

NORTHERN AND NORTH-WESTERN.

#3

ministered by Scott.

TRAINS IN COLLISION ON C. N. R.

Fourteen Cars Badly Smashed Near Collins Bay.

Crashing into the rear of a way-freight train at Collins Bay, eight miles west of Kingston, at 1.25 yesterday afternoon, a fast freight was piled up, delaying traffic on the main line of the C. N. R. indefinitely. Fourteen cars of the wayfreight were derailed and badly smashed, strewing the contents along the right of way. Several hundred sheep were killed, no one injured.

A. E. Warren, general manager of the Central Region, C. N. R., issued the following statement of the wreck near Kingston yesterday afternoon.

"At 1.30 o'clock this afternoon, train No. 493, in charge of Conductor Woodcock and Engineer Welsh, with 63 loaded cars, collided with the rear end of wayfreight west bound No. 2016, in charge of Engineer Fairbairn and Conductor Martin, derailing three cars of No. 2016 and seventeen cars of No. 493.

"The accident took place near Collins Bay station on the Gananoque sub-division. None of the train crews were injured, although it was reported that 12 cars of stock were derailed, some of the stock being killed and injured.

"Auxiliaries were rushed from Coteau Junction and Belleville, and a veterinary despatched from Kingston."

"Passengers from No. 15 (the International Limited), between Montreal and Chicago, were transferred at the scene of the accident. The track will be cleared six hours after the accident. The cause is under investigation."

Kingston
Brockville
September 18 1928

HAMILTON AND NORTH-WESTERN

APRIL 30, 1902.

FATAL PITCH IN ON THE G.T.R.

**An Official Train From the Falls Ran
Into the Regular Train From
Port Dover**

**Robert Murray, of This City, a Messenger
Employed By the Canadian Ex-
press Co., Killed**

**The Damage to Rolling Stock Will
Amount to About \$10,000—An
Inquest Opened**

An accident occurred on the Grand Trunk railway at the junction of the Port Dover branch and the main line, a short distance east of the Mary street bridge, a few minutes after 8 o'clock last evening. An official train, consisting of an engine, baggage car, and three coaches, ran into the side of the evening train from Port Dover, overturning several cars and killing one man, Robert Murray, one of the Canadian Express company's messengers, who was travelling in his official capacity on the Port Dover train. He

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The company's officials have not yet been able to place the blame, but an investigation into the cause of the accident is being held to-day.

The Port Dover train, due at the Stuart street station, was a mixed passenger and freight, consisting of an engine, two freight cars, a baggage car, mail car, and two passenger coaches. It was in charge of Conductor Gibson and Engineer Wright, of this city, was at the throttle. In the baggage car were Baggage man Litch and Express Messenger Murray, while Mail Clerk Mathews was in the mail car. The Hamilton passengers had all detrained at the King street station, and the only passengers in the coaches were eight Toronto people, none of whom was seriously injured.

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Conductor McKenzie and Engineer Reddy were in charge of the special, of which were Manager F. H. McGulgan and Superintendent G. C. Jones, of the Midland division. The regular had the right of way, and Signalman Timothy Lynch, who has held the position at the Junction for 48 years, says the signals were set against the special, but Engineer Reddy says he did not see any signals, and the first he knew of the presence in the vicinity of the Port Dover train was when he saw the day lights on the engine as it rounded the curve. It was too late then to avert an accident, but he shut off the steam and applied the brakes with all haste.

The engine and freight cars of the Port Dover train had passed over the switch when the crash came, the big engine on the special striking the mail car near the center. The baggage and mail cars rolled over on their sides in the ditch, and the engine and baggage car of the special left the track. The special was proceeding the Buffalo express, and was consequently running at a high rate of speed. When the collision occurred the crash could be heard several blocks away, and hundreds of people flocked to the scene. Their numbers were augmented when the news spread up-town, and until midnight the Mary street bridge and houses on either side of the railway tracks were black with people.

Word was sent to the Stuart street station, and the auxiliary force was called out, and the work of clearing away the wreck was commenced in less than half an hour after the acci-

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Word was sent to the Stuart street station, and the auxiliary force was called out, and the work of clearing away the wreck was commenced in less than half an hour after the accident occurred. Engineer McGuigan and Superintendent Jones personally conducted the operations. City Agent Joseph Wallace was soon on the scene and had a special train made up and run out to the scene of the accident. The passengers on the Buffalo express and the eight Toronto passengers on the train from Port Dover were transferred to the special, which made a fast run to Toronto, thereby causing very little delay in traffic. One of the passengers on the Port Dover train was W. Conville, traveling auditor for the railway company. He sustained a cut behind one of his ears and was badly shaken up. Another passenger had his shoulder injured, but both were able to continue their journey to Toronto. Mail Clerk Mathews was badly shaken up, and Baggageman Leith was unconscious for a few minutes. He was in the baggage car when Express Messenger Murray jumped, but he held his ground. When he recovered consciousness he inquired for Murray, and not until

was a traveling auditor for the railway company. He sustained a cut behind one of his ears and was badly shaken up. Another passenger had his shoulder injured, but both were able to continue their journey to Toronto. Mail Clerk Mathews was badly shaken up, and Baggageman Lett was unconscious for a few minutes. He was in the baggage car when Express Messenger Murray jumped, but he held his ground. When he recovered consciousness he inquired for Murray, and not until then was it known that the unfortunate man was pinned beneath the wreck. From the top of the mail car his body could be seen doubled up near the door of the mail car.

When the wrecking crew arrived every available man was set to work to raise Murray, but this was found to be impossible until the other cars could be got out of the way. The engine of the special, which was only slightly damaged, and the baggage car, were soon placed on the track again and were run into the yard. The work of lifting the four cars that had been upset was then commenced, and so faithfully did the large force of men work that before one o'clock the tracks were again clear. It was after midnight before Murray's body was taken from under the car. The head was badly crushed. The body was removed to the morgue.

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The damage to the company's rolling stock was exceedingly light considering the nature of the accident, the outside estimate being \$10,000. The upper works of the four coaches were badly smashed, but the running gear was not much damaged. A few hundred dollars will repair the damage to the engine and baggage car of the special. Manager McGuigan and Superintendent Jones remained in the city over night, and went west this morning.

The mail car caught fire, and the John street company of the fire department turned out and extinguished the blaze before much damage was done. Chief Atchison and a couple of men remained on the scene until a late hour, to be ready in case the fire should break out again.

The deceased Robert Murray had been in the employ of the Canadian Express company for a number of years. He was transferred from Port Huron to Hamilton a few years ago, and was considered to be a trustworthy and painstaking officer. He had a large circle of friends, and his death will be deeply regretted by all who knew him. He resided with his wife and two small children at 257 Wellington.

THE HAMILTON SPECTATOR WEDNESDAY APRIL 30 1902

REMEN HAD

HARD WORK

PENALTY OF TRICKERY

Abuse of Ambulance Exaltation Result in

TORONTO STOCK MARKET

Toronto, April 30.

Asked. Bid.



CHOICE OF THE



MAYOR HENDRIE

London Free Press 11/20/1888

Hamilton 11/19/1888

The express train from the north on the N&W division of the GTR was backing from King St. Station to the yard at noon today when it collided with a freight train of eight cars and a pony engine. The platform of a passenger car and the headlight and skull of the yard engine were demolished. No person was hurt.

about thirty-five years old.

A GOOD CONNECTION.

C.P.R. and G.T.R. Trains to Connect at
Cardwell Junction.

The following correspondence will explain
itself:

C. R. Smith, secretary Hamilton Board
of Trade—Dear Sir: Canadian Pacific
railway—General Superintendent's office,
Toronto, April 25—Referring to yours of
the 21st about connection between trains of
the Grand Trunk and this company at
Cardwell Junction, I have just received a
message from Superintendent Stephenson,
of the Grand Trunk, saying that the south-
bound morning train would reach there at
9 a.m. and asking if I would arrange our
south-bound morning train so that the con-
nection would be made between the two.
I am glad to be able to advise you that on
our new time table, taking effect May 1, we
will bring our south-bound morning trains
to Cardwell Junction at this hour. This is
the connection which I understand your
board has been anxious should be made.
Yours truly,
THOS. TAIT.

BOARD OF TRADE, HAMILTON, April 28.—
Thomas Tait, Toronto: I have the honor
to acknowledge receipt of your favor of
April 25, and am instructed by the presi-
dent of this board to thank you for the
prompt action taken by you to meet the
wishes of this city in making connection
with the G. T. R. at Cardwell Junction—
a connection for which the Hamilton
Board of Trade has long been anxious,
and now appreciate. Your obedient ser-
vant,
C. R. SMITH.

A FAITHLESS LOVER

April
28
1892
Globe