was still a shock
to the community. The
men who had been killed
had been well known in
the town, and their deaths
caused a great deal of
grief and sorrow. The
people of the town were
shocked and saddened by
the news, and many
of them were moved
to tears by the thought
of the terrible loss
that had been suffered.
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killed had been well
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caused a great deal of
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people of the town were
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the news, and many
of them were moved
to tears by the thought
of the terrible loss
that had been suffered.

instant a sickening death-trap filled with bleeding humanity. A second later the boiler of the dummy started as though it had been heated and then exploded and burst in flames and water scalded and burned the men who had carried death or more awful suffering to the poor creatures. But this was not all. Fire followed and completed the carnage.

AWFUL BEVERLY TERRIBLE. — Every possible phase of disengagement was to be seen. Unless one witnessed the sight he would be impossible to believe that the human frame could be made to assume such dreadful shapes. Little else but mud, mire, half rotten meat, was to be seen. The work of beating the mud from the station and water off the horses was but half done when they had got the imagination no sight more awful than this scene. The relief train was quickly forwarded to the Union Station and was at once sent to the Union Station and the mud was to be seen. The ambulance wagon and several carts and busses were in waiting. At the mud stamp to a stop at the east end of the station a large crowd, with blanched faces gathered to witness the bearing away of the wounded. One of the men who had been so terribly taken out of his saddle was tenderly taken out of the mud by his friends and was tenderly carried to a conveyance. Many in the crowd turned away actually sick at the sight.

A CAR LOAD OF DEAD. — An injured man was on his way to the Union Station and a crowd of men was gathered, taking the measure of the case that had been brought them. The ambulance wagon and several carts and busses were in waiting. At the mud stamp to a stop at the east end of the station a large crowd, with blanched faces gathered to witness the bearing away of the wounded. One of the men who had been so terribly taken out of his saddle was tenderly taken out of the mud by his friends and was tenderly carried to a conveyance. Many in the crowd turned away actually sick at the sight.

THE MILITARY. — The following is a list of the dead up to the time of going to press:

LT CRUTHERS lived at St. Ives. He was an elderly man, and leaves a widow and grown family.

JOSEPH KEEPER, of 219 Little Richmond, recently came to Toronto from Buffalo, N.Y., where he had a wife and family; aged 35 years.

JOHN DONOGHUE was a lad about fifteen years old. He was not engaged in the field of battle, but is said to have been on his way to a place of safety seeking employment.

WILLIAM TURNUP was from Fifeshire, Scot-
land, and was a member of the 1st Battalion, Royal Fusiliers.

the locomotive had gained hold of by a hundred men. A mighty pull was given, and the great engine was jerked off the track, and lay shattered and broken on the bank beside the track. The stone was along with the car and the engine. Hundreds of men had

so severely scalded.
John Morris, Robert and John Monti-
lived on Front-street, each
ing from the accident. Neither
in the Hospital, however, Amherst
Hospital are.—Victor Groulx;
John J. McIntyre, Power-street, arm bruised;
John J. McIntyre, Niagara-area.

AWFUL DISASTERS.—A Spectacle which will be remembered for a long time to come. Unless one believes that the human race would be impossible to believe that the human race could be made to witness such dreadful scenes. Linians cut, bruised, maimed, half eaten away by fire, stretched to enormous sizes by the heat of the station car water. Not far off the imagination conjured up pictures of the worst kind, showing anything more awful than this scene. One was at once sent to the Union Station and the relief train was quickly forwarded to the scene of the disaster. The work of bearing the mangled bodies from the wrecks to the passenger car started almost at once. There was enough to do to attend to the injured, but there was still a great deal to be done to get the dead out. The chief party was obliged to leave the station car, and the chief heart, left man from under the wreck almost bare, was the chief who was instrumental in saving the lives of many men and women. They did not stop to think of their own safety, but went about their work slowly, while from every side came expressions of sympathy and understanding, and appeals for assistance. When

"I agree with you that it was necessary to have a man at the head of the train, but I know what I saw. About an hour after the collision, which had been made by a running train, with a large gang of men, from the city, and both telegraphed for, arrived from the city, and both work of clearing away the debris was quickly performed with. The removal of the dead and injured, of course, was the first consideration of the men, and for the master in which they did their duty, they deserve commendation. After the bodies had been removed and placed in conveyances, to be removed to the city, or to their homes, the men commenced to clear away the debris. This was done with difficulty, as the locomotives caused such fearful forces with which the locomotives came together, that the men who were attached to the tenders, and a number of men pulled them apart and rolled them off the track. By the time the rails were laid straight and the track made ready for the passenger train, it was 11:30, the passengers having cleared away in a little over four hours after the accident.

A STOCKHOLM SCENE.

Mrs. Tolson, of Parkdale, was one of the first to witness the action of the disaster. "We awoke," she said, "to my surprise, there were as far as I could see, only four of the Grand Trunk Railway cars, now upon the scene of accident. Two men were quite visible, and who was lying under the cylinders of the locomotive. Both were groaning, and crying to be let out, for God's sake,"

badly scalped, severely injured but yet wound.
MACDONALD. Is Power-street; as severely. In the sole support of
AVENET. 101 Technical street;

history of the poor creature. But it was no
longer followed and completed the anatomy.
The air was filled with strokes and groans
of those who escaped injury and were able to do
nothing. Glibbing at once out to estimate
what was possible to save. Two brothers
of different ages were indescribable
puzzled out in every strain
of suffering near failure pitifully bent upon
carrying their burden to water upon their
heads and bodies. In do anything to ease their
incurable pain. The weakards inflicted and
sustained such dire distress as few

AT THE MORGUE.
Never to be forgotten by those
that it was presented in the dead
man atop above is uniformly enough.
The remains of his shamed and mangled
body the grim monster in all its hor-
rible deformities lay a hideous sight.
The two post mortem examinations
assisted by three members of
force took charge of his plumb and
from his power to friends
in identifying the bodies.
In the frequent crowds of people
attending him to the places and the sides
of the pale, wan faces of many
which would in many cases need
glancing. Shortly after one o'clock
thrown open and the general pul-
CARNIVAL OF DEATH.

A nameless one of those who were killed immediately all ascertained, the Westminister was a tedious talk. Nearly half dead, asphyxiated, or drowned, so much gas and intensest asphyxia caused which all the visages had turned black. "Now and again he would have a few hours before left all the vicar of health. Mothers, wives, and brothers were to be seen lying prostrate to body, and with trembling limbs, as though they were about to recognize in the ill-figured features he had in the night. Now and again the deep sigh of serving death heaved above the mournful air of the room. The marks of trial or torture were visible on the face. "Oh, it's awful!" exclaimed one as he fumbled at the ghastly sight. "Don't go near him; you'll recognize one of us." Here that old middle-aged man, with the thin blue blood-driven face, living alone, His whiskers and thin hair were scattered, tangled, and matted, his forehead and neck with blood, which flowed from the nostrils in streams, the mouth toothless torn in shreds, the nose and all exposed parts hanging by shreds. Next is a more boyish figure, staring from a chair with a glace that transfuses the whole body is gastral, chlorotic, and semi-near him a stiffened corpse an exanthematic horribilis in the extremities of which were still clinging the last remains of life, and death had come just as the pale fingers were beginning to give up, and the features of unuttered words on the neck and face. Another corpse lies length with its head craniated — a pearly mass of bone, brain, another. His large ears burnt off were buried in the earth, and none on to the end of the painful scene. In which, the dead lay was laid out after the bodies were brought into the room, the smell of burnt flesh and smoke rose from the boiled and roasting, with standing the horrible scenes which were enacted in the kitchen.

instant a sickening death-trap filled with agonized, bleeding humanity. A second bullet of the deadly sangre exploded, but not scalded, but not scalloped, and the steam and water scalded him. The man was a widower now and more awful injuries he had suffered than those received. But this was the

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goal, the report was found to be entirely without foundation.

One of the saddest incidents connected with the melancholy catastrophe is that of the Macdonald family. Three sons—Joseph, Thomas, and Charles—lived together and supported the mother. Joseph is killed, and his brothers seriously injured. Charles is in the hospital. A sister, who lives at home, was lying sick in bed when the injured men were brought home.

Jeffreys, the engineer of the special freight that ran into the suburban, was the first to bring the news of the accident to the city, he having walked in to get his wounds attended to. He was badly cut about the head in jumping from his engine just before the collision occurred. He bled profusely from the wounds on his head, and he was attended to by Dr. Speague, to whom he stated that he was to blame as much as the conductor for not having run on his orders.

The Bolt and Iron Factory was first started in Toronto in 1879, and removed to its present location in June last. Some 60 men, about a third of the whole number employed, are in the habit of going to and fro daily between the city and the works. Yesterday morning fortunately the number of men in the train was smaller than usual, owing perhaps to its being the day after New Year's day. The works will not be running again until all the dead are buried. In fact, the officials state that they doubt whether they can run them properly for a week or two, as the killed and injured number amongst them many of the most skilled of their workmen.

GRAND DUKE NICHOLAS.

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THE DEATH ROLL.

Additions to the List of Victims Yesterday.

TWENTY-EIGHT VICTIMS SUCUMB.

Scenes in the Wards at the Hospital.

ACTION BY THE CITY COUNCIL.

Two Thousand Dollars Voted for Relief of Sufferers.

A PUBLIC FUNERAL SUGGESTED.

Deep gloom rests like a huge pall over the Queen City, darkening its pleasant places, and rendering melancholy its cheerful households. The year 1884, that opened so brightly only on Tuesday last, that seemed so full of pleasant prospects and cheerful anticipations, is already, ere yet a week old, marked in the history of Toronto with a terrible and an awful distinctiveness. The city has been plunged into mourning. A universal sympathy unites the population. It is difficult yet to grasp the magnitude of the catastrophe of Wednesday. Two score of men, chiefly in the pride of manhood, cut down by death in a form "that almost freezes the heat of life" to contemplate, or else maimed or blinded for life, and doomed to endure great agonies, are they can rise from their beds of sickness! Two score of families mourning the untimely death or the awful maiming of a father, a husband, a brother, a son! The head and the mainstay of the household taken away in the dead of winter, leaving the wife and children for whom he was tilling almost at the moment of death, dependent upon the charity of others. From all parts of the city, north and south, east and west, the cry of anguish resounds. Here a pained wife bewails the loss of him who ere this would have been her husband had cruel fate not intervened. Here a widowed mother is driven almost to madness by the loss of two dear sons and the maiming of a third. Here a wife, who parted from her husband on that fatal morning, proud of him in his vigorous manhood and strength, sees him in his bed of sickness, and herself a widow are the closing of the day. Here a mother loses her young son, a mere boy, gladdening her heart with his bright smile and pleasant face. From every point arises the cry of the bereaved. The day that has passed has added additional horrors to those of the preceding day. The death roll is lengthening gradually. The hopes of the recovery of some sufferers now living have been almost abandoned and every hour the death of a fresh victim is expected.

PUBLIC SYMPATHY.

Public sympathy with the relatives and friends of the victims has been manifested in all parts of the city. Meetings have been held in various quarters under the auspices of the civil and other authorities for the purpose of raising funds for

the hospital for her new desolated home at 104 Tecumseh-street.

Up to the hour of going to press no further deaths had occurred at the hospital.

JEFFREYS' CONDITION.

Jeffrey, the engine-driver on the freight train, lies in a dangerous condition at his boarding-house, No. 31 Mercer-street. He received a severe wound in the skull and several flesh wounds. Dr. Wragg is in attendance on him. A Globe reporter visited the place yesterday, but Jeffrey declined to make any statement regarding the accident or the extent to which he was responsible. It is understood that he confesses his knowledge of the train being run in contravention of orders.

RAILWAY REGULATIONS.

The following clauses in the general rules and regulations to be observed by employees of the road will throw some light as to the responsibility of Jeffrey:

Section III., clause 16—Drivers are under the orders of the conductor, to whose instructions as to stopping, starting, &c., the engineman is to pay particular and careful attention. In cases of doubt or difficulty relative to running the trains engineers and conductors must consult with each other, as they will be held equally responsible for any violation of the rules through forgetfulness, negligence, or any other cause.

No. 97—Engine-drivers.—Special rules for the guidance of employees:

"Conductors are held responsible for the movements of trains and must work them strictly in accordance with the rules and regulations. In all cases of doubt or difficulty they are to consult with the engine-driver—*safely to be the first consideration.*"

AN MISTAKEN IDEAL.

Mr. Charles Nurse, of the Humber, is credited with making a statement to the effect that the suburban train frequently narrowly escaped being run down by regular passenger trains, and that its trips were sandwiched in between the regular trains. Mr. Gormley, the Grand Trunk agent, states that the suburban train always runs on schedule time, the same as the express and other trains between Toronto and Hamilton, and that it always runs on telegraph orders similar to other trains. It would be, he says, impossible to run this train any other way. It was, according to the time-table, due at the Humber Station at 7 o'clock, and was running on time when the collision occurred. It must be remembered that the suburban train had the right of way and was in no way to blame for the collision.

WHAT MR. LIVINGSTONE SAID.

Mr. John Livingstone, manager of the bolt factory, was in New York at the time of the disaster. Mrs. Livingstone telegraphed at once for him, and he set out immediately to return to Toronto. An unavoidable delay was caused in travelling, and he did not arrive in the city until last evening about 8 o'clock. Being spoken to on the subject of the railway accident by a Globe reporter, he said:—"Of course I know very little of the affair as yet, save what I have seen in the papers. But this I can say, the poor fellows who have been killed include some of the most skilled workmen in the factory, and the works will be thoroughly disorganized for a while without them. They were all of excellent character, steady, sober, and industrious to a man, and all who had families were in the habit of keeping them in a very comfortable manner."

"When will the factory run again?" queried the reporter.

"I can hardly say, but at any rate not until all the funerals are over, and possibly not for some days afterwards."

of a wholesale & Col. Graweck submitted a report suffered at the had died that di been admitted, were two in a ei thing certain co He had also seen who entertained He trusted that and arrange for suggested the days and unders prepared & called on Ald. 4

Ald. CLARKE facilities were di creased. The wh when they knew tions. He the public funeral i would relieve was necessary might meet and could places of interi of respect to the Executive Com to be applied t relief of the sub expanded.

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the railway & Works, wherel trons and men, — simple sacrificed—& community am the latter—wi mercifully spu incapable, it is working for th them. To su relatives—and whose bereav offer the expre special symp their duty to a the wants of t Be it there Commissi be extent of \$2,00

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Ald. HALL: Ald. Baxter to say anythi suit of the inq no other man should pay or

Ald. DENNIS meeting to co tributions.

Ald. STRIKE excepted to d Sixteen years

In his vigorous manhood and strength, now our children orphans and herself a widow are the closing of the day. Here a mother loses her young son, a mere boy, gladdening her heart with his bright smile and pleasant face. From every point arises the cry of the bereaved. The day that has passed has added additional horrors to those of the preceding day. The death roll is lengthening gradually. The hopes of the recovery of some sufferers now living have been almost abandoned and every hour the death of a fresh victim is expected.

PUBLIC SYMPATHY

Public sympathy with the relatives and friends of the victims has been manifested in all parts of the city. Meetings have been held in various quarters under the auspices of the civil and other authorities for the purpose of raising funds for relieving the bereaved families, nearly all of whom are left destitute of resources. Everywhere the response to this appeal has been most cordial and generous. The suburb of Parkdale, which is close to the scene of the catastrophe, stands well to the fore in this respect. The fund is rapidly growing and promises to become worthy if not equal to the occasion for which it was started. Mr. Costaworth, City Commissioner, has endeavoured to bring about a public funeral for all those killed in the disaster, but this idea fell through owing to the bodies being in several instances claimed and carried off by the friends, who preferred private funerals.

Up at the Humber naturally the greatest excitement prevails. This district during the past few weeks has been the scene of three horrors, viz., the suicide of Trevelyan Ridout, the mysterious murder of poor old Susan Gibbs, and now the most terrible of all, the disaster of Wednesday. The accumulated horror of the three weighs heavily upon the residents in the neighbourhood of the Humber.

THE SURVIVERS.

At a meeting in the forenoon in the office of the Mayor, Dr. Canniff, Medical Health Officer, stated that he had just come from the Hospital, where two had died, making 23 in all. They were Matthew Walker, of 279 Front-street, and Charles McDonald, of 12 Power-street.

There were nine still alive, viz.—

Alexander Banks, a boy, who had a slight injury to his head. He is doing well.

John Aggett has severe scalds over the face and body. His recovery is uncertain.

Patrick Naughton has severe scalds on the face, head, and legs. He is delirious, but doing well.

Michael Kelly, a boy, has slight injuries on the face and eye. He is doing well.

W. Rogers, has a severe scalp wound and internal injuries. He is doing well.

Richard Cruthers is badly scalded, and his recovery is uncertain.

John Corrigan has a fracture of the arm, a severe scalp wound, and contusions. He is doing well.

Patrick Caveney is badly scalded, but is feeling well, which, however, is no guarantee of his recovery, as they suffer less towards the end.

W. Fitzgerald has scalds over face, hands, and legs. He is doing well.

Ad. Clarke said there were 43 in the train, of whom five escaped uninjured.

Ad. Davies thought the Doctor should see those of the injured who are at their homes.

The Mayor said he had told Mr. Costaworth to ascertain the state of destination of each family.

DESOLATE HOMES.

Some of the homes rendered desolate by the terrible accident were visited yesterday. Enquiry revealed the fact that in most cases the bereaved families are left quite destitute, having had nothing to depend upon but the daily labour of the victims. The homes were, as a rule, comfortable, and showed that the men who were thus suddenly cut off had faithfully fulfilled the duty of the breadwinner. The names of those visited are given.

Samuel Bailey was a machinist, and lived at 257 Richmond-street West. He was about 44

burst into tears.

AT THE HOSPITAL.

The excitement at the Hospital yesterday was much less than that which prevailed on Wednesday, but was still very great. On Wednesday crowds of eager, anxious friends and relatives of those who were known to have been on the ill-fated suburban train were pressing into the institution, thronging the corridors, and besieging the attendants with a view to ascertaining the fate of some loved one. Wives were seeking their husbands, mothers their sons, sisters their brothers, all eager to allay the fearful suspense of uncertainty, and learn whether he, whom they sought were indeed a mangled corpse, or if he had as yet escaped death. To some few it was granted to hear the joyful tidings that the object of their solicitude had not been seriously injured and would probably entirely recover. But this was indeed to few. The majority of those admitted were

IN A DYING STATE.

and before the day was over death had relieved many of them of their sufferings. All through the day the most intense excitement prevailed in the city, concentrating upon the hospital. The telephone at the institution was in incessant use from nine o'clock on Wednesday morning till noon yesterday. Yesterday morning the number of survivors in the hospital was eleven. About eight in the morning Charles Macdonald and Matthew Walker died. Macdonald was not supposed on the previous day to have been fatally injured and hopes were entertained of his recovery. He was the head of the Macdonald family. His brother was killed on Wednesday, and the widowed mother of the unfortunate men is almost distract with grief. Matthew Walker was a young unmarried man, not very long out from England. His first employment was obtained at the Bolt Works. The survivors now number but nine, and of these the deaths of Pat Caveney and Pat Norton were being hourly watched for, whilst the lives of three or four others were

ALMOST DESPAIRED OF.

Through the day the visitors were numerous, but far fewer than on Wednesday. All uncertainty as to who the injured men were was now at an end, and the visitors included only the friends of those who were known yet to survive. One man, John Corrigan, suffers from a very large scalp wound extending right across his head. His face is cut badly, and one arm is broken. He has, however, a strong constitution, and appears to be getting on well. He is able to speak sensibly and without difficulty. In speaking of the accident to a reporter he said he sat right next to the engine and could not understand how he escaped being killed. "One man sitting beside me was killed instantly. I knew nothing of the approaching danger till the freight train was almost close upon us. There was no time to do anything. There came a crash and

I REMAIN TO MOURN.

for I was knocked senseless. When I came to some time after I found myself to be under a heap of rubbish all broken up as you see me now." After the two deaths in the morning, affairs remained much in the same position at the hospital until evening, when the condition of Norton became much worse. He had been delirious all the afternoon, but about seven o'clock he became very weak and was much quieter. His father and mother were with him at intervals during the day, and both remained with him all the evening until ten o'clock. About that hour a messenger came to the mother saying that her infant had just been seized with convulsions. The sorrowing mother, almost distracted between her two griefs, was compelled to tear herself from the bedside of her dying boy and attend to her suffering infant. A few minutes only had elapsed after her departure when the father saw that

THE END WAS COME.

The dying boy partially recovered from the

last evening about 6 o'clock, according to a Gleaner reporter, he said:—"Of course I know very little of the affair as yet, save what I have seen in the papers. But that I can say, the poor fellows who have been killed include some of the most skilled workmen in the factory, and the works will be thoroughly disorganized for a while without them. They were all of excellent character, steady, sober, and industrious to a man, and all who had families were in the habit of keeping them in a very comfortable manner."

"When will the factory run again?" queried the reporter.

"I can hardly say, but at any rate not until all the funerals are over, and possibly not for some days afterwards."

BOLT WORKS EMPLOYEES' MEETING.

A meeting of the employees of the Bolt and Iron Company was held yesterday afternoon in Trent's Hall, on the corner of Bathurst and Richmond streets. Nearly every man in the employ was present, and with a number of outsiders filled the hall. The chair was taken by Mr. John Stephens, mechanical superintendent at the works, who in opening the meeting explained the object which had brought them together—making arrangements for the funerals of their deceased fellow-workmen.

A suggestion was made by Mr. Smith, one of the directors of the Company, that a joint funeral service be held at some public place in the centre of the city, from which, if possible, all the processions will start for their respective burial places.

On a motion made by J. Stephens, and seconded by J. McBeth, it was decided that a committee composed of Messrs. Smith and Fetherstonhaugh be appointed to wait on the City Council and find their views relative to a mass funeral from some central point. Deputations were also appointed to wait on the relatives of the dead, and report at the evening meeting the time at which the funerals would probably take place.

EVENING MEETING.

At half-past 7 Trent's Hall was filled to the doors by employees and others who were interested. The chair was again taken by Mr. Stephens, and on the platform were seated Mayor Bowell, Alderman Clarke and Sanders, Commissioners Costaworth, and other prominent gentlemen.

The Chairman, in opening the meeting, said there were several difficulties in the way of holding a mass funeral which would have to be considered. These, however, it was hoped, were not insurmountable. A large number of those who were killed belonged to orders and societies of various denominations, who had in all probability ere this taken the responsibility of the burial of their members into their own hands. There were, however, some who were not members of any such organizations, and it was towards such that the Bolt Works employees as a body should particularly direct their attention, while endeavouring at the same time to assist in the funerals of as many others as possible.

The committee and deputations appointed to see the relatives of the dead, and to wait upon the City Council, presented their respective reports.

Mr. Bowell, on being called upon to address the meeting, stated on behalf of the Council that they would do everything in their power to assist them in rendering aid to the bereaved ones and towards holding a mass funeral on Saturday. The terrible catastrophe of Wednesday morning was one which might well call forth the sympathies of the public and particularly those in high places, to lend a helping hand to the families of those who had been cut off. He was pleased to state that the City Council had decided to devote the sum of \$2,000 towards this object.

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DESTITUTE HOMES.

Some of the homes rendered desolate by the terrible accident were visited yesterday. Enquiry revealed the fact that in most cases the bereaved families are left quite destitute, having had nothing to depend upon but the daily labour of the victim. The homes were, as a rule, comfortable, and showed that the men who were thus suddenly cut off had faithfully fulfilled the duty of the breadwinner. The names of those visited are given.

Samuel Bailey was a machinist, and lived at 567 Richmond-street West. He was about 64 years of age, a widower, and left four children. They are fortunately all grown up, and able to provide for themselves. The deceased came from Caledonia, Ont., about six years ago.

Joseph Keefer, 319 Little Richmond, was an unmarried man about 23 years of age. He had been for several years the support of his step-sister and her relatives, who will be left quite destitute by his death.

John Lynch, Little Richmond-street, leaves a wife, but no children. She will be left quite unprovided for.

Victor Gireaux lives at 431 King-street East. He is a Frenchman of about 35 years of age. His injuries were at first supposed to be of a comparatively slight character, and he was taken home. He is, however, very ill, and a number of internal injuries that he has received in addition to a fractured collar-bone cause his condition to be very seriously regarded. He is being attended by Dr. Ball, who has hopes of bringing him around safely if he can get proper nourishment and rest. Gireaux is married and has five children. The family live in a very comfortable manner for that of a workingman, but should the head of the household remain long ill, his wife and children will be reduced to great straits.

One of the most melancholy scenes that can be imagined was the household of the doubly bereaved McDonald family. The family resides at 12 Power-st., and until Wednesday consisted of a mother widowed for sixteen years, and four sons, the latter all having been employed at the Bolt Works. The mother has just recovered from a long sickness, the sister is lying ill, the third of the brothers, a man of about twenty-two, is suffering fearful agony from the injuries he received Wednesday. This is a sufficiently heavy load of grief for any family, but it is not all. The head of the family is gone: Charlie, the eldest brother, a steady industrious man of thirty, died yesterday in the Hospital. Joseph, the second brother, was killed on Wednesday. The poor bereaved mother and sister are almost distracted with grief, and tears were even entertained Wednesday for the reason of the former. Sympathizing neighbours are doing their best to manage the grief of the survivors.

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I REMEMBER NO MORE.

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THE END WAS COME.

The dying boy partially recovered from the state of unconsciousness into which he had fallen, and seemed as though stamping to speak. But the words refused to come, and while even the father was listening for them the spirit had fled and the poor bruised body was at rest.

In ward number one at eleven o'clock last night lay Patrick Caveney, seemingly enjoying a sweet sleep. He was terribly scalded, and bandages permitted only a small portion of his face to be seen. On a couch beside him lay his mother resting, but not sleeping, watching tenderly over her son. She had been there since early morning, and stated her intention to remain there till to-day. During the day from time to time, the mother told a reporter, her boy would wake and ask:—

"ARE YOU THERE, MOTHER?"

"Don't leave me." The poor boy was unable to open his eyes, and it was unknown whether or not his sight was gone, though the doctors gave no hope that it was preserved. Caveney's mother said she was a widow, and had been so for nine years. She came to Toronto in June last with her son Patrick, then aged sixteen, one older son, and three younger children. The oldest son has been out of employment for some months, and Patrick was almost the sole support of the family. It was the knowledge of this that made him say when he awoke on one occasion, "Oh, mother, mother! if I die there will be no one to help you." The poor mother was almost broken-hearted, but still she bore up bravely. The soundness of the sleep in which he was wrapped at eleven o'clock raised her hopes and caused her to believe in the recovery of her son. Alas! a few minutes later he awoke.

RE UNBRIEFED "MOTHER."

and his anxious mother bent tenderly over him. He could not see her; his poor eyes were blinded, but he knew that she was by him and he was happy. "I am dying, mother," he said, "good bye." The mother called the nurse; she came, but could do nothing. The power against her was mightier than her, and with a few murmured words the dying boy passed into eternity. The broken-hearted mother wept bitterly for awhile, and then left

various ways. Some have taken the responsibility of the burial of their members into their own hands. There were, however, some who were not members of any such organizations, and it was towards such that the Bolt Works employees as a body should particularly direct their attention, while endeavouring at the same time to assist in the funerals of as many others as possible.

The committees and deputations appointed to see the relatives of the dead, and to wait upon the City Council, presented their respective reports.

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Ald. CLARKE addressed the meeting in a similar strain, and expressed himself in favour of such a demonstration as a mass funeral.

The meeting then appointed two committees, one for the east and the other for the west of Yonge-street, to make full and final inquiries as to the number of bereaved families in which the burials can and can not be held earlier than Saturday, and meet the civic authorities at ten o'clock this forenoon and have the question of the mass funeral finally settled.

The Committee was composed as follows:—
West—Messrs. Oliver, Newman, Bray, and Shipman.
East—Messrs. McGannon, Wm. Abbey, Robt. McGraw, J. Davy, Fred. Kelly, and Jas. Houlton. In addition to these were the Chairman and Secretary of the meeting. The meeting adjourned until half-past eight this morning.

Owing to the fact that in the large majority of cases the funerals were settled to take place today, it was found next to impossible to hold a regular public funeral. With the exception of H. D. Korman and Lynch, Rowlett, and Kerigan, who will be buried on Saturday, it is understood that according to present arrangements the rest will receive burial to-day.

CITY COUNCIL MEETING.

The City Fathers met specially yesterday afternoon to consider means of relief for the victims of the disaster. All the members were present save Ald. Allen, Downey, Farley, and Murray. The Mayor expressed regret at having to call them together while in the midst of the municipal elections, but the frightful calamity which had occurred was of such an unusual character as to justify the meeting in order to do something for the survivors and the families of the deceased. He had requested Commissioner Coatworth to ascertain the wants of the bereaved families, but he had been unable to visit but a few, of whom there was a widow and family on Front-street, another with three sons on Power-street, and one on Bloor-street who had been confined within five days; also one on Front-street East who had lost a son, her only support; one on Berkeley-street who lost an only son; one on Berkley-street, and one on Taylor-street with six children.

SUBSCRIPTION CONTRIBUTIONS.

He had received \$25 from Ald. Walker, \$20 from Ald. Davies, \$10 from Ald. Denison, an anonymous letter enclosing \$12 from the author,

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of a wholesale grocery firm, and a letter from Col. Gzwinski with a cheque for \$100. He submitted a report by Dr. Canniff as to the injured sufferers at the hospital, which stated that two had died that day, making 10 out of 19 who had been admitted. Of the remaining nine there were two in a critical condition, as to whom nothing certain could be determined for some days. He had also seen Dr. O'Reilly, of the Hospital, who entertained slight hopes of their recovery. He trusted that the Council would vote a grant, and arrange for the burial of the deceased. He suggested the calling of a public meeting for today, and understood that Ald. Clarke had resolutions prepared with that view. He therefore called on Ald. Clarke.

A work of \$2,000.

Ald. Clarke said that in most of the cases the families were depending for support on the deceased. The whole city was waiting to contribute when they knew to whom to send their contributions. He thought the city should provide a public funeral for the interment of the dead, which would relieve many of spending more than was necessary for such purpose. They might meet at some central place, and could be taken to different places of interment. It would be paying a mark of respect to them. He proposed to grant the Executive Committee a certain sum, say \$2,000, to be applied to the burial of the dead and the relief of the suffering families, which need not all be expended. He therefore moved, seconded by Ald. Baxter, "That this Council, in special session hastily and appropriately convened by His Worship the Mayor, desire, in no studied language, but in simple expressions which come from the heart, to record the overwhelming sense of sorrow with which, not only the Council, but the entire community, is oppressed in contemplating the appalling calamity caused by the railway collision near the Dominion Bolt Works, whereby the lives of a number of industrious and esteemed citizens, principally men, employed in such work, were sacrificed—lives which were invaluable to the community and their families, and irreparable to the latter—while many others, whose lives were mercifully spared, were disabled, and rendered incapable, it may be for a considerable time, of working for the support of those dependant on them. To such survivors, and their anxious relatives—and very specially to the families whose bereavements are known—the Council offer the expression of the deepest and most respectful sympathy. The Council further deem it their duty to assist, as far as possible, in relieving the wants of the families of the deceased persons. Be it therefore resolved, that the Executive Committee be instructed to report funds to the extent of \$2,000 for the purpose indicated.

THE GRAND TRUNK RESPONSIBLE.

Ald. HALL asked if there was any communication from the authorities of the Grand Trunk Company. In a case of this kind these authorities should speak with some certainty. The accident was due to the carelessness of some of their employees, and Mr. Hickson was sorry, but as they were a wealthy corporation he would move—

The MAYOR—in amendment to this resolution?

Ald. HALL—No.

Ald. BAXTER said it would be in very bad taste to say anything about the railway until the result of the inquest was known. He trusted that no other member would say anything about who should pay or was to blame.

Ald. DUNSTON thought there should be a public meeting to constitute a committee to receive con-

tributions on Saturday, expecting to make it public.—J. Rowlett, J. Lynch, D. G. Kinnigan. The Bolt Works are taking the burial of these on their own hands, as they belong to no society or order.

A special meeting of "D" company Q.O.R. was held last night at the armory, to make arrangements for attending the funeral of the late H. D. Kerman, a member of the company, who was one of the killed at the accident. Cordial expressions of sympathy with the bereaved wife were expressed by those present. It was moved that the sum of \$50 be raised by the company and forwarded to Mrs. Kerman. This received the unanimous approbation of the meeting, and was carried without being put to the vote. Along with the donation it was decided to send a memorial expressive of the sympathy of the members of the company with her in her bereavement. The company will assemble in uniform in full force, at the armory, at half-past one to-day, to attend the funeral of their departed comrade from his late residence, No. 1213 Blackwater street.

The misunderstanding between Dr. Lynd and Johnson concerning the inquest on the bodies of the victims has been amicably settled by the withdrawal of Dr. Johnson's order holding the bodies until he had opened an inquest. It will be remembered that Dr. Johnson's order prevented friends of the deceased removing the bodies from the Morgue Wednesday for burial.

Mr. Gormley, the G.T.R. agent, yesterday called on the relatives of a number of those killed and injured by the collision, and offered to do everything that lay in the power of the Company to help them in their distress. His visits were not made with a view to compromise matters, but simply to sympathize with them and ascertain if anything could be done to alleviate their distress. He was kindly received in every instance, and made arrangements in several cases to transfer the corpses to different parts of the country.

Yesterday a rumour obtained currency that the news of Mr. H. D. Kerman's death on Wednesday evening at the Hospital had caused the premature confinement of his wife. Dr. King says this is not so. Mrs. Kerman gave birth to a child a few days ago, and both are doing well, although the mother is of course much shocked at her terrible bereavement, but bears up bravely, realizing that it is absolutely necessary for the safety of herself and child for her to do so. A curious fact is mentioned by her friends in connection with her husband's death. The news was broken to her Wednesday morning that he had been injured slightly and taken to the hospital. Within a few minutes of the time when he expired the sick woman raised herself in bed and called for her husband, saying, "Oh, I am sure he is dead," and then fell back again.

China has ordered the construction of two more torpedo boats.

The Principal of St. Andrew's University has invited Minister Lowell to deliver an address to the students. Lowell has accepted.

JOHN CATTO & CO.

OFFER FOR SALE THIS MONTH

SPECIAL LINES

OF

English and Canadian Blankets, at \$1,
\$1 50, \$1 55, and \$2 per pair. Lord and
White Nottingham Curtains, at \$1 50, \$1
\$1 55, and \$2 per pair. Flannels, Wincey,
Linen and Cotton Sheetings and Pillow

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Ald. DENISON thought there should be a public meeting to constitute a committee to receive contributions.

Ald. STEVEN said that Ald. Baxter might be expected to defend the Grand Trunk Company. Sixteen years ago there was an accident at a bridge on that line, at which 200 persons were killed. They were from Germany, Sweden, and Denmark, and he was one who raised subscriptions for the survivors. They raised \$600. He went to Montreal and saw the terrible sight. They decided to apply some of the money to get legal advice as to the liability of the Company, and the result was satisfactory. One girl who had been made a cripple, was well provided for. He thought some of the \$2,000 should be expended in getting legal advice as to the liability of the Grand Trunk Company to pay all expenses.

Ald. WALKER moved, seconded by Ald. CROCKER, that the amount be \$2,500, as the funeral would cost \$500 from what they knew about the cost of Masonic and other public funerals. Then \$100 at least should be given to each family to relieve their pressing wants, and there were about twenty families. It should be paid to them that night.

Ald. Hall rose, when the Mayor said he was not entitled to speak a second time save by the consent of the Council.

Ald. Davison said they should be a unit on the resolution. The Grand Trunk Company was responsible, but as they had done nothing this sum should be granted, let it come from whatever fund it might. He felt sympathy for the sufferers, as one of the families lived within a stone's throw of his residence. He certainly endorsed the action of the Mayor in calling the meeting, whether it was due to Providence or otherwise. It would be at least a ray of sunshine in the houses of these families.

Ald. FISHER would vote for it, as everyone would say it was right. He saw Mr. Livingstone present and would like to hear from him. If \$2,000 was not enough they could call again.

Ald. PARK hoped Ald. Walker would withdraw his amendment, as subscriptions would roll in. Mr. Holderness, of the Albion Hotel, would give to the families 1,000 lbs of beef.

Ald. TURNER sympathized with the remarks of Ald. Hall, as the accident was due to the carelessness of a servant of the Company, and Mr. Hickson might have some practical sympathy, but he would vote for the resolution.

Ald. WALKER withdrew his amendment, and Ald. Crocker consented, when the resolution was carried.

TO PROVIDE DECENT BURIAL.

Ald. HALL regretted that Ald. Baxter should defend the Grand Trunk Co., as he had said nothing disparaging of them. They could only expect that the Company would pursue their usual custom of spending millions to defend suits, and very little for relief. They would fight these claimants from Court to Court, and some of the subscription money should be used to employ legal assistance. No corporation was so niggardly, and they might look in vain to see Mr. Hickson have the bodies of the victims decently buried. He moved that the Mayor be requested to communicate with Mr. Hickson to ascertain if he will provide funds for their burial.

The Mayor asked if there was a seconder, when Ald. Hastings seconded the motion.

Ald. TURNER said that it seemed to him that was going too far. That Corporation was like all corporations, but would have to first ascertain as to their legal standing. They would be travelling beyond the record to pass such a motion.

The Mayor said that he was in a state of ill-health. The wide-

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action of the Mayor in calling the meeting, whether it was due to Providence or otherwise. It would be at least a ray of sunshine in the houses of these families.

Ald. FIRZ would vote for it, as everyone would say it was right. He saw Mr. Livingstone present and would like to hear from him. If \$2,000 was not enough they could call again.

Ald. PAPER hoped Ald. Walker would withdraw his amendment, as subscriptions would roll in. Mr. Holderness, of the Albion Hotel, would give to the families 1,000 lbs of beef.

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The MAYOR asked if there was a seconder, when Ald. Hastings seconded the motion.

Ald. TURNER said that it seemed to him that was going too far. That Corporation was like all corporations, but would have to first ascertain as to their legal standing. They would be travelling beyond the record to pass such a motion, and it would be a piece of ill-taste. The widespread sympathy would produce sufficient contributions, and should the Company not respond, they could proceed against them if they were found to be liable. He hoped the motion would be withdrawn.

Ald. HALL withdrew his motion.

A PUBLIC MEETING TO-DAY.

Ald. CLARKE moved, seconded by Ald. MOORE, that the Mayor be authorized to call a public meeting of citizens for 3 o'clock this afternoon in the Council Chamber.

Ald. MOORE said the citizens would respond cheerfully, and that the \$2,000 would not be too much. If the Company tried to shirk the responsibility vigorous proceedings should be taken against them.

The motion was carried, and the Executive Committee was clothed with power to grant relief and provide for the funerals.

On motion of Ald. IRWIN, a resolution of regret and sympathy with the bereaved family of the late John BOYD was adopted.

NOTES.

The remains of George A. J. Seal were shipped yesterday by train to Sault Ste. Marie, where his friends reside.

Montreal Skating Rink have determined to give a benefit on Tuesday evening next, the entire proceeds to be devoted to the relief of the sufferers.

The following name was omitted from the previous list of those killed on Wednesday, viz., Thomas Burns, a lad of seventeen, formerly of 60 Duke-street.

The Ontario Trades Benevolent Association has called a meeting for to-morrow afternoon at 3 o'clock, in Germania Hall, for the purpose of raising a subscription towards those rendered widows and orphans by the disaster. A full attendance is requested.

A pocket book was found in the snow at the scene of the disaster yesterday. It contained a small sum of money and papers which did not reveal the name of the owner. It was taken charge of by the Grand Trunk authorities.

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AN ENQUIRY DEMANDED.

Meeting of Citizens to Discuss Wednesday's Tragedy.

PUBLIC FUNERAL TO-DAY.

Subscriptions from all Sources Coming In.

CONDITION OF THE WOUNDED.

No New Names Added to the Death-Roll.

Yesterday passed away without adding any more names to the long death-roll of Wednesday's tragedy. Of the men who were injured and have so far survived the majority are likely to recover. Meanwhile the citizens are not neglecting the duty of relieving the distress of the bereaved, of paying the last respects to the dead, and of fixing the blame of the accident where it rests. At a meeting of citizens held yesterday afternoon a resolution was passed calling for an investigation by the Dominion Government into the whole matter with a view to preventing the recurrence of such accidents in the future. A subscription list for the bereaved families was also opened. A conference is to be held shortly between a civic committee, a committee representing the men, and representatives of the Grand Trunk Company, with a view to adjusting the claims against the Company. The remains of a large number of the victims will be buried to-day, a public funeral having been arranged.

ANOTHER PUBLIC MEETING PROPOSED.

It is stated that a petition is in circulation for the purpose of requesting the Mayor to call a public meeting of citizens in St. Andrew's Hall, the object being the taking of further steps to aid the sufferers by the accident, and to discuss the responsibility of the Grand Trunk Railway, and the question of instituting a public suit against the Company for the recovery of damages.

INSURANCE COMPANIES NOT LOSERS.

The numerous life insurance companies that generally incur heavy losses through a large fatal railway disaster, especially where the list of killed is made up of miscellaneous passengers, do not seem to have had any risks on the lives of the victims of the Humber collision. Any insurance there might have been was in the mutual benevolent societies and secret orders of which the victims were members. From what can be ascertained the widows and orphans of those who lost their lives by the accident were in very few cases provided with insurance.

DESOLATE HOMES.

One of the most painful cases is that of George Prescott, aged 16½ years, of Abbey-lane; was the chief support of his mother, three brothers, and

which the regular trains appear, and number one in succession to the last train for Hamilton, the Detroit express, which leaves at 11 p.m., and is number 11 on the card.

FUNERALS OF THE VICTIMS.

The remains of Samuel Ballantyne were conveyed yesterday morning from his late residence on King street West to the Union Depot, where they were shipped for California. The members of L. O. L. 212, of which deceased was a member, formed part of the funeral cortège.

The funeral of the late H. D. Kerman was held yesterday afternoon from the residence of his brother-in-law, Mr. Boat, 1013 Bloor-street. At half-past 1 the men of "D" Company, Q.O.R., of which the deceased was a member, marched in full strength at the Armory. After roll-call they proceeded to the house, where an impressive service was held by the Rev. A. Baldwin, assisted by Rev. Dr. Wild. The procession was then formed, a large number of friends and citizens also being present. The last and rites at the grave were performed by the Rev. Mr. Baldwin, who was listened to by a large gathering in spite of the biting wind and inclement weather. The floral offerings were numerous and handsome. The offering most worthy of notice was a beautifully worked pillow, presented by the men of "D" Company. The border was of green fringe, a maple leaf worked in blue filling in the centre. The men of the Queen's Own appeared in uniform, but in pursuance of regulations no side-arms were worn.

The remains of James Kelly were borne to their last resting place yesterday morning from his late home, corner of Front and Sherbourne streets. The interment took place at St. Michael's Cemetery. Rev. Father Laurent officiated at the ceremony. The procession was attended by a large concourse of friends and relatives.

A large assemblage of members of the Prentiss Boys' Association gathered at the residence of the late David Carrothers, No. 31 Taylor-street, to attend his burial. At half-past two a largely attended procession moved from the house to the St. James' Cemetery, the place of interment. A large number of floral offerings were made.

THE PUBLIC FUNERAL.

The committee appointed by the employees of the Bolt and Iron Works report that the bodies of James White, Frederick Boothroyd, John Kerrigan, Hugh Cunningham, — Stanley, Edwin Robinson, John McKeagie, Charles McDonald, Joseph McDonald, Wm. Turif, Richard Mulligan, Matthew Walker, Thomas Burns, John Rawlton, John Lynch, James Keeler, Patrick Norton, — Cavney will all be taken to the Drill Shed at two o'clock this afternoon, where they will be placed upon the draped sleighs, and the funeral cortège will form in front of the City Hall at three o'clock, and proceed by way of King and Yonge streets to the several caskets.

The Royal Grenadiers will assemble at 1:30 at Clarence-square, and headed by the regimental band march to the late residence of Sergt. Mulligan, Niagara-street, where the remains of deceased will be placed on a gun carriage, and the cortège, preceded by the band, firing party, and regiment, will proceed to the City Hall to join the main procession.

RESOLUTION OF REGRET.

At a meeting of the Bolt Works employees in Trent's Hall yesterday afternoon it was moved by Mr. Livingston, and seconded by Mr. George Orach. "That the employees express their regret at not being able to attend the funeral that took place yesterday afternoon on account of several committees being unable to make their reports in time." Carried. A full meeting of the employees will be held to-day at half-past

"those give twice who give quickly." Some had been relieved through Commissioner Cartwright. The resolution had been amended by adding the names of himself and Messrs. Halford, Labourbridge, Morris, and MacGaw as a Committee.

GOVERNMENT INVESTIGATION.

Ad. MILLICHAMP regretted to say that he had been informed that the conductor of the freight train had not been over the route before. He moved, seconded by Ad. HALL, that this meeting is of opinion that there should be a full investigation by the Dominion Government, and that the Mayor be authorized to communicate with the Government, respectfully requesting the appointment of one or more persons to make such investigation as will prevent such accidents in the future.

Ad. HALL had pleasure in seconding the resolution. He referred to the manly way in which the conductor admitted his error. The Grand Trunk Company had compromised a claim of \$1,000 for the loss of a father and mother, at \$1,000, and they might be expected to do the same thing here. He thought there should be a fund subscribed to employ legal aid to fight the company.

Mr. JOHN HALL had heard that authorities of the company were going around trying to settle with the families. He hoped they would not separate without providing such a fund. In closing his remarks he adverted to the dangerous condition of the Esplanade.

Ex-Ad. Morris said the cloud of calamity which overhung the city had two silver points, one of which was the manly way in which the conductor told the truth, and the other was the sympathy displayed by Mr. Hickson in his letter which he read. He felt that no lawyer was needed to induce Mr. Hickson to deal liberally, but if so the citizens would give time and money to enforce the claims of the sufferers.

ESPLANADE DANGER.

Senator ALLAN referred to the hourly danger on the Esplanade, and the lateness of the application for legislation at last session. He would do what he could at Ottawa to get proper legislation. The subscriptions should be made general. He did not think the Grand Trunk would desire to be litigious with these sufferers, but if so he would join heartily in compelling the company to act liberally.

Mr. ERASMO WADDELL said that, as a representative of the Grand Trunk Co., he desired to correct certain misstatements. The conductor had been on the line for five years, and had been over that route for three months. No settlement with any of the families had been suggested, but a person was sent to find out what their funeral and other necessary expenses would amount to. He did not wish to say anything that might diminish the subscriptions, but he had the authority of Mr. Hickson to say that all the claimants would be dealt with in a liberal spirit. [Applause.]

Mr. HALL was glad to hear that statement, and so was Ad. MILLICHAMP, who asked if it was not the first trip of the engine-driver on the freight train, and Mr. WaddeLL replied that it was as engineer, but that he had been over the route often as fireman.

Mr. JOHN SMITH said that now was the time to carry the war into Egypt, as the Company would not do anything until compelled to do it, "you bet your bottom dollar." [Laughter.]

Ad. HALL moved, seconded by Mr. HALL, that a committee be formed to aid the Bolt Co. in raising funds to defray the cost of getting legal advice as to the liability of the Company.

Ad. CLARK trusted that Ad. Hall would withdraw the motion as it would interfere with subscriptions coming freely from the citizens.

Hon. Mr. Morris followed in the same vein, and suggested that the Committee be made an advisory board to assist the claimants.

lost their lives by the accident were in very few cases provided with insurance.

DESOLATE HOMES.

One of the most painful cases is that of George Prescott, aged 18½ years, of Abbey-lane; was the chief support of his mother, three brothers, and two sisters. Four years ago the family was rendered destitute by the sudden death of the father.

The widow of John Rowlett lives at 32 Pearl-street, has one little girl about 14 months old, and has no means of maintenance.

David Carruthers leaves a wife and five children. The eldest son is about 21 years of age, and the second, Richard, is lying at the Hospital severely injured.

Hugh Cunningham, of Bolton-street, Riverside, leaves a widow and two young children, who will be quite destitute.

THE STATE OF THE WOUNDED.

The seven men who are lying at the hospital are doing well, and in most cases there are good hopes of recovery. The following report was obtained from the medical superintendent yesterday afternoon.

William Fitzgerald, the man who lay under the cylinder for two hours, is severely burned about the abdomen and loins. He felt much better yesterday. The inflammatory condition has subsided, and there are good hopes of recovery. He did not inhale any steam, and is not burned about the face.

Richard Carruthers, severely burned about the face, head, and hands, is rallying. He inhaled some steam. It is not known whether he will recover.

The boy Michael Kelly, who was slightly injured about the left side of the face, is out of danger, and was sitting up playing checkers yesterday.

William Rogers, who received severe internal injuries, a scalp wound, and an injury to one eye, is doing well, has vomited no more blood, and is likely to recover.

Alexander Banks, a little coloured boy, injured about the left eye, is doing well and likely to recover.

John Aggett, who inhaled a good deal of steam, was severely injured all over the body. He passed a good night and feels much better. If he recovers he will be badly disfigured.

John Corrigan, the man who was knocked through the roof of the car, had an arm broken, a scalp wound eight or nine inches long, and several bruises and cuts. He is feeling more pain than on Thursday, but is likely to recover.

Dr. Gerald Ball was called upon yesterday, and reported upon the condition of three of the injured men who are lying at their own homes.

Victor Giroux is doing fairly well, although he suffers a great deal of pain, and there are very good hopes of his recovery.

Thos. Macdonald was a little better yesterday, and unless it appears that he has sustained internal injuries, will probably recover.

The condition of Alexander Turcifis is not quite so hopeful. At midnight he was delirious.

LOD MACKENZIE'S CONTRIBUTION.

The following telegram from Lord Mactavish, Secretary to the Governor-General, was received by Mayor Barwell yesterday:—

"His Excellency has heard with much pain of the terrible railway accident of Wednesday. Believing that some of the sufferers will need assistance, he will be glad to contribute \$250 to the relief fund."

ENGINEER JEFFREY.

The engineer of the freight train, Robert Jeffrey, has made a statement that he received orders at Point Edward on Tuesday to run to Toronto with No. 145 special. This being his first run over the road he applied for a pilot, and Conductor Barber was ordered to join him. Upon reaching Hamilton he was told to proceed to Toronto and the first train he would meet would be No. 1

Mr. Livingston, and seconded by Mr. George Croach, "That the employees express their regret at not being able to attend the funeral that took place yesterday afternoon on account of several committees being unable to make their reports in time." Carried. A full meeting of the employees will be held today at half-past twelve for the purpose of attending the public funeral.

RELIEF FOR THE BEREAVED.

A special meeting of the Ontario Trades Benevolent Association was held at Germania Hall yesterday afternoon, when it was decided to give \$250 out of the funds of the Association for sufferers by the railway collision. It was also decided to open subscription lists, by which the amount will probably be increased to \$1,000.

ONE OF THE SURVIVORS.

Among those who were seriously but not fatally wounded was George Dibbs, who now lies at his home on Denison-avenue in a critical state. He received a very severe scalp wound, and lost one of his hands almost torn to pieces. Dibbs' escape from the horrible death which befell so many of his companions was little short of miraculous. In describing the collision and Dibbs' escape from the burning car, an eye-witness states that he sat two or three seats from the front of the car next to the dummy engine, in the same seat with poor Aggett, who sat on the inside while he was next the window. When the crash came the overwhelming weight of the heavy engine came smashing through the car. The driving-wheel which continued revolving at a great speed, descended upon Aggett, who was almost instantly killed. Dibbs was struck a terrible blow on the head by the sheet iron covering above the driving wheels, which had been loosened, and was driven out with great force at every revolution of the wheel. In endeavouring to shield his head from this missile of death his hands were badly mangled. When he was finally taken out through the windows of the car he was covered with blood.

AN OFFICIAL INVESTIGATION.

Our Montreal correspondent telegraphs:—It is thought that Mr. Wm. Wainwright, Assistant General Manager of the Grand Trunk Railway, accompanied by some of the other officials here, will visit Toronto shortly to hold a conference with the Toronto officials of the Grand Trunk. It is thought probable that the recent railway collision will be investigated.

WORKING UNDER TWO SYSTEMS.

The statement has been made that the disaster was to some extent due to the confusion caused by Grand Trunk train running over the Great Western branch, and by the fact that different sets of rules were in use upon the Great Western and Grand Trunk Railway proper. A GLOBE reporter called upon Mr. Wragge and asked him to explain how much truth there was in this statement. Mr. Wragge thought this was a matter which would come up more properly at the inquest, but stated generally that the differences between the two systems was that on the Grand Trunk the dispatcher takes a greater share of the responsibility; on the Great Western more discretion was given to the conductor. A crossing order on the Grand Trunk would usually be to cross a certain train at a certain place. On the Great Western the conductor would be told that he could have so many minutes to make a station, and if he could not do so he must wait at the nearest siding for the other train. "In the present case, however," said Mr. Wragge, "the difference between the systems is not material, because under Grand Trunk rules the order given to the conductor would have been substantially the same—it would probably have been worded, 'Run to Queen's Wharf as per special rules, keeping clear of all regular trains.'"

THE CITIZENS' MEETING.

At a meeting of citizens held yesterday afternoon in the City Council Chamber, Mayor Bar-

well advised as to the liability of the Company. Ald. CLARKE trusted that Ald. Hall would withdraw the motion as it would interfere with subscriptions coming freely from the citizens.

Hon. Mr. MORRIS followed in the same vein, and suggested that the Committee be made an advisory board to assist the claimants.

Ald. HALL wanted something permanent done for them.

Mr. LAUDER, M.P.P., advised the withdrawal of the motion, especially after the assurance of Mr. Wragge. Mr. Hickson must feel that something liberal should be done. He thought the time had come when something should be done to remove the dangers of the Esplanade.

Mr. RODINS advocated the collection of a defence fund, as it was not likely they would get such another meeting. He suggested a subscription list with two heads, one for relief and one for defence.

AN ADVISORY BOARD.

Rev. ASTREA H. BALDWIN seconded a motion by Hon. Mr. Morris that the Committee appointed to distribute the funds collected and to be collected in aid of the afflicted families be also an Advisory Board, if desired by the claimants, to lay their claims before the Grand Trunk Co., and to assist in making settlements to their best advantage.

Ald. HALL withdrew his motion, and the others were carried unanimously after the Mayor had expressed the opinion that Mr. Hickson would deal liberally with the claimants, and had given an outline of the action taken to secure the enactment of a bill to appoint commissioners for the regulation of traffic on the Esplanade.

Ald. SANDFORD moved and Mr. THOMAS McGAW seconded, that the clergy of the city be requested to fix a Sunday for collections in aid of the sufferers, but Rev. Mr. Baldwin said that would be the worst thing to do, as the mean men would only give 5 cents, while they might give \$5 by a personal application, and the motion was withdrawn.

Ald. MILLICHAMP moved, Hon. Mr. Morris seconded, and it was carried, that a subscription list be opened.

The MAYOR made an appeal to all present to subscribe something, however small.

THE CONTRIBUTORS.

The following subscriptions were announced:—H. E. Clarke & Co., \$50; Hon. Alex. Morris, \$100; Edmund Wragge, \$25; A. W. Lauder, \$25; W. J. Ramsay, \$25; Robins Bros., \$10 for relief, and \$10 for legal services if necessary; Major Bowell, \$25; Wm. Bonnell, \$20; J. Bailey, \$1; Rev. A. H. Baldwin, \$20; Thomas M. McGaw, \$25; John Smith, \$2; J. & J. Lugdin, \$10; Geo. Verral, \$5; Messrs. Falconbridge, Hoyles, & Ayleworth, \$50; Munro, N. Smith, \$5; J. H. Morris, \$10; Ben. Brick, \$10; Alfred Medcalf, \$5; James Park & Son, \$20; John Hodderman, 1,000 lbs of beef, equal to \$75; Dr. R. A. Pyne, \$5; Dr. Oldright, \$10.

NOTES.

All the bodies have been removed from the hospital except those of McNaughton and Cavaneay.

Dr. James Richardson, gaol surgeon, has sent \$5 as a subscription to the sufferers by the railway accident.

The Spadina-avenue Rink Company announces a benefit on Monday night, the proceedings being devoted in aid of the bereaved families.

The body of the unfortunate Charles Spohn, who was instantly killed at the accident, was forwarded Thursday night to Cleveland by Mr. John H. Chaperon.

The Atkinson Combination play "Irish Aristocracy" in St. Andrew's Hall on Thursday evening next under the patronage of His Worship the Mayor, in aid of the families of the men who lost their lives in the accident.

The Massey Manufacturing Co. will close down at their factory for the day to enable the employees to attend the funeral of the victims of the recent railway disaster this afternoon. They

the terrible railway accident of Wednesday? Believing that some of the sufferers will need assistance, he will be glad to contribute \$250 to the relief fund.

MELVILLE."

ENGINEER JEFFREY.

The engineer of the freight train, Robert Jeffrey, has made a statement that he received orders at Point Edward on Tuesday to run to Toronto with No. 146 special. This being his first run over the road, he applied for a pilot, and Conductor Barber was ordered to join him. Upon reaching Hamilton he was told to proceed to Toronto and the first train he would meet would be No. 1 express at the Queen's wharf. In order to make sure of his right of way he looked at the timetable, and saw that No. 1 was on the regular list. The suburban train was not mentioned to him, and does not appear on the regular list, but is mentioned in a brief note at the bottom of the page. He did not look at the foot notes, as he did not expect to find any regular trains there. Barber, who was acquainted with the run should, he says, have warned him, but neither Barber nor the foreman at Hamilton told him about it. The morning was very dark, and as the snowstorms prevented them seeing through the telescopes, they were compelled to look over the side of the cab in advance of them. They did not see the suburban train's headlight until it was within a few feet of them. Neither he nor his fireman had time to jump before the collision occurred. It was the first trip for poor Thomas Wells, his fireman, who was killed. Jeffrey says he does not know how he received the terrible gash which laid bare his skull. He was able, after the crash, to climb down from the cab, and though very dizzy succeeded in walking to Parkdale to see a doctor. Two men, seeing that he was very weak, helped him into Dr. Sprague's office. The injuries from which the poor fellow is suffering are very severe. In addition to the scalp-wound, he is very badly bruised about the head, face, and body, but no bones are broken.

A reference to the time-table furnished employees for their guidance shows that Jeffrey's statement that the suburban trains are not scheduled as regular trains, is incorrect. They do not, it is true, follow in their regular order as regards time of departure with the regular through trains between Toronto and Hamilton. The five suburban trains are numbered 12, 15, 17, 18, and 21, and appear as accommodations in an extension of the table in

at a certain place. On the Great Western the conductor would be told that he could have so many minutes to make a station, and if he could not do so he must wait at the nearest siding for the other train. "In the present case, however," said Mr. Wragg, "this difference between the systems is not material, because under Grand Trunk rules the order given to the conductor would have been substantially the same—it would probably have been worded, 'Run to Queen's Wharf as per special rules, keeping clear of all regular trains.'

THE CITIZENS' MEETING.

At a meeting of citizens held yesterday afternoon in the City Council Chamber, Mayor Bowell in taking the chair said it was usual for him to do so on such occasions. At the meeting of the City Council on the previous day it was decided to call a public meeting. The Council had voted \$2,000. He had received \$2 from an anonymous contributor; \$5 from A. J. Brown; \$70 80 from the Cobban Manufacturing Co., of which \$45 80 was contributed by their workmen, who expressed their heartfelt sympathy for the sufferers who had lost their dear ones; \$50 from Sloan, Jardine, & Mason; one ton of coal from John S. Keith; and \$250 from Lord Lansdowne. The reading of the telegram from Lord Meigund to the Mayor, announcing this gift, was applauded. The Mayor said that it would be for the meeting to decide what should be done. It struck him that there should be a thorough investigation made by experts to be appointed by the Dominion Government, in view of the great growth of the city, and the existence of a large factory outside its limits, to report on the question of providing double tracks to such places. (Applause.) He mentioned the receipt of other contributions, which have been accreted in these columns.

SUBSCRIPTIONS WANTED.

Hon. ALICE MORSE moved a resolution to the effect that the meeting express regret at the calamitous collision, and extend its sympathy and condolence with the sufferers, and that a subscription list be opened, the contributions to be paid to the Mayor. He thought there should be a Committee to share the labour with the Mayor.

Dr. ORWRIGHT seconded the resolution.

The MAYOR said that the Executive Committee had that day conferred with people from the bolt factory, when it was decided to hold a public funeral on Saturday. They had to visit each family to get their consent, and would be in a position to report in the morning, and also as to the needs of the families. As THE GLOUCESTERS said,

a benefit on Monday night, the proceedings being devoted to aid of the bereaved families.

The body of the unfortunate Charles Spohn, who was instantly killed at the accident, was forwarded Thursday night to Cleveland by Mr. John H. Chaperon.

The Atkinson Combination play "Irish Literacy" in St. Andrew's Hall on Thursday evening next under the patronage of His Worship the Mayor, in aid of the families of the man who lost their lives in the accident.

The Massey Manufacturing Co. will close down at their factory for the day to enable the employees to attend the funeral of the victims of the recent railway disaster this afternoon. They will be present in a body headed by their own band of music.

A pathetic incident is narrated in connection with the death of James Kelly. George Seal and Victor Gireux called for him on the fatal morning, and stood talking and laughing at the door for a few minutes while Kelly was putting on his coat. As he left his little boy one and a half years of age toddled up to him with his dinner-can. The proud father said, "By-bye, Eddie." "By-bye, papa," replied the infant, and the trio left last upon the fatal journey.

A FUGITIVE CAUGHT.

Yesterday evening Detective Hodgins brought to the city a man named Benjamin Gold whom he had arrested on a warrant at Aurora. The charge was that of having stolen a quantity of goods from a Jewess living on Duchess-street in the city. Gold was lodged for the night in the Agnes-street Police Station.

To escape the worthless abominations offered under the title of Baking Powders, rest wholly with the consumers; they are the ones that have to suffer. Purchase only those articles you know by experience to be pure. Dr. Price's Cream Baking Powder has been for years in use and deserved to be the most perfect and wholesome.

The male teachers in the Public Schools of Philadelphia receive their salaries every month, while the female teachers in the same schools are only paid once a quarter. This is one of the mysteries of school management which are strangely allied to what is absurd.

Pain from indigestion, dyspepsia, and too hearty eating is relieved at once by taking one of Carter's Little Liver Pills immediately after dinner. Don't forget this.

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THE RAILWAY DISASTER.

Public Funeral of Eighteen of the Victims.

IMPOSING FUNERAL PROCESSION.

An Immense Concource of Sorrow- Stricken Citizens.

SCENES UPON THE ROUTE.

Services at the Homes and Cemeteries.

REFERENCES IN THE CHURCHES.

The funeral of the victims of Wednesday's disaster took place on Saturday. The day dawned brightly and pleasantly, and formed a striking contrast to the bleak, wild morning when the dead workmen were hurried to the terrible fate awaiting them at the Humber. Snow still lay upon the ground, but the cold was far less severe than that of the preceding few days. Between one and two o'clock a crowd began to collect around the City Hall, from which place it had been decided that the procession should start at three o'clock. The crowd gradually increased in extent until it completely filled the large Market Square and the adjoining thoroughfares. Thousands of people were there of every age and condition of life, all anxious to witness the last sad scene of the Humber catastrophe. No idle or morbid curiosity was to be seen among the great mass of citizens. A deep and melancholy silence reigned among them, and a universal sympathy with the actual mourners was expressed in their

Every place of business was closed, and in many cases the fronts of the establishments were draped in black as an evidence of sympathy with the general mourning. The procession was of very great length and was nearly an hour passing a given point. It included representatives of almost every body of every sect existing in the city, including Orangemen, Presbyterians, Sons of England, True Blues, &c., &c. The Bolt Works employees numbered considerably over a hundred, and included not only almost every man at present employed by the company, but also several who were recently discharged on account of slackness, but who, nevertheless, looked upon the dead as their late comrades and fellow-workmen. The following Grand Trunk Railway officials were in the ranks of the procession:—viz., Messrs. E. Wragge, Local Manager; J. W. Lord, Freight Agent; W. Gormley, Passenger Agent; J. Earl, Assistant General Freight Agent; J. W. Edgar, Assistant General Passenger Agent, and J. Grant, Bridge Inspector, of Toronto; Messrs. C. Stiff, Superintendent; C. K. Donnelly, Mechanical Superintendent; J. Hobson, Chief Engineer, and Hall, Armour, and Little, of Hamilton; and Dr. Roger, Chief Medical Officer; J. Bell, Assistant Superintendent, and W. Groatner, Assistant Superintendent, of Montreal.

BREAKING OFF.

At Wellesley-street the procession divided, one portion turning off for St. James' Cemetery and the other keeping straight ahead for St. Michael's. The Mayor and Corporation dropped out at this point, and the body of police divided into equal parts, a force of twenty-five going to each cemetery. St. James' Cemetery was reached at about a quarter to five, or an hour after the time of starting, the distance being about two miles. The remains of Richard Mulligan, the old Grenadier sergeant, were first taken into the burying ground, followed by the Grenadiers and their band. The funeral service was read by the Rev. A. H. Baldwin, Rector of All Saints, at the entrance to the vault, and at its conclusion three volleys were fired over the body of the deceased by his late comrades. The coffins containing the other bodies were then brought into the little cemetery chapel, followed by all the Bolt Works employees and as many others of those who had been in the procession as the place would afford admittance to. The burial service was read by Rev. Mr. Clarke, chaplain, assisted by Rev. Mr. Darling, of St. Matthias' Church. All the coffins were left in the vault beneath the chapel, where they will remain until they are interred in the spring.

At St. Michael's Cemetery Very Rev. Vicar-General Laurent and Rev. Father Sheehan read the funeral service, and at Mount Pleasant Cemetery and the Necropolis the mourners who

were up to be devoted towards the relief fund. Other churches also made collections on behalf of the same fund.

LESSONS OF THE CALAMITY.

A sermon on "The Lessons of the Calamity" was preached by Rev. D. J. Macdonald in St. Andrew's Church last evening. After reading the words found in Ecclesiastes ix.—"I returned and saw under the sun that the race is not to the swift, nor the battle to the strong; neither yet bread to the wise, nor riches to men of understanding, nor yet favour to men of skill; but time and chance happeneth to them all. For a man also knoweth not his time." He said: These words have received a striking illustration in the event which has been filling the minds and occupying the hearts of the citizens of Toronto for the last four days, and we rightly speak of such an event as a terrible calamity—a calamity which has carried away many, not of the useless, not of the worthless, but of the workers,

THE BREAD-WINNERS.

from many of our homes. We cannot but think of it as an evil; the question is, what use are we to make of such an event. For surely it is right that we should listen to God's voice, speaking to us by His Providence as well as speaking to us in His Word. Surely God has been speaking to this city, as well as to the desolate homes which have been especially concerned.

I am not going to touch at all the question of the responsibility of this one or the other; though I cannot help saying that it does seem to me that the one or two who may be specially responsible for the occurrence of this accident are deeply to be sympathized with, however much or little may be the measure of blame to be attached. Who of us is there that does not forget—that is not sometimes careless—that does not sometimes let things go easily instead of making careful investigation into all that we ought to be doing? Which of us is going to cast the first stone at a brother for his carelessness, if it be so? But I wish to look at the matter as one of those things which, springing from no matter what cause, becomes a part of the great whole which is under God's government and control.

Following out the line thus indicated the preacher said that it was a merciful provision that man "knoweth not his time." He considered that it would add most fearfully to

THE BURDEN OF LIFE.

If each of us knew precisely the day and hour of his death. We were not to live in indifference or carelessness on this account, but to live as not knowing when our time might come—to live as knowing that we are responsible for making the best use of the present time. Further, it was a good thing that there should be calamitous changes in lives. No doubt such disaster as it

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SCENE AT THE DEATH ARSENAL.

From the hour of eleven o'clock those in charge of the armoury at the foot of the City Hall were busily engaged receiving the coffins from the houses of the deceased men. By one o'clock a dozen bodies had arrived. Services were conducted at the houses of a great many before the bodies were taken to the starting point of the public funeral.

Frederick Boothroyd was a member of the Amalgamated Society of Engineers, and the pall-bearers were the following members of the Society :—J. J. Doyle, Edwin Haines, H. Dodgson, W. Myers, and T. Gunnarson. Rev. Mr. Darling held a short service at the house of the deceased, 176 Strachan-avenue, before joining the public funeral.

Matthew Walker was a member of the Erin-killen Lodge of True Blues. Rev. Mr. Sanson, of Little Trinity Church, conducted the service at the house. The pall-bearers were W. Mills, W. Howard, E. Haines, H. Hudson, J. Ingram, and Wm. Cuthbert, all True Blues.

The pall-bearers for George Prescott, a member of Loyal True Blues, were T. Kerford, Robert Van Kempton, G. Hill, J. Horne, T. Henson, and J. Williams.

The body of Thomas Byrne, a young man, was accompanied to the drill-shed by a large number of his friends. He was a member of the Eastern Star L. Crosse Club, and the pallbearers, Messrs. J. Cassidy, T. Smith, John Burk, T. Kennedy, E. Cooch, and Alex. Sheppard, were members of the club.

At 2 o'clock all strangers were excluded, and preparations for the funeral were at once begun under the direction of Cottamseiger Costerworth. The three large slings upon which had been constructed platforms for the coffin were heavily draped in black. Several affecting scenes occurred while the preparations were being made. One frantic mother wished the coffin containing the body of her twelve-year-old son opened in order that she might once more see his face. Her request, of course, could not be complied with.

SERVICES AT THE HOUSES.

Services were conducted at the late residences of several victims before their bodies were taken to the armoury for the public funeral.

Rev. Mr. Darling, of St. Matthias Church, conducted the funeral service over the remains of the late James White, at 43 Stafford-street, before their removal. He also held a service at 176 Strachan-avenue, the residence of Frederick Boothroyd.

Other services were conducted at the houses of William Kerrigan by Rev. Mr. Kirkpatrick; of William Turiff, by Rev. Mr. Cameron; and of George Prescott, by Rev. Mr. Greene, of St. James' Cathedral.

The funeral services over the remains of Charles Stanley were conducted by Rev. J. H. Barkwell.

THE MILITARY FUNERAL.

At half-past one o'clock a detachment of the Royal Grenadiers marched at Clarence-square and marched to the residence of the late Sergeant Mulligan on Niagara-street. The remains were placed upon a gun carriage, belonging to the Toronto Field Battery, the coffin being covered with a British flag. On the lid were placed the sword, belt, and helmet of the deceased together with a beautiful floral offering from friends. The gun carriage was drawn by four jet black horses mounted by the drivers in black, with the firing party leading, the remains were taken to the Market Square, the band playing the Dead March. The firing party, "G" Company was under Sergeant Curran and Corporal Dent. At the Market Square, the procession

Cemetery and the Necropolis the clergymen who officiated were those who had held the services at the homes of the respective dead.

PROVIDENTIAL ESCAPES.

Leaving aside the families and relations of the killed, perhaps nowhere has the catastrophe created a more profound feeling of sympathy and bereavement than among the remaining employees at the Bolt Works. They who had travelled the fatal road together time and again before, and worked, laughed, and talked at the same benches and under the same roof, as those who were cut off feel the force of the terrible blow almost as much as do those who are actual mourners for the dead, though in a different way. Hardly a single workman there but personally knows some companion or friend who was among the slain, and considers it an intervention of Providence that he did not happen to take a passage on the ill-starred train. Many and curious are the incidents connected with the tragedy, in which men have escaped or been hindered from going on the train by unforeseen circumstances. A boy named Stanley from Seaton village, a brother of the young man Charles Stanley who was among the killed, made ready to go with his brother on the fatal morning. He found, however, that some portions of his clothing required mending. The fond mother was soon busy with needle and thread mending the torn garment. The mending was found to take longer than was expected, and "Charlie" and he could not wait. He left the house without his brother. In the evening his mutilated and bliskened remains were brought to his home and met the gaze of the bereaved mother. Another boy, who worked at a heading machine, intended taking the early suburban train in the morning to go to work. He had been up late on New Year's night, and went to bed tired and worn out. His mother, on going up to his room early in the morning to waken him so that he might be in time to catch the train, saw that he looked tired and needed rest. Her motherly heart took compassion on him, and after smoothing the bed-quits over him, she left him sleeping. Little did she think that she had in all probability saved her son from a horrible death, or at least a maiming to which death perhaps would be preferable.

Mr. M. Gannon, of 80 Tecumseh-street, and Theo. Payne, who boarded with him, had also an extremely narrow escape from being among the list of killed and wounded. Gannon got up on the fatal morning and dressed himself. It was some time before daylight, and on lifting the window blind of his room and looking out he saw that a snow storm was raging. He had fully intended going out to the works, but after he had dressed he was seized with a strange indifference about going, and spoke to Payne about it, who also felt in the same way. Both decided to go back to bed again. Mr. Gannon says he cannot account for the feeling which came over him. He did not care so much about the cold weather or the inconvenience of going down to the station at such an early hour in the morning. It was a strange premonition, if it might be so called, which seized him, and which he was amazed to find had probably saved his life.

A CHARING ACCIDENT.

Mr. John G. Howard, of Culverton Lodge High Park, writes as follows:—"About 7 a.m. on Wednesday morning, 2nd January, 1884, Mr. Theo. Wise, caretaker of High Park, who lives about a quarter of a mile north of the spot where the accident occurred on the Grand Trunk line, heard a sharp whistle, and immediately after a terrible crash. He started off for the scene of the disaster. When he got there some men were

changes in lives. No doubt each disaster as it came was from one point of view an evil thing; and yet, speaking as to general principle, it was a good thing that we should be reminded from our pleasant hopes and plans. It was so easy for us to forget God that we needed to be reminded, in forming our plans, to say, "If the Lord will." It was a good thing for those families which had been destined to know that it was not after all as bad as it looked—that it was a part of what God had ordered as His gracious purpose for them and others.

THE CYRUS FIELD TRAGEDY.

of such a calamity as this was referred to by the preacher. He noticed the fact that Orangemen and Roman Catholics joined in Saturday's sad procession, and hoped that this spirit of brotherly love and mutual toleration and respect might continue. Again, it was a good thing for the citizens to have awakened in them the spirit of sympathy and brotherly kindness that had been shown in a great many ways. In concluding, the preacher said that the consciousness that we did not know when death might overtake us should teach us to be faithful to our faith, our powers, opportunities, and privileges, and not to delay the doing of duty. It was only right that we should lay plans for the future, but they should be laid without anxiety, and always taking God into account. The event should teach us the necessity of being faithful in small things, for no one could say what apparently trifling matters might turn out to be of importance.

THE SUDDENNESS OF DEATH.

At the Metropolitan Church last night Rev. Mr. Johnston took his text from I Samuel, chap. xx, 3. "There is but one step between me and death." The rev. gentlemen stated that his theme had been suggested by the deep and overwhelming catastrophe which had thrown its dark shadow over the city. This declaration, which when David made known to his friend Jonathan the imminent danger of his life, was a treason in respect to each of us. He referred to the moral nature, where a man of unimpeachable character yielding to temptation was ruined in a moment. And the social nature—as in reference to our influence. But how awfully true was it in reference to life. The duly appointed hand of death as a separation of the soul from the body was under all circumstances painful and agonizing. The heart shuddered at the thought of these poor workmen wedged together beneath burning timbers and ponderous beams, their limbs maimed, burned, scalded—praying, shrieking, and dying. These present might not be among the many mourners, yet they have felt the separation caused by death. Death was the conclusion of the present life and the entrance upon the new existence. Is death the spirit underwent no change. So we go down to the grave with the character, the habits, the desires, and blessings which formed our lives. Having dwelt upon the death, he considered secondly the nearness of death. Was there ever a sadder spectacle than that great procession which so many witnessed on Saturday afternoon, with such a sorrowful interest? Was there ever a city more deeply stirred than this, when amid the public manifestations of sorrow, these crushed and mangled forms were taken to their last resting place? He also spoke about the suddenness of death. Death was not a sleep. Here he painted the scene of the workmen on their way to work when this sudden disaster overtook them. This dreadful disaster was fraught with solemn lessons. They should put themselves in the place of the sorrowing and bereaved, and think of their departed friends, plunged in grief and deprived of their support.

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Royal Grenadiers marched at Clarendon-square and marched to the residence of the late Sergeant Mulligan on Niagara-street. The remains were placed upon a gun carriage, belonging to the Toronto Field Battery, the coffin being covered with a British flag. On the lid were placed the sword, belt, and helmet of the deceased together with a beautiful floral offering from friends. The gun carriage was drawn by four jet black horses mounted by the drivers in black, with the firing party leading, the remains were taken to the Market Square, the band playing the Dead March. The firing party, "G" Company was under Sergeant Curzon and Corporal Dent. At the Market Square, the procession was joined by the full regiment with their colours.

THE PROCESSION.

The procession started for the Cemetery about a quarter to four, in the following order:—

Firing Party "G" Company Royal Grenadiers under Sergeant Curzon and Corporal Dent.

Sergeant Mulligan's Body on Gun Carriage.

Grenadier's Band.

The Royal Grenadiers.

Cavalry and Guards.

Grand Marshals Stewart and Ward.

Constables Goulding and Watson Mounted.

Sleigh for St. James' Cemetery.

Sleigh for Necropolis.

Two sleighs containing the bodies to be interred in St. Michael's Cemetery.

Hearse with Fred Stanley's body.

Immediate friends of the deceased.

Detachment of Police under Deputy Chief Macpherson.

Mayer and Corporation.

Bell Works' Band.

Fellow workmen of Deceased.

Masonry Band.

Masonry Company Employees.

Secret and other Societies, with Bands.

Children on foot.

Citizens in Carriages.

On the first sleigh were the bodies of George Aggett, John Rowlett, Frederick Boothroyd, John Kershaw, James White, Hugh Cunningham, Joseph Keifer, and Matthew Walker, all to be buried in the St. James' Cemetery. On the second sleigh were the remains of George Prescott and William Turriff, for the Necropolis. The third sleigh contained the remains of Joseph Macdonald, Charles Macdonald, Eddie Seymour Robinson, John Mackenzie, John Lynch, Patrick Naughton, Patrick Crowley, and Tom Byrne, all to be buried at St. Michael's. After the slumberous lull with the body of Charles Stanley, he was buried at Mount Pleasant Cemetery.

"The Dead-March in Saini" was given by the Grenadiers' band when outside the City Hall, hundreds of heads being bared meanwhile. The mournful procession then slowly passed out on to King-st., the bells of St. Lawrence Market and of St. James' Cathedral tolling meanwhile, and the band of the Grenadiers playing the solemn and beautiful air, "Near, My God, to Thee," with muffled drums and to slow time. All ordinary traffic in this quarter of the city was entirely suspended. No jingling sleigh bells were to be heard, for what sleighs were seen were at a standstill, and so remained until the procession had passed. Even the street cars ceased running for a while, and were utilized as a platform from whence to view the mournful scene. Every window along the route of the procession was occupied, and King and Yonge streets were densely crowded on either side,

such an early hour in the morning. It was a strange premonition, if it might be so called, which seized him, and which he was amazed to find had probably saved his life.

A GRAPHIC ACCOUNT.

Mr. John G. Howard, of Cobourg Lodge High Park, writes as follows:—"About 7 a.m., on Wednesday morning, 2nd January, 1884, Mr. Thos. Wise, caretaker of High Park, who lives about a quarter of a mile north of the spot where the accident occurred on the Grand Trunk line, heard a sharp whistle, and immediately after a terrible crash. He started off for the scene of the disaster. When he got there some men were throwing snow upon the burning car. Mr. Wise having been a fireman in Toronto for many years, was a host in himself. He came up to my house for as many pails as he could get, for the poor fellows were being both steamed and roasted to death, and the smell of burning clothes was very strong at my front door. My groan accompanied Mr. Wise with an axe and some pails and assisted in carrying water out of the swamp to the burning car. The groans of the poor fellows who were wedged in and could not get out until the car was chopped open were distressing in the extreme. A horrid sight was then witnessed. Men with their legs broken and dangling were placed against the fence and soon died. Altogether a more sickening sight could not be imagined.

CONDITION OF THE SURVIVORS.

Enquiry was made late last night with regard to the condition of the sufferers from the accident, and the information gleaned was on the whole favourable, both as regards those in the Hospital and those outside. Three of the first mentioned, viz., Banks, Rogers, and Kelly, are expected by Dr. Reilly, the Medical Superintendent, to be able to get up to-day. The clothes of all the sufferers were completely destroyed by fire at the collision, and in order that no inconvenience may result from this fact the Grand Trunk authorities have ordered that outfits of new clothes be provided for all as soon as they are able to leave their beds. Orrigan, Cruthers, and Fitzgerald are all doing fairly well, and the first-named will soon be convalescent. But the condition of Aggett is not so hopeful. Last night he was delirious, and his state was decidedly critical. Outside the hospital Thos. Macdonald and Victor Giroux are doing well, and the only dangerous case is that of Alexander Turriff, who was delirious all yesterday.

IS SHE AN IMPORER?

A telegram has been received by the office of Police here from one John Kiefer, survivor of the late Joseph Kiefer, one of the killed, cautioning against the giving of contributions towards a Henrietta Schick, of this city, who claims to be the mother of the deceased. It is as follows:—"Buffalo, Jan. 8th. Chief of Police.—Contributions for Henrietta Schick, claiming to be the mother of Joseph Kiefer, killed on the Grand Trunk near Parkdale, should be stopped, as Kiefer's mother is living here, at 647 Michigan street. JOHN KIEFER."

TODAY'S SERVICES.

At most of the city churches yesterday, either at the morning or evening services, the preachers made touching references to the sad calamity of Wednesday, and at Jarvis-street Baptist Church, where a sermon on the subject was preached by Rev. Dr. Thomas, a special collection was taken

a number of persons who so many witnessed on Saturday afternoon, with such a sorrowful interest? Was there ever a city more deeply stirred than this, when, amid the public manifestations of sorrow, these crushed and mangled forms were taken to their last resting place? He also spoke about the evidences of death. Death was but a step. Here he pictured the scene of the workers on their way to work when this sudden disaster overtook them. This dreadful disaster was fraught with solemn lessons. They should put themselves in the places of the sorrowing and bereaved, and think of their delicate firemen, plunged in grief and deprived of their support.

"O, the sobbing of the winds of winter;
O, the sunset streaks of gold;
O, the poor hearts thinking in the anguish
Night is coming and the grave is cold."

He thanked God for the practical expressions of sympathy already offered, and he believed the railway authorities would have no disposition other than to provide generously for their claimants. The second lesson was the frequent culpable risk and waste of life. Those who had the lives of men in their keeping were charged with an awful responsibility, and must be held accountable. There was a recklessness of human life. Out of 10,000 deaths a year in this Province nearly 500 were by accident or negligence. It was a poor excuse for the conductor of the freight train to say, "I forgot about the suburban train." These words, "I forgot"—what a cause of trouble they were. People had no business to forget when there was so much depending on their memories; yet the railway life furnished its heroes. He gave an instance in his own remembrance where an engineer heroically met death at the post of duty, when he thought of 250 passengers aboard his train, and in providing for their escape plunged into the jaws of death. Another lesson was our constant exposure to accidents and death. People were employed on a railway; they travelled daily where the slipping of a foot, the breaking of a wheel, the failure of memory, a neglect of duty would fatally snuff their lives. The unprepared man should get ready, as "in such an hour as ye think not, think cometh." They should not leave their souls to be launched upon the future with no preparation. They could not afford to go into the future a stranger and an alien to God. They could not afford to be bankrupts and culprits forever. He beseeched his hearers to make an immediate surrender to God, who had good news for them—news of pardon.

"GHASTLY HEAPS."

At the Richmond-street Methodist Church Rev. Thomas Cullen preached in the evening on "Ghastly Heaps," taking his text from 2nd Kings, 10th chapter, 8th verse. The preacher referred at some length to the slaying of Ahab's seventy, nine, whose heads were piled in two heaps each side of the city gate. These heaps lay all around them to-day. They were large, numerous, ghastly, everywhere they viewed them. He would not forget who is to be lived what he had seen in the sponge and at the General Hospital after the railway collision last week. It was only when these things touched us upon the very surface that they seemed more than ordinary. They might look away into the far past and come to the conclusion that there was nothing now under the sun even in such a case as this. When they looked back

SUNNYSIDE
TRACKS

THE 1912
GRAND TRUNK
GRADE
REVISION

The Railway and Marine World

May, 1912.

The Grand Trunk Railway Grade Separation Work at Toronto.

The grade separation work on the G.T.R. near the western outskirts of Toronto on the Toronto-Hamilton section of the main line is rapidly nearing completion, work for the spring having been resumed recently. At the rate in which the work is being pushed to completion it will be finished in July or August. This portion of the work includes only the section from Strachan Ave. westward to the viaduct through the city forming another part of the comprehensive scheme of level crossing elimination along the Toronto waterfront.

The section here referred to may be divided into two subdivisions, the first of these extends from Strachan Ave. to

with the city under the Board of Railway Commissioners orders. In order to fully carry out the plan of level crossing elimination, it was found necessary to extend the separation work as far as Mimico, a total length of about six miles. The maximum gradients on the old line was 0.7%, while that of the work under construction is 0.4%.

At Dufferin St. the new rail level will be about 22 ft. lower than the old; at Dunn, Jamieson and Dowling Aves., it will be 25 ft. lower; in all these cases the highway is to be carried across at practically street level. At Sunnyside, the rail level is to be raised 4½ ft. with the highway carried on an overhead

additional right of way and finally build four tracks throughout nearly the whole of the length of this section. The width of the right of way was increased on the southerly side.

As the prime requisite was that train service should in no way be interfered with, special provisions had to be made with this end in view. Close alongside of the northern fence of the right of way, two temporary tracks were laid, as indicated to the extreme right in fig. 2, and on to these the traffic was diverted. This left all the new right of way strip, together with a good portion of the old right of way, clear for the excavating operations. The plan adopted was first

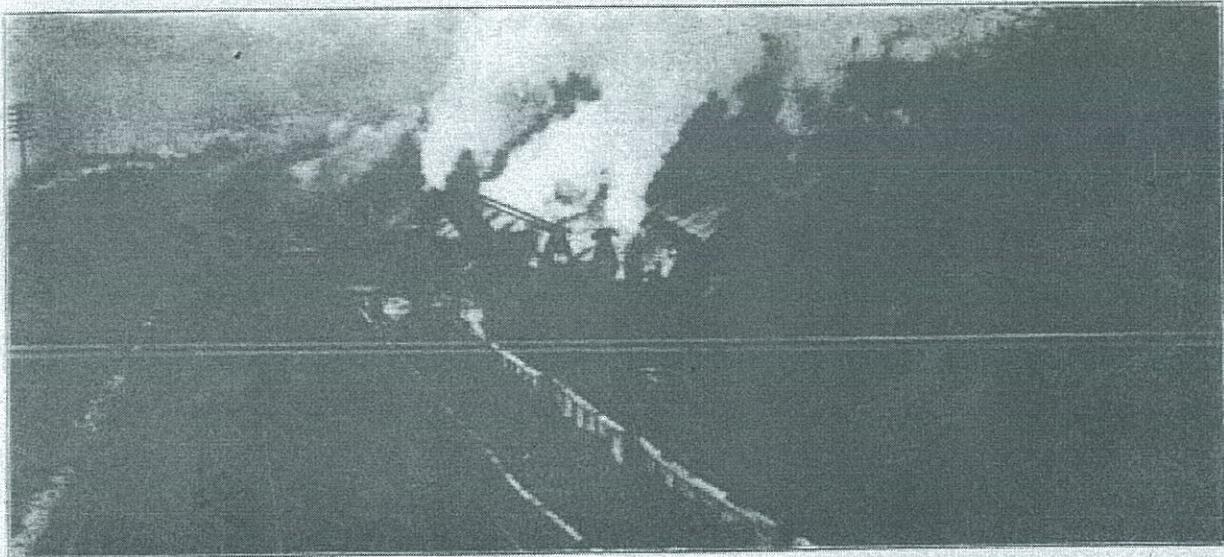


Fig. 1. Looking West from Dowling Avenue Bridge, Dec. 1, 1911.

Sunnyside, consisting of one long cutting, at places as much as 27 ft. deep, and the second extends from Sunnyside to Mimico, the western terminus of the grade separation as at present contemplated. This second section is almost entirely elevated on an embankment, the highest point being about 14 ft. above former level.

The construction work was simplified to a considerable degree by the fact that the new grade is to have four new tracks instead of the two through tracks of the former level. The wider right of way made possible the construction of the roadbed half at a time, the other half being used temporarily for the construction machinery.

The Railway and Marine World for Aug. 1911, contained profiles of the grades as they formerly existed, and as they are to be eventually with a short description covering the scope of the work. This profile, fig. 2, together with a brief recapitulation, is here given for the benefit of those not aware of the scope of the work which is being carried out by the G.T.R. in conjunction

bridge with long approaches, a few hundred feet east of the present crossing. From Sunnyside to Ellis Ave., the track will be 14 ft. higher, with subways at Indian Bd., Howard Ave., Ellis Ave., Windermere Ave., Jane St., Queen St., near the Humber River; Salisbury Ave. and Church St., Mimico. The tracks across the Humber will be carried on a 4-track deck girder bridge of two spans, the centre resting on a pier sunk in the centre of the river.

The section of the work extending from Strachan Ave. on the east to Sunnyside, as the profile in fig. 2 indicates, extends through a heavy cutting all the way. In the former construction the right of way through the major portion of the distance, carried only two tracks, the section near the easterly end and along the frontage of the National Exhibition grounds, where there are several sidings, being the only part with more than the two. It was found that to maintain traffic and carry on the construction work the same amount of right of way would be required for two as for four tracks; it was therefore decided to obtain the

to dig a cut of sufficient width to depress two of the ultimate four tracks, and after the completion of these two tracks, to divert on to them the traffic from the temporary tracks on the edge of the embankment, and then proceed with the excavation through the ground on which the temporary tracks stood, for the depression of the two northerly tracks.

In view of the fact that the maximum cutting ran as high as 27 ft. and the capacity of the shovels was only 10 ft. deep at a setting, it was necessary to work the cuttings in three levels. Commencing at both ends of the cutting on the southerly edge, the shovels ate their way into the cutting, working towards each other. A temporary track on the north embankment of the steam shovel cutting was advanced simultaneously with that of the steam shovel for the accommodation of work trains. In this manner excavation on the three levels was pushed successively to completion. Up to July 1, 1911, there were two shovels at work, and from that time on until the close of the season, early in

December, there were three. From 10 to 12 work trains were employed in removing the earth to the embankments under construction concurrently near the Humber end. The work at Dowling Ave., as it appeared June 16, 1911, is shown in fig. 1. It will be noticed that two levels had been partially put down. This illustration also shows the method of working to these levels, that on the left being the first to be lowered, followed by that in the centre, which will extend over the left portion, and finally lower these two levels to the proper depth. The temporary tracks on the embankment at the extreme right mean-while divert the regular traffic.

Last autumn the double track cutting

shown in this illustration is the method of carrying the gas main temporarily across the excavation. A cable, carried on posts on each side of the bridge, supports at intervals the elevated pipe line. The clean-cut appearance of the slope as it will finally appear on completion, is well shown in this illustration by referring to the appearance of the right-hand embankment. This slope will later be covered with turf.

With the exception of that portion of the cutting along the face of the exhibition grounds, which section is shown in fig. 6, the whole cutting has sloping earth embankments, battered 1½ to 1. At the exhibition grounds, however, the

east, the northerly end coming out at the junction of King and Queen Sts. Forming part of this scheme, the roadway to the right in this illustration, is to be moved, further in that direction long approaches leading the roadway up to the bridge. As will be noticed to the right of the present highway, a trestle alongside of the road carries tracks leading from the cuttings further along, from which the work trains discharge their loads for building up the roadway approaches to the new bridge. The approach leads in a straight line to an abutment at the proper elevation, from which point the bridge curves off to the left over the tracks to the before-mentioned point. The portion of the

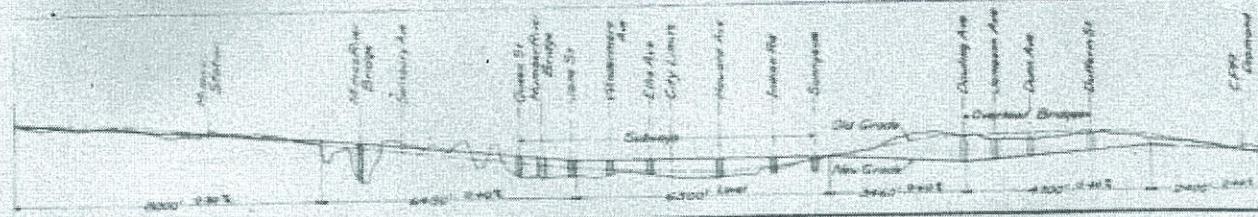


Fig. 2. Profile of G.T.R. Grade Separation Zone from Strachan Avenue, Toronto, to Mimico.

having been depressed to the required depth, the traffic from the upper level temporary tracks was again diverted, this time on to tracks laid permanently at the bottom of the cut, as shown to the left in fig. 1, which is a view looking west towards Sunnyside from the temporary Dowling Ave. bridge. Work then proceeded on the depressing of the northerly half of the right of way, which is also to be seen in fig. 1. This shows the method of performing the work and illustrates the manner in which it was pushed, the two shovels working right up to each other, and

impossibility of procuring sufficient ground to give a sloping embankment, made necessary the use of a retaining wall, constructed of reinforced concrete of the form indicated. Some of the top moulds in place, with the method of raising the concrete by elevator, are shown in this illustration. The bridge abutment in the foreground is that for the Dufferin St. bridge, leading into the exhibition grounds, and in consequence is to be made larger and more elaborate than the balance of the overhead bridges through this South Parkdale district. A more simple method of car-

right of way in the immediate foreground in fig. 1 has not as yet been altered. When the highway is diverted to its final location on the right the railway right of way will extend over the present position of the highway.

From Sunnyside to Mimico there is one long embankment. Previous to this change in grades, there was a small double track embankment from Sunnyside to the Humber River. The first operation, therefore, was to extend the embankment sufficiently northward to receive two tracks on the same level, on which temporary tracks were laid to carry the diverted traffic. With the exception of a short portion near Swansea, the elevated track is on an embankment. At the point mentioned, owing to the presence of buildings to the north cramping the right of way over towards the roadway, a concrete retaining wall of full height was required. Behind this wall and along this roadbed from Sunnyside to the Humber, the old embankment was raised by the excavated material from the easterly end of the work. This filling work was accomplished by means of a temporary trestle raised to the required height over the roadbed.

At the Humber, a new four-track deck plate girder bridge, having 3 spans, was built 100 ft. each. While this bridge was under construction, the two main lines from the high level on either side of the Humber were carried across on the old truss immediately north of the new bridge by means of ramps.

Near Sunnyside, as mentioned before, and as illustrated in fig. 7, the two northerly tracks alone have been elevated in anticipation of the use of the present highway for part of the roadbed when the highway is diverted to its ultimate location. Fig. 8 shows how the southerly ends of the subway abutments have been left for final completion when the property for the completion of the two dual tracks at this point is available. This illustration also shows the way in which the elevated tracks were temporarily carried across the highways before the steel bridges were finally placed. The manner of performing this latter operation and the type of subway bridge used are shown in fig. 9.

This work is under the charge of J. R. W. Ambrose, Assistant Engineer, and D. McCooe, Superintendent of Grade Separation.

Other illustrations in connection with this grade separation work, will be found on pages 213, 214 and 215.

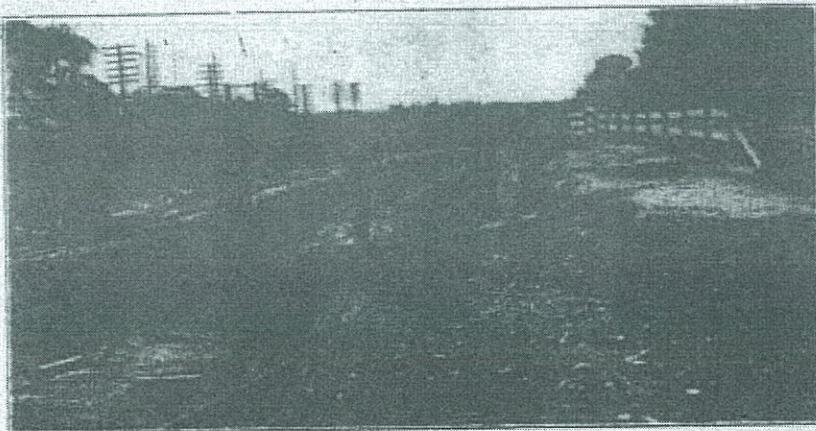


Fig. 3. Looking West at Dowling Avenue, June 18, 1911.

fighting, so to speak, for the last shovelful.

Fig. 4 shows the same spot as that in fig. 1, and was taken at the same time, Dec. 1, 1911, from a point a little further east. It illustrates the type of temporary bridge used to carry highways across the cutting while operations were in progress. A finished abutment for the final bridge is also shown. It will be noticed on the date mentioned, which was shortly previous to the suspension of work for the winter, the second pair of tracks had been nearly lowered to their final position, leaving but little excavation work to be carried on this spring.

The semi-finished cutting, looking east across Dunn Ave., on the same date, is shown in fig. 5. This also shows the temporary bridge completed south side embankment and bridge abut-

ting the gas main across is here shown. The easterly limit of the cutting is also shown in the distance. The portion shown is the only part of the cutting to have a retaining wall.

The westerly end of the long cutting skirts the edge of the lake, as may be noticed in the distance in fig. 7. In fact, part of this work only required the reduction of the face of the cliff above the shore, the major portion of the additional right of way being obtained by building outward over the shore.

Sunnyside, the point of division between the elevation and depression of the tracks, is to have an overhead bridge with long approaches. In fig. 7, a view looking easterly across Sunnyside, shows the present level crossing of the highway on the left. The roadway for the new bridge is to be diverted so as to cross the tracks some distance further

AMERICAN RAILWAY ENGINEERING ASSOCIATION.

Summary of the Year's Investigations of the Various Standing Committees.

During the past year the Association's various standing committees have been continuing their investigations along the lines followed in the past, and have made a number of studies of new subjects, looking toward the establishment of uniformity in maintenance of way standards and the outlining of good practice in the work of that department. A summary of the work of the committees is given in the following account. The action of the convention held in Chicago recently

the Louisville and Nashville Rd. is also discussed.

During the past two years the committee has collected information as to the drainage laws of various states, but finds that since they are frequently changing and difficult of useful application without reference to the companies' attorneys, it seems impracticable to employ them. Consequently the committee suggests that its further work along this line be directed toward the benefit



Fig. 4. G.T.R. Grade Separation. Dowling Avenue Bridge, Dec. 1, 1911.

establishes certain of the conclusions and recommendations embodied in these reports as the approved practice of the association.

Committee on Roadway

The work of this committee consisted of further investigations leading to the presentation of formulas of general application for the determination of water-way areas; a study of allowable unit pressures on roadbeds of different materials conferring with the committee on ballast; a study of tunnel construction and ventilation; and an investigation of agricultural drainage as affecting roadbeds. The first subject has been under consideration for several years and a considerable amount of data has been collected, and a general relationship also found between the best known water-way and runoff formulas. Since the previous convention the committee has directed its attention to the hydraulic features of the culvert, and reports progress, but does not go so far as to make any definite recommendation.

The committee has collected a considerable amount of additional data relative to the bearing power of soils, which is included in the report, and also presents a mathematical analysis of the action of pressures on soil composing a railroad subgrade based on Rankine's analysis of earth pressures. In this connection a form of field test of railroad subgrade material is suggested.

The committee has confined its attention to ventilation of tunnels in connection with the third subject. No definite conclusion has been reached, but the opinion is held that artificial ventilation is usually unnecessary in American steam railway tunnels of lengths less than 2,000 to 2,500 ft. The report states that probably the most efficient form of artificial ventilation for tunnels is to force air into one end by fans powerful enough to drive the smoke out ahead of the train. This system has been installed in several tunnels in this country, which are listed in the report. Experience with the clearing of smoke in several tunnels of

the roadway to be derived by the construction of agricultural drainage work.

Committee on Ballast

This committee has been engaged in work leading to the determination of the proper depth of ballast for uniform distribution of loads on the roadbeds; on the fixing of physical tests of stone for ballast; and in the preparation of a review of the use of gravel ballast.

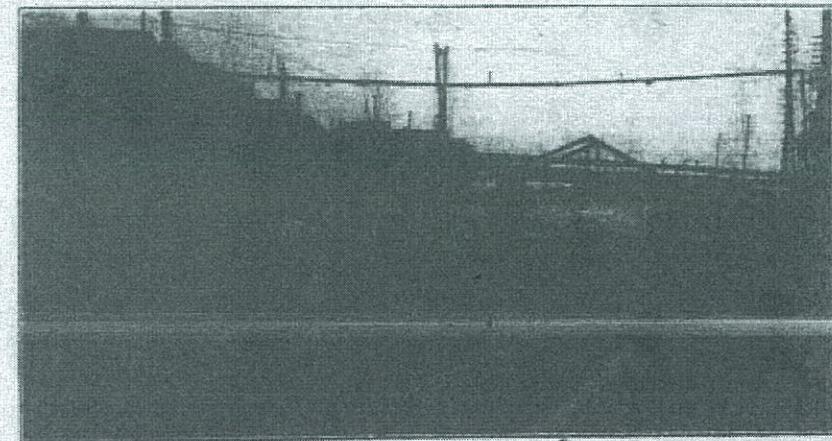


Fig. 5. G.T.R. Grade Separation.

Dunn Avenue Bridge, Dec. 1, 1911.

As a part of the investigation of the proper depth of ballast the committee presents references to published accounts of investigations of this subject, calling particular attention to the experiments recently conducted on the Pennsylvania Rd. From its study of the data available the committee concludes that with ties 7 x 2 in. x 3½ in. spaced about 24 to 25½ in. on centers, a depth of 24 in. of stone ballast is necessary to produce uniform pressure on the subgrade and a combination of a lower layer of cinder

to be used for ballast, this test to be added to the physical tests of stone for ballast already adopted by the association.

In addition to the adoption of these recommendations, endorsement was given to the conclusions of the committee on its study of the necessary depth of ballast for even distribution of loads.

Committee on Ties

This committee has had under consideration the subject of size of cross-tie

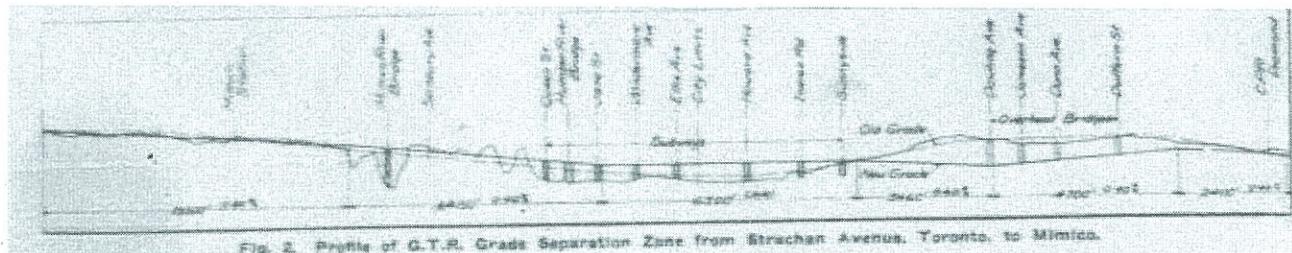


Fig. 2. Profile of G.T.R. Grade Separation Zone from Strachan Avenue, Toronto, to Mimico.

[MAY, 1912]

required for present stresses; the advisability of the railwalks in continuous stretches as compared to single-tie renewals, and experience with metal, composite and concrete ties. A large amount of information has been gathered on each of these subjects and is included in the report.

Replies to a circular asking opinions as to the size of ties were received from roads representing about one-third of the total mileage in the association. From extensive tabulations of this material in the report it is found that there has been an increase in the number of

ties used per 30 ft. rail since 1905, the rail-bearing area now being about 46%, as against 36% in the former year. It also appears that about 53% of the mileage reporting in the circular is of the belief that a 6 x 8 in. x 3 ft. tie is too small and 34% of that mileage considers a larger tie desirable. It is found that 27 sizes of cross-ties are now in current use, with 47% of the mileage reporting using the 6 x 8 in. x 3 ft. size. It is pointed out that the sentiment is evidently in favor of a larger tie, but evidently the length has not been considered as much as the width and depth. Of the mileage reporting 15% uses a tie 8 x 11 in. in length and over 10% favors a tie 7 x 9 in. x 3½ ft., none favoring 6 x 5 in. x 3½ ft.

Fig. 6. G.T.R. Grade Separation. Shoring Wall at Exhibition Grounds, Dec. 1, 1911.

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In connection with this discussion a table is presented which shows the superior strength of air-dried timber for ties as compared to that of green ties. A list of articles is appended relating to the size of cross-ties and the stresses to which they are subjected.

The committee draws the conclusion that it is not feasible to make a fixed rule for the size and spacing of ties based on the A, B and C classification of density of traffic due to the variation in the character of the subgrades, ballast, axle loads, tie timber and other considerations. In general, however, it is considered good practice for class A and perhaps class B roads to space ties 10 to 12 in. face to face, the width of tie being considered not so important in this spacing, provided that the minimum width of face of the tie is limited to 7 in.

The investigation relative to the advisability of renewals of ties in continuous stretches against single-tie renewals showed almost universal endorsement of single-tie renewals. Continuous renewals at station platforms, street crossings and similar places are favored by some. It is recognized that there would be advantages in continuous renewals in giving a uniform lift to the track and in reducing labor costs of renewals, but these are outweighed by the fact that single renewals keep the track as a whole in more uniform and safe condition and obtain the maximum life out of each tie.

As a result of its investigation of ties of other materials than wood, the com-

mittee presents a large amount of additional information in the form of brief reports from various roads using special forms of ties. From a study of this data the committee observes that the concrete tie, the combination concrete and metal tie and the combination asphalt and metal tie have not yet proved a success because of fracture caused by vibration, excessive weight and deterioration of asphalt filling. A combination tie of steel and wood is stated to give promise of developing an economic substitute, while the all-steel tie is believed to have proved satisfactory under heavy

mental track maintained on that basis and that it was expected the tie could all be renewed when the rail was renewed.

The recommendation of the practice of single-tie renewals in preference to continuous renewals has been adopted.

The Association endorsed the conclusions of the committee in reference to its study of the size of ties and its study of metal, composite and concrete ties as presented in the review mentioned above.

Committee on Rail

This committee has prepared a study of rail failures and presents in its report a large amount of tabulated and analytical data on rail failures for the year ended Oct. 31, 1910. It was found that the responses to inquiries were more complete than before and showed that most of the railways are now keeping a record of their rail failures. Eighty-three companies furnished statistics relating to about 11,750,000 tons of rail. The report included summaries by sections, weights and kinds of steel, classification according to position in the ingot and a comparison of the wear of special rail.

As a result of its study of this information the committee makes the observation that accurate and specific information is not furnished for the determination of the value of different sections of rail because of the variations in traffic and roadbed conditions and in the conditions surrounding manufacture. It is believed that the difference in quality of material may eliminate differences in rail sections, but it is pointed out that the matter of desirable features of rail sections should be kept in mind at the same time that the present efforts toward improvement of material are made so that when a good quality of metal is attained there will also be a desirable rail section. It is observed that a study of these statistics furnishes information relative to the difference between Bessemer open-hearth and alloy steels and shows a relation between broken rails and failure of head, web

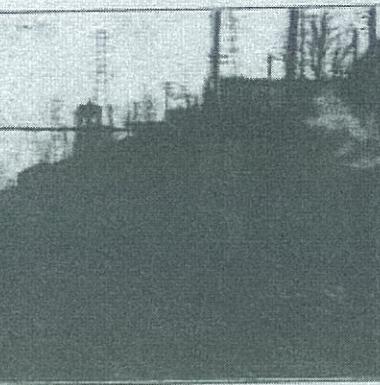


Fig. 6. G.T.R. Grade Separation. Shoring Wall at Exhibition Grounds, Dec. 1, 1911.

medium-speed traffic. It is believed that the fastenings for these ties will be further improved.

The discussion of this report brought up the question of computation of actual stresses in tie under given wheel loads. The opinion was expressed and sustained that enough information is now becoming available to permit approximate assumptions and exact methods of design somewhat similar to those for bridges and abutments. The President explained that progress had already been made along this line in Europe and

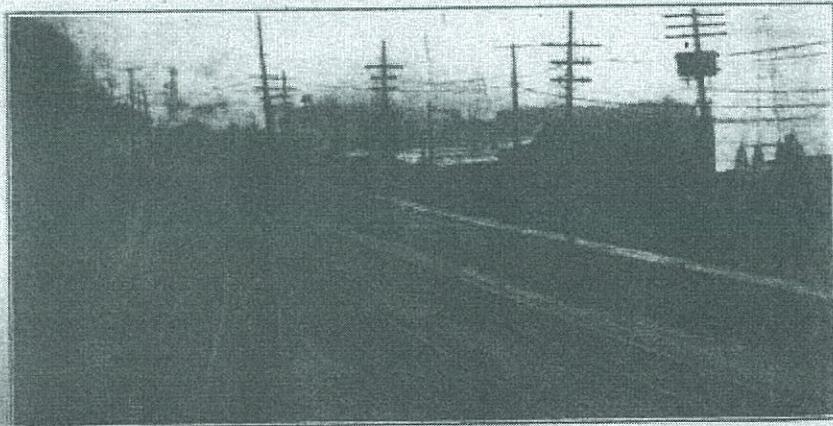


Fig. 7. G.T.R. Grade Separation. Looking East at Sunnyside, Dec. 1, 1911.

that it is proposed that the committee shall take up the subject.

Referring to the recommendation favoring single-tie renewals, Hunter McDonald gave some figures on an experimental mile of track laid in 1908, where he has applied the practice of renewals in continuous stretches, with the result that the maintenance account is so far about \$200 a mile cheaper than for single-tie renewals. He believes that the continuous system has its merits, but that railway officials have become accustomed to single-tie renewals and are not willing to go to the expense of trying the other plan. C. A. Morse stated that the Santa Fe had 31½ miles of experi-

and base. It also shows a difference between rails of different mills when the sections and chemical composition are practically the same.

M. H. Wickhorst, engineer of tests of the committee, has made an investigation to throw light on the relationship of the size of ingots of Bessemer rail steel to the segregation of the metalloids, locations of pipes and blow holes, and the properties of the rails. It was found that under the conditions of the tests, the carbon, phosphorus and sulphur collected or segregated toward the interior and upper part of the ingot and that, in a general way, such segregation increased with the size of the ingot. The

manganese segregated to a much smaller extent while the silicon showed little tendency to segregate. The elements which segregated showed a lowering in the top part of the ingot below the average composition of the metal, and this lowering extended downward along the sides. The "negative" segregation increased with the size of the ingot and extended down farther along the sides. There was a region of negative segregation in the interior and lower part of the ingot, but the lowering of the elements was not as great in this region. It appeared that the material was distributed in the rail bar about the same, relatively, as in the ingot from which it was rolled.

Another investigation has been made by Mr. Wickhorst to determine the influence of the temperature of rolling on the properties of Bessemer rails. It indicated that the ductility and deflection in the drop test were little influenced by the rolling temperature. The number of blows to break the rail was unaffected by the temperature of rolling. The yield point and tensile strength in the tension tests were little influenced. The elongation in the tension test decreased some as the temperature increased. The influence of temperature showed most prominently in the tension test, in the reduction of area, which decreased as the temperature of rolling increased. The size of the grain shown by the microscope increased with the temperature. It appears that the ductility in the drop test with the head of the rail in tension more nearly indicates the ductility of the interior metal as measured in the tension test than does the ductility in the drop test with the base of the rail in tension, which is usual in inspection work.

An analysis of U.S. Government investigations of rail ingots at the Watertown arsenal embodied in the report of tests at the arsenal for 1909 has also been made by Mr. Wickhorst.

J. T. Richards, Chief Engineer of Maintenance of Way, Pennsylvania Rd., has prepared a study of the compara-

He thinks the drop test does not go quite far enough and that more information is needed on the elastic limit and also upon the fibre stresses in rails. He also pointed out that if a high ductility in a crosswise direction were required in the drop test there would probably be fewer base fractures.

He said that carbon may vary considerably in different parts of a rail and that it should be examined carefully for it. Chemical composition, he believes, should be determined by the physical requirements of fibre stress and rolling

was adopted, some paragraphs of which however, are not considered as final, in that sufficient information is not yet to hand to make these sections mandatory. These paragraphs include provisions for modification of carbon for low phosphorus, for the fixing of average carbon for ductility and for permanent set.

Committee on Track

The work of this committee has been directed toward the preparation of general specifications covering material and workmanship for frogs, crossings and

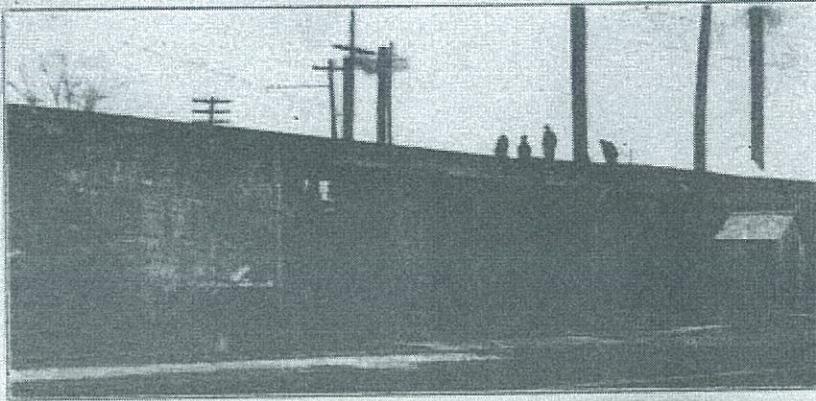


Fig. 8. G.T.R. Grade Separation.

Kens Street Subway, Dec. 1, 1911.

resistance, and that a steel harder than a mild steel is necessary, though not so hard as to be brittle. He favors medium carbon in a zone around 0.65 to 0.70. He stated that the rapid alternations of stress may produce a change in the properties, the wheel pressures producing internal strains which might result in failure. To illustrate, he cited the case of a steel cylinder in which very high internal strains were induced by tapping continually with a light hammer, the bore becoming enlarged.

switches, including the use of manganese and other special alloys, specifications for track bolts, nut locks, tie plates, common track spikes and screw spikes; and the study of designs for main-line turnouts. Specifications for frogs, crossings and switches have been prepared and are included in the report. On the second subject the committee is formulating principles as to the functions, material and form of tie plates and track fastenings, but the work has not progressed far enough to be presented in the report. Work on the design of turnouts has been held in abeyance pending the adoption of standard numbers of frogs and lengths of switches.

This matter of frogs and switches has been under consideration several years. In determining the length of switches the committee reports that provision should be made for the following general classes of turnouts: (1) Those to be operated over the divergent route at the maximum practicable limited speed; (2) main-line turnouts and crossovers to be operated over the divergent route at low speed; (3) yard turnouts, and (4) turnouts requiring frogs of large angle. Bearing upon this is the question of economical cutting of the 33-ft. rail. Objections which were presented to the use of the full 33-ft. rail are that the length being the same as that of the stock rail is such that one joint of the latter must necessarily come near the point of the switch and the other joint ahead of and near the heel of the switch, often necessitating the clipping of the angle bars; and also the great length of laterally unsupported rail. On these points the committee is of the opinion that the location of the joints of the stock rail 18 in. ahead of the point and heel of the switch is not seriously objectionable, and that the clipping of the angle bars is not an expensive operation and does not seriously weaken the joint; also that switches 33 ft. and even 45 ft. long have been successfully used to such an extent that there seems to be little ground for apprehension on account of the length of laterally unsupported rail.

It is stated that the longest switch points should be used in those turnouts where the highest speed is desired, and that since these switch points necessarily get severe usage they should be made of the very best rail. These considerations lead the committee to the

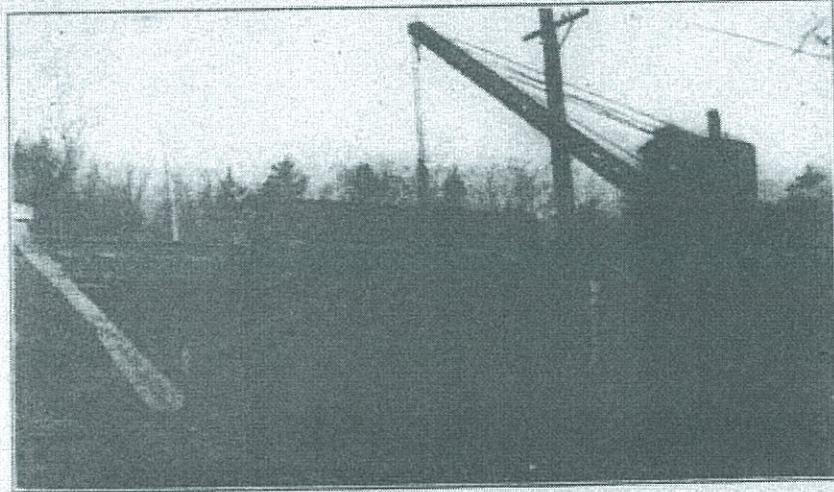


Fig. 9. G.T.R. Grade Separation. Locating a Subway Girder.

the wear of Bessemer, open-hearth and nickel-steel rails on that road, which is appended to the report.

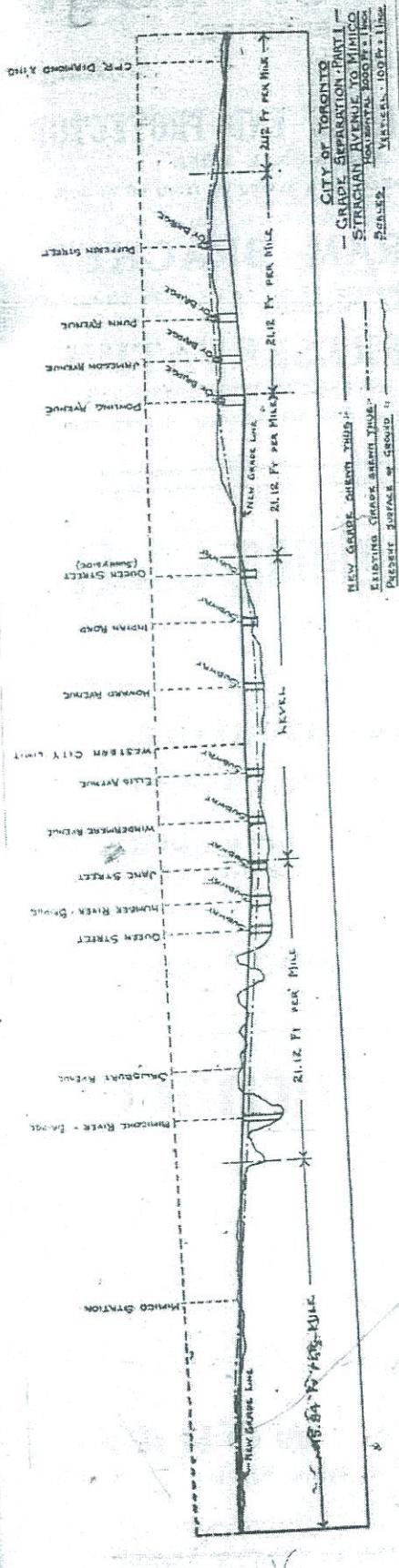
The committee presents a set of rail specifications and reports progress on recommendations for a standard rail section.

In the discussion, E. Howard, of the U.S. Bureau of Standards, stated that he believes the rail tests have not yet covered some important points. Speaking of the influence of ductility and the indications of the drop test, he stated that these show principally that the metal is well worked, which is already established by the fact that it has become a rail.

A point of discussion receiving considerable attention was brought up by L. C. Fitch, suggesting that a test piece should be taken from each ingot. He believes that in addition to the present prescribed tests, a piece should be taken from the A rail of each ingot, nicked and broken. If it shows no interior defect the rails of the ingot should be accepted. Otherwise the A rails should be rejected and a test piece broken from the B rail, and so on. It was pointed out that some Canadian mills have voluntarily proposed a somewhat similar plan.

A set of specifications for steel rails

Grand Trunk Railway Grade Revision at Toronto.



The elimination of level crossings over the railways along the lake front of Toronto is being carried out by the G.T.R. in conjunction with the city council. The work is being done under orders of the Board of Railway Commissioners, and at the present only the western half is being undertaken on the G.T.R.'s Toronto-Hamilton line. In order to carry out the plan it was found necessary to start work near the new roundhouses and yards at Mimico, consequently an agreement had also to be made with the township council of York. As a result the first section of the work covers about six miles, from the Bathurst St. Jct. in Toronto, to near Mimico.

The plan given on this page shows the portion of this section from the C.P.R. diamond, westward to Mimico, and it will be seen that there are shown the level of the existing track, the present ground levels, and the level at which the new track is to be laid. The existing tracks ascend westbound on a gradient of 0.7% for about 3,000 ft. west of the C.P.R. diamond, and then for 1,400 ft. with a 0.28% gradient, then descend with a 0.96% gradient for 2,300 ft. Then for a distance of 1,100 ft. the tracks are level, followed by a descending gradient of 0.63% for 4,900 ft., and 800 ft. of practically level track. Then there is an ascending gradient of 0.26% for 1,500 ft., breaking to one of 0.45% for 13,900 ft.

The new line which is being built will have a dump wide enough to carry four tracks, and will start from near Bathurst St. Jct. with an ascending gradient of 0.40% for about 2,400 ft., followed by a descending gradient of 0.40% for 4,700 ft., then an ascending gradient 0.40% for 3,450 ft., a level stretch of 6,300 ft., then an ascending gradient of 0.40% for 6,450 ft., reaching the end of the revision with a 0.30% ascending gradient for 8,000 ft. At Dufferin St. the new rail level will be about 22 ft. lower than the existing rail level, and at Dunn, Jamieson and Dowling Avenues, 25 ft. lower than the existing level. At these four points bridges will be built to carry the streets across the tracks, at practically the present street level.

The new rail level at Sunnyside will be 4 1/2 ft. above the present rail level. After a lengthened fight it was decided to carry the road at Sunnyside across the railway by means of a bridge, and in order to pacify certain interests the G.T.R. is acquiring considerable waterfront property at Sunnyside. From near Sunnyside to Ellis Ave. the track will be raised to about 14 ft. higher than the present track level, and subways will be built under the tracks at Queen St., Indian Road, Howard Ave., Ellis Ave., Windermere Ave., Queen St. W. crossing.

The Humber will be crossed by a new four track steel bridge, for which a pier is sunk in the middle of the river. The building of the pier caused considerable discussion and an appeal to the Public Works Department, on the ground that it would be an obstruction to a navigable river.

The bank carrying the track west of Sunnyside will be faced on the lake shore road side by a concrete retaining wall, extending practically the whole way to Swansea. There will be a similar retaining wall along the exhibition grounds. The abutments of all bridges and for all subways are of concrete, and the superstructures of steel.

The biggest cutting is that near Sunnyside. This is made 140 ft. in width at the top, and 63 ft. at grade, where all fills are 67 ft. wide.

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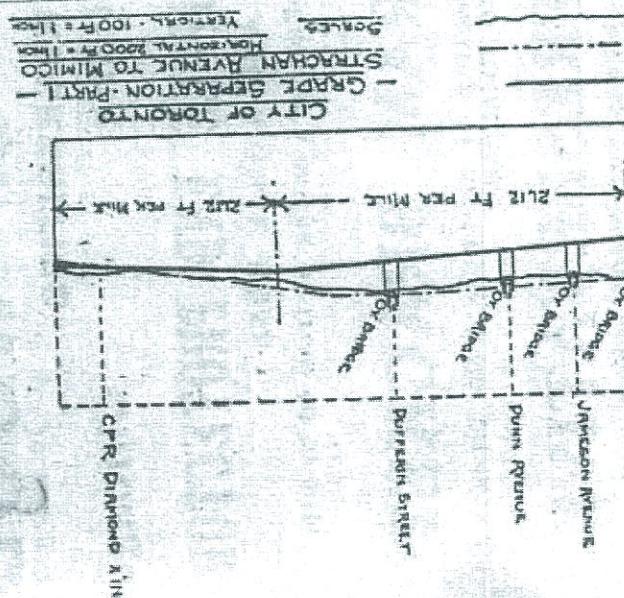
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Grand Trunk Railway Grade Revision
at Toronto.

The elimination of level crossings over the railways along the lake front of Toronto is being carried out by the G.T.R., in conjunction with the city council. The work is being done under orders of the Board of Railway Commissioners, and at present only the western half is being undertaken on the G.T.R.'s Toronto-Hamilton line. In order to carry out the plan it was found necessary to start work near the new roundhouses and yards at Mimico, consequently an agreement had also to be made with the township council of York. As a result the first section of the work covers about six miles, from the Bathurst St. Jct., in Toronto, to near Mimico.

The plan given on this page shows the portion of this section from the C.P.R. diamond, westward to Mimico, and it will be seen that there are shown the level of the existing track, the present ground levels and the level at which the new



Fringenberg Conventions in 1911.

RAILWAY DEVELOPMENT.

Projected Lines, Surveys, Construction, Betterments, Etc.

Alberta Interurban Ry.—The Board of Railway Commissioners has approved of location plans for the line from mileage 127 to 228 in Calgary, Alta. An arrangement has been made whereby the company's Carbon line will enter Calgary over the G.T. Pacific Ry. tracks, to the station ground at the R.N.W.M.P. barracks, and thence proceed over the city's electric railway tracks to the market place. This arrangement, so far as the city is concerned, was approved by the city council, July 8. A site for shops has been leased by the city at a nominal rental, the work of reclamation to be done by the company.

The Minister of Railways has approved revised route map for the company's projected Carbon line.

Alberta, Peace River and Eastern Ry.—Application is being made to the Minister of Railways for approval of the route map of this projected line from Milk River, Alta., to Peace River and on to Fort Churchill, Hudson Bay. The application was opposed June 28, by other companies, and the Minister stated that he would investigate the matter during his trip to the West. (July, pg. 229.)

Algoma Central and Hudson Bay Ry.—Track laying was completed July 3, on the extension to the C.P.R. transcontinental line, the steel laying gangs connecting the last rails at mileage 109.75 north of Sault Ste. Marie, Ont. The point of connection is at Franz, 33 miles west of Moosambine station on the C.P.R. From this point the line is under construction to Hearst on the National Transcontinental Ry. We are officially advised that ballasting on the extension is being proceeded with between mileage 93 and 195 at Franz, three steam shovels being at work. It is expected to have the section from Hawk Jet and Franz, mileage 181.25 and mileage 195, completed ready to turn over in the operating department early in August. This will enable the operation of a regular train service between Michipicoten and the C.P.R. It is expected that the ballasting on the line from mileage 93 to Hawk Lake Jet, will be completed by the end of October.

The work at the company's terminals at Sault Ste. Marie is, we are advised, proceeding satisfactorily. The station which is estimated to cost \$100,000 and the yards and shop, which are estimated to cost \$300,000, are well advanced, and their completion is looked for by winter. The company's steam shovel has been used on the yard excavation work, and it is intended to move it out to a ballast pit, in order to get out material for adding considerable ballast on the line between mileage 93 and 68, in order to bring it into first class shape. R. S. McCormick, Sault Ste. Marie, Ont., is Chief Engineer.

The Board of Railway Commissioners has authorized the opening for traffic of the extension from mileage 85 to 92 north of Sault Ste. Marie. On July 5, President Drummond of the Lake Superior Corporation, owning the line, and other officers made a trip of inspection over the entire line to Franz, and subsequently went over the extension under construction to Hearst. (June, pg. 229.)

Algoma Eastern Ry.—Grading on the extension of the line from the end of the present operated line at Crean Hill, Ont., to the terminal site on Goat Island, directly across the channel from Little Current, Manitoulin Island, has been completed, and 23.5 miles of track have been laid. The total distance from Crean Hill to Goat Island is 62 miles. Track laying has been delayed owing to lack of steel, but deliveries have now been made at Kapino and the work resumed. It is expected to have the 7.5 miles east to Crean Hill, and the six miles from Es-

panola to West River laid about Aug. 1. At this point track laying will be suspended for about a month, pending the erection of a combined timber and steel plate girder bridge. It is expected to complete tracklaying to the terminal yard site on Goat Island, as well as the ballasting from Crean Hill about the end of October.

Work on the terminal site at Little Current, and the construction of a bridge across the channel will be proceeded with this summer. There has been some delay in reference to the bridge on account of the requirements of the Public Works Department in regard to the width of the opening. This has now been adjusted and it is intended to put in a swing draw span on a centre pier in the channel, giving 150 ft. clear opening on each side. The balance of the structure, which will be about 600 ft. long, will consist of deck plate girders on concrete piers with end wing abutments. R. S. McCormick, Sault Ste. Marie, Ont., is Chief Engineer. (May, pg. 229.)

Atlantic, Quebec and Western Ry.—We were officially advised, July 5, that the whole of the line to Gaspé Basin, Que., had been completed and that it was expected to open it for traffic before the end of July. (July, pg. 229.)

Bruce Mines and Algoma Ry.—We have been officially advised that arrangements are being made for the company's financing, and that until these are completed nothing can be said as to the plans for future construction. (May, pg. 229.)

Central Ry. of Canada.—We are officially advised that the contractors have got well started on the first section of this line, and expect to have the grading completed early in September. This section extends from McAlpine, on the C.P.R., to Lemieux, Ont., 25 miles. The general contractors, C. J. Willis and Sons, London, Eng., and Montreal, have sublet several short lengths of grading to farmers in the district. F. S. Williamson, Montreal, is Chief Engineer. (July, pg. 229.)

Chicago, Milwaukee and St. Paul Ry.—Chicago, Milwaukee and Puget Sound Ry.—The latter line, which is an extension of, and controlled by, the first named was opened for traffic to Bellingham, Wash., July 11.

E. W. McKenna, Vice President, C.M. and St. P. Ry., is quoted as stating in reference to the reports referred to in our last issue, that the company had no intention whatever of entering Winnipeg, or invading Canadian territory, for some time to come, if at all. The company had not secured options for any right of way, nor had any surveys for such a line been completed.

Surveys are being made for a line from the C.M. and P.S. Ry. through Kalispell, Stillwell, and the Tobacco Valley, to Rossville, Mont., or Phillips Pass, to which point, the C.P.R. is reported to have made surveys for a line from Elko, B.C. (July, pg. 229, and June, pg. 229.)

Cumberland Ry. and Coal Co.—The Dominion Coal Co., which owns this line, is said to want to build a line from Springhill to Wallace, N.S. on Northumberland Strait, where it is proposed to establish a shipping point for its collieries. Hitherto the company has shipped its coal to Parrsboro, on the Bay of Fundy. J. H. Plummer, President, D.C. Co., had an interview with the Minister of Railways recently with a view of obtaining a subsidy for construction. Another report says that the line will be built as an Intercolonial Ry. branch. (June, pg. 21.)

Dominion Atlantic Ry.—A contract has been entered into between the company and the Dominion Government under the act granting aid to certain railways for

the building of an extension of the company's line in Clanning, N.S. to the government wharf there, one mile. (June, pg. 229.)

Edmonton, Dunvegan and British Columbia Ry.—The Board of Railway Commissioners has approved of location plans for the line from mileage 4 to 14, Alta.

Work is reported to have been started on laying out the terminals at Edmonton. A connection has been made with the G.T. Pacific Ry. yards, and several sidings laid, in order to provide for the handling of construction material (July, pg. 229.)

Essen Terminal Ry.—The Board of Railway Commissioners has authorized the opening for traffic of the extension of the line through Windsor, Sandwich tp., and Sandwich, Ont. (Jan., pg. 22.)

Frederiction and Grand Lake Coal and Ry. Co.—We are officially advised that the profile plans show a line following the east bank of the St. John River from Gibsons, N.B., for about seven miles, through an open, well-cultivated district, thence to the Little River, about the 29th mile, through a wooded country, which has been numbered over for many years; and from the Little River to within two miles of Minto, the line will pass through a well farmed district. Near Minto, where connection is made with the New Brunswick Coal and Ry. Co., is the coal area, which is to be tapped. The maximum gradient is 1% compensated for curvature and the maximum curvature is six degrees. The substructures of the bridges over the Nashwaak River, Noons Creek, Burpee Mill stream and Little River are all of concrete. All curved openings under embankments sufficiently high are to be concrete arch culverts, varying from 4 ft. to 10 ft. openings, and the smaller culverts are to be of corrugated galvanized iron pipe. H. W. D. Armstrong, Frederiction, N.B., is Chief Engineer. (July, pg. 229.)

We have been officially advised, that the projected branch line to Marysville, was being located.

A contract has been entered into between the company and the Dominion Government under the act granting aid to certain railways for the building of a line from the Intercolonial Ry. at Gibson, to Minto, with a branch line to Marysville, a total length of 35 miles.

Glengarry and Stormont Ry.—Press reports state that engineers have started making a survey for a line from near St. Polycarpe, southerly and westerly through Glengarry county to Cornwall, Ont. C. L. Harvey, C.E., is a provisional director of the company. (June, pg. 229.)

The survey party is in charge of H. S. Dickson, with M. J. McLean as assistant, and is working between Cornwall and Williamstown. (June, pg. 229.)

Hudson Bay and Pacific Ry.—An order of the High Court of Justice, London, Eng., has been granted directing the winding up of the H.B. and P. Ry. Development Co., which was started for the purpose of financing the construction of the line. A meeting of creditors is to be held in London, Eng., Aug. 7.

Intercolonial Ry.—Tenders are under consideration for the erection of a brick and stone passenger station at St. Flavie, Que.; a 10-stall locomotive house and annex with brick chimney, etc., at Point Tupper, N.S. and for the erection of an extension to pier 7, Richmond, N.S.

An Ottawa press dispatch says: "The government has decided to promote the shipment of coal from the Springhill, N.S. mines to the upper provinces by the construction of a sour line of the I.R.C. from Springhill to Wallace. The harbor at Wallace will be dredged and docks constructed for the handling of the coal. Financial provision for this will be made at the next session of Parliament." Another report says the line will be built by the Cumberland Ry. and Coal Co. (See under that heading.)

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Sunnyside Crossing, Toronto. — The Board of Railway Commissioners made an order Dec. 10, in regard to the proportionate cost to be borne by the various parties interested in the separation of the grades at the Sunnyside crossing, Toronto. For the crossing at the Humber in Etobicoke tp., the Dominion Government will pay out of the level crossings fund \$5,000, and the township \$8,000; in York tp. there are three crossings to be eliminated towards which the Dominion will pay \$15,000, and the township a like amount; for the work in the city of Toronto the Dominion will contribute \$15,000. The balance of the cost is to be divided and paid, one-third by the City of Toronto (so far as the work is in the city) and the remaining two-thirds by the G.T.R. The cost is to be figured out on the basis of a two-track viaduct, and the work has to be completed within two years. The G.T.R. desired to have a proportion of the cost assessed upon the C.P.R. which has running rights over the line, but the Commissioners declined to take any action thereon. The City Engineer of Toronto said the carrying out of the order would mean the doing away of ten level crossings within the limits of the city's authority, for the protection of which it was now paying \$3,000 a year.

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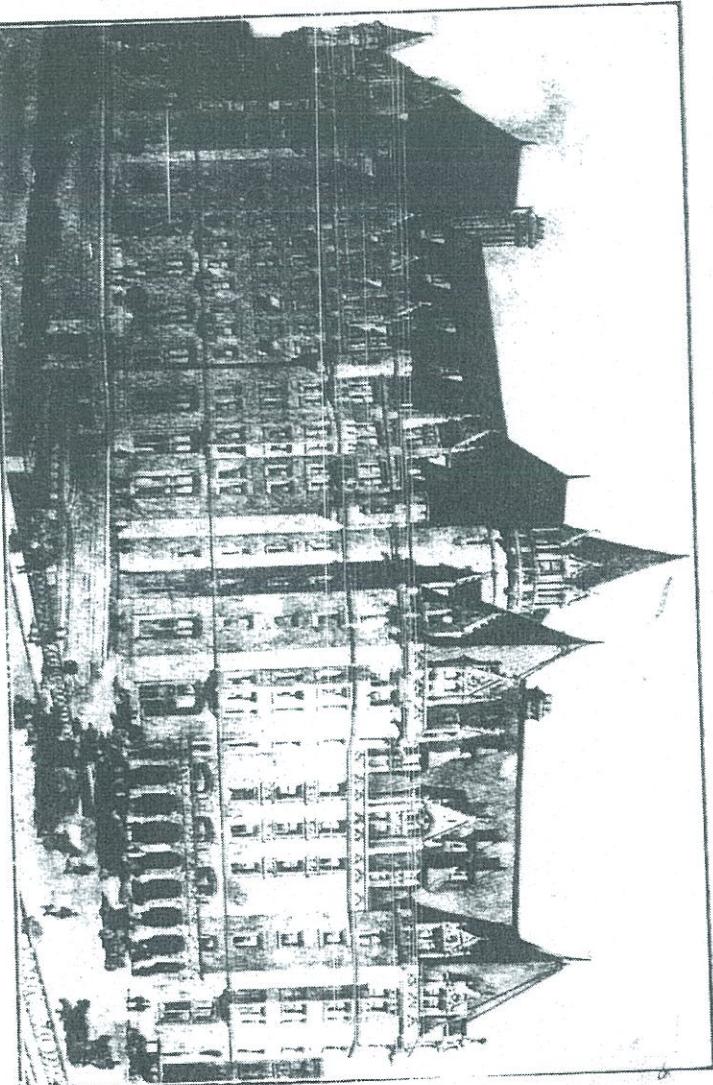
G.T.R.—Settlements, Construction, Etc.

C. M. Hays, Second Vice-President and General Manager, returned to Montreal on June 8, having completed an inspection of the company's lines in Ontario, and the connections with lines in the U.S. In the course of the trip, Mr. Hays, who was accompanied by a number of other officials, spanned across Lake Ontario on the ferry steamer Ontario No. 1, from Cobourg, Ont., to Rochester, N.Y.; and went to Chicago, Ill., in connection with the affairs of the Chicago, Western Indiana and Isthmian Line R.R., in which the G.T.R. is interested. A press report from Owosso, Mich., states that as a result of a meeting of the company's officials with the farmers of the district, a project for railway extension in the northern part of that territory is under consideration. The G.T.R., it is said, offered to extend its line 10 1/2 miles to a coal mine in New Haven township for one-half the cost price of construction, which will be \$80,000. The farmers and the coal mine have accepted and have appointed the committee to raise \$40,000. The line will be exclusively for freight handling, mostly coal and sugar beets for Owosso. The line will be extended four miles out of its original course to the village of New Lethbridge, providing that the people of that place and vicinity will raise \$18,000. A committee of 50 has been appointed from that neighborhood to make the attempt.

Montreal-Toronto Line.—The track between Mile Rocks and Cardinal, Ont., 33 miles, is being relaid with 100-lb. steel. When this is completed the portion of the line between Montreal and Brockville will have been relaid with these heavy rails.

Ottawa Terminals.—The Dominion Government approved of the plans for the construction of the new joint terminal station and hotel at Ottawa, which have been submitted by the G.T.R., which is responsible for its erection. Prior to their submission to the Government the plans and specifications, and the terms of the agreement thereto, were fully considered by the special committee of the city Board of Control, etc., and approved. The agreement has not been

HOTEL TO BE ERECTED BY THE GRAND TRUNK R.R. AT OTTAWA.



ornate and costly. A general description of the station building was given in our issue for Nov., 1907, which applies practically in its entirety to the present plans.

The classic style of architecture has been chosen as being the most appropriate for a railway terminal, and because it also lends itself to the best disposition of office accommodation. The exterior of the building will be of light buff Indiana limestone or Ohio sandstone, and the internal structure of steel framework, concrete and terra cotta.

The main entrance to the hotel will open

from a large portico into a spacious hall,

on the ground floor will be the office con-

manding, the entrance from the railway

subway, and the other exits and entrances,

white the steward's office will be located in

the basement, where the kitchens, em-

ployees' rooms, billiard room, grill room,

etc., will also be located. The general din-

ing room and the

elevators. Fire escapes will be provided on each floor, and there will be fire doors in the corridors.

It is expected that work will be started

at an early date upon the main building.

At present there is under construction a

building which will form an annex to the

station building, and be utilized for luggage

and express purposes.

Kingston, Smith's Falls and Ottawa Ry.

The annual meeting of shareholders of this

company, a number of the directors of

which are G.T.R. officials, was called for

June 2, but was adjourned indefinitely.

Burlington Beach.—According to a Hamilton despatch it has been discovered that the G.T.R. has no rights on the beach at Burlington, Ont., and that as a result it will have to pay \$500 a year to the local commission for keeping its tracks there.

Montreal.—The Quebec, Ont., City

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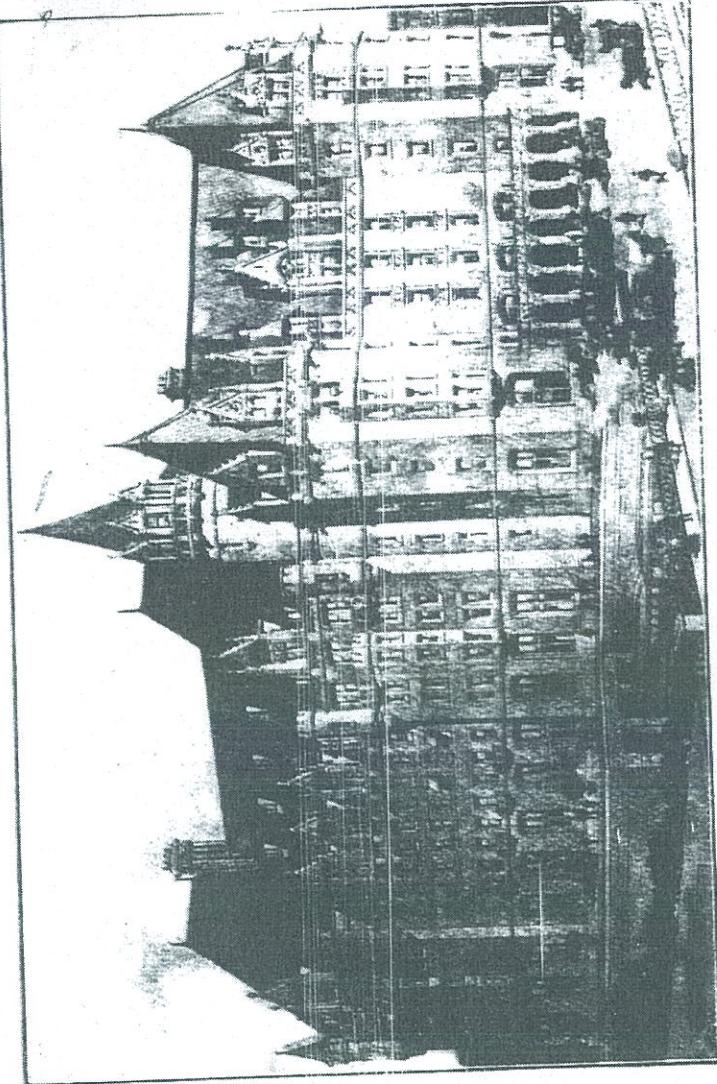
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