

TORONTO
HAMILTON
AND
BUFFALO
RAILWAY

TRAIN
WRECKS

TH&B

WEST

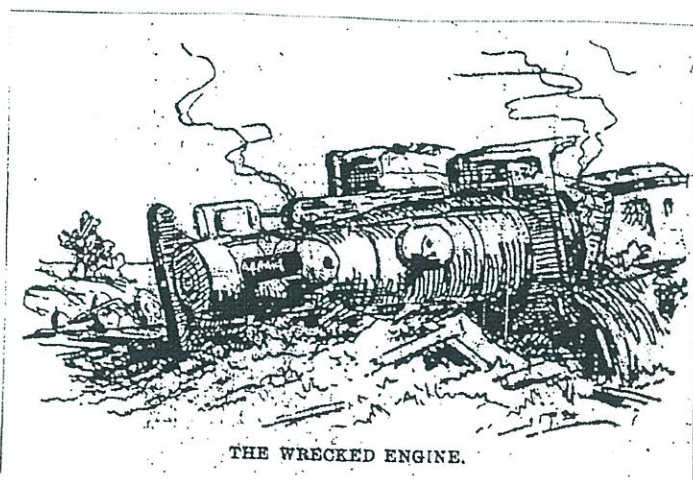
HAMILTON

SEPTEMBER

16th,

1896

The afternoon Brantford express left the TH&B Hunter Street station a few minutes past five on September 16th, 1896. It travelled through the tunnel and ran across Aberdeen Avenue to the Rifle Ranges in West Hamilton. In the early years the TH&B had a wye for turning its engines at or near Rifle Range Road in West Hamilton.. The express hit the switch at the wye and was thrown off the track and into the ditch on the south side. The first passenger coach ran up the siding of the wye and did not leave the rails. It took with it too, the rear end of the baggage car which hung across the ditch, one end on the siding and the other on the mainline without turning over. The rear passenger coach remaining on the mainline, not getting as far as the switch. None of the passengers were injured. The engine it was believed must have been running fast at the time as it went into the ditch with terrific force, then toppled over on its side. The engineer James Facer of Waterford was thrown out of the cab and was killed when his head struck a pile of ties besides the track. His fireman George Johnston was pinned or rather crushed under an engine drive wheel in the mud suffering the ravages of boiling water and live steam on top of him. The cause was a mystery, was the train travelling too fast or was the switch left open. At the inquest that the wye was used to turn an engine the day before but evidence was given that a number of trains had run over the switch that day. The switch had not been used in 24 hours. Had the engine split the switch? After many witnesses the inquest could not find an answer.



going to bat, they had made a fine innings. layed well for 22 and 20 not later for Chir the visitors. The Wan- re drawn for or eight wick- seven wickets ry effectively. accompanied friends while the score:

KL	12
s.	13
ns.	0
.....	50
.....	1
b Davis	7
urds, b Da-	22
son, b Wil-	10
Davis	21
.....	0
not out	20
.....	13
.....	169
S.	3
try	11
McGiverin	1
b Laing	14
McGiverin	16
Giverin	1
outham, b	3
McGiverin	3
.....	12
McGiverin	1
.....	4
.....	0
.....	3
.....	68
to-morrow at	

allans.
be Australian
York yester-
concluded a
d, where they
The As-
lay in Phila-
d 21.
Jersey A.C.
3 and M, and
Oct. 2, 3 and
es in Phila-
o Chicago for
9, and from
ransisco and
sa for Auck-
ill visit Nags-
s of interest
E. Darling,
p. New-South
nia; S. Greg-
George Gif-
Braham, Vic-
ralia; F. Ire-
Jones, South
Victoria; J. J.
H. Mus-
T. R. Mc-
G. H. Trot-
n and Harry
e fine spec-
man, several

CRUSHED AND MANGLED

DISTRESSING ACCIDENT ON THE
T. H. & B. YESTERDAY.

The Brantford Express Engine Jumps the
Track—Fireman and Engineer Both
Killed—Johnston's Horrible Death—The
Passenger Coaches Keep the Rails.

Yesterday afternoon the T. H. and B. contributed to the accident history of the city its first railway horror. But a short distance from the city on the Brantford line two of its employees met death in horrible form, and that more lives were not crushed out was somewhat miraculous. As is usually the case there is doubt as to the cause of the accident, and as the two men who would be most likely to know are dead. It may be that it will never be known. The accident means considerable, financially, to the railway company, one of its fine new engines being a bad wreck, the front end of a baggage car being smashed and a part of the line torn up.

The fated train was the afternoon Brantford express, which left the Hunter street station a few minutes after five o'clock. It traveled along all right till it reached the Y switch out near the rise ranges, and at that point, how is not clearly known, the engine, tender and front trucks of the baggage car left the rails. The result was that both engine and tender were ditched on the south side of the main line, and both engine and fireman

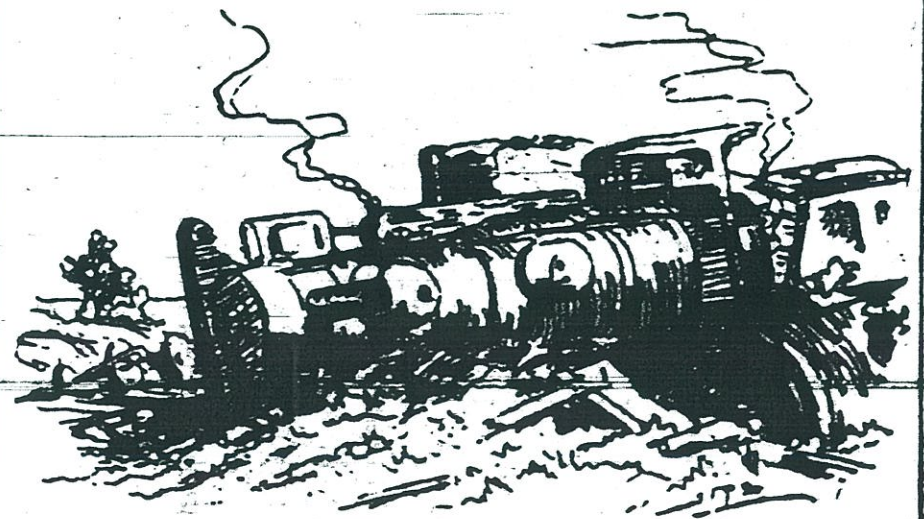
two men killed at the undertaker's rooms, and then, at the invitation of the railway company, went out to the scene of the accident to look over the ground. They returned about 12:30 and adjourned to meet to-morrow night at No. 3 police station. H. Carscallen, Dr. Rennie, General Manager Woodard, General Passenger Agent Warburton, and Secretary F. S. Upton were with the party. The jury consisted of the following citizens: Ald. J. T. Hall, foreman; E. C. Murton, W. Applegath, G. Crawford, A. G. Myles, L. Swartz, B. Carey, J. Grossman, J. F. Kennedy, S. Medley, A. Robertson, T. Reddal, P. H. Somerville, W. Strong, C. Smith and W. Omand.

This morning Mrs. Facer and a Miss Risch, of St. Catharines, came to the city, and are staying at the St. Nicholas hotel. They arranged to have the dead engineer's body sent by the Grand Trunk to St. Catharines, where it will be buried.

Johnston's father came from Waterford this morning and took charge of the body of the dead fireman. It is to be taken to Waterford for interment this afternoon.

Kerr & Co.'s Fall Show.

The fall millinery and mantle opening of the firm of A. R. Kerr & Co. was pronounced by all who had the pleasure of seeing it to be an unequalled success. The various departments were most beautifully arranged and the effect charming. Large, small and medium hats are to be worn, so that any taste may be easily satisfied. In colors the fashion runs to pearl gray, Russian blue, royal purple and green in many shades. Feathers are more fashionable than ever. The most noticeable change in hats is the height of the crown. Among the new styles are the continental, an American hat, very large, with back of the rim turned up and trimmed with ribbon; the crown is ornamented with feathers



THE WRECKED ENGINE.

were killed. The first passenger coach ran up the siding of the Y and did not leave the rails. It took with it, too, the rear end of the baggage car, which hung across the ditch, one end on the siding and the other on the

and flowers; another is the Lady Bryan, which has a rolling rim of medium size, trimmed with handsome ospreys and Dresden ribbon of cadet blue; and the Lady Laurier, which is of medium size, with a toque crown, trimmed with

Scared to Death.

A peculiar accident, in which Mrs Amy Buck lost her life, occurred yesterday at Lawrenceville, Pa. Mrs Buck is a well-known resident of that village and is the mother of one child. Yesterday she started out for a pleasure drive with her father. The horse was frightened at a piece of paper in the road and ran away. While her father, who is a man well along in years, was struggling to hold the horse down, his daughter fell back in the seat, dead. The excitement and nervous shock had brought about an attack of heart failure, which resulted almost immediately fatal. The father did not notice his daughter's condition, however, until he had quieted the horse. Medical assistance was at once summoned, but Mrs. Buck was past all human help. The deceased was 40 years old and was highly thought of in the community.—Elmira (N.Y.) Advertiser.

AMUSEMENTS.

BASEBALL

Providence vs. Hamilton
Dundas Park, Friday, at 4 o'clock.
Admission—Adults 50c, children 10c, ladies free. Grand stand 10c.
Joe Knight will play with Providence.

GRAND OPERA HOUSE
The Popular Favorites,
The Wilbur Opera Co.

Thursday—Two Vagabonds. Friday—Fra Diavolo. Saturday Matinee—Bobemian Girl. Sunday night—Martianna. Prices—night, 15 to 50c. Matinee, 10c to all parts of the house.

GRAND OPERA HOUSE
Monday, Sept. 21. Finest of all Funny Shows,
GIRL WANTED
with the great mimic, FRANK BUSH.
Newest songs, specialties and items. Grand company, under the management of Davis and Kough. Prices 25, 50 and 10c.

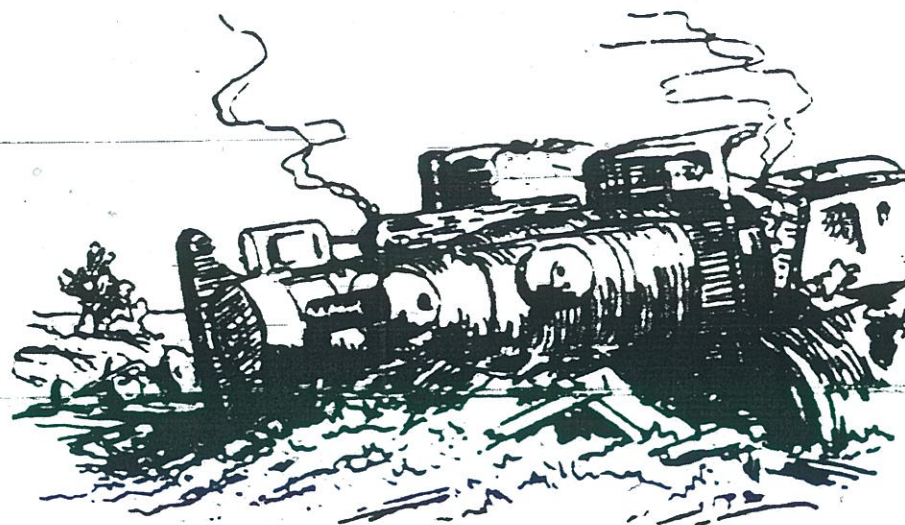
XIII. Regt. Band
and Mrs. Fearwick.
DRILL HALL - - TO-NIGHT

GRAND TRUNK RAILWAY SYSTEM
Reach Service.

The Reach trains, including Sunday trains, to Hamilton stop Saturday night, Sept. 19, 1896.

SMITHVILLE FAIR

Friday and Saturday Next.
LARGE ENTRY.
Speeding in the Ring Both Days.



THE WRECKED ENGINE.

were killed. The first passenger coach ran up the siding of the Y and did not leave the rails. It took with it, too, the rear end of the baggage car, which hung across the ditch, one end on the siding and the other on the main line, without turning over. The rear passenger coach remained on the main line, not getting as far as the switch. None of the passengers were injured. C. R. McCullough, who was a passenger in the rear coach, said that the shock there was not much more serious than if the air brakes had been put on suddenly.

The engine must have been running at a high rate of speed at the time, as it went into the ditch with terrible force, toppled over on its side and became in a moment a wreck of the most decided kind. The engineer, a Waterford man named James Facer, was on the upper side as the big giant went over, and he was thrown out of the cab many feet, alighting on his head with terrific impetus on a pile of ties and bridge work. He was alive when picked up, but the back of his head was terribly crushed in.

"Am I going to die?" he asked, as he was tenderly lifted and carried to a passenger coach to be taken down to the Hunter street station.

They told him they did not think so. "Put me under the wheels," he murmured, his mind wandering, as they placed him in the coach. The train bringing him to the station had hardly reached the Hunter street tunnel when he died. Dr. Rennie, who was at the station awaiting his arrival, ordered the body to be taken to Gray's undertaking establishment.

But George Johnston, the poor fireman, was the man who must have suffered, if life was not crushed out when the first weight of the overturning engine plumed him down. When the rush of escaping steam and hot water lessened sufficiently for the rescuers to get near the wreck, the fireman was found lying beneath a great driving wheel, his face buried in the mud and his body pressed down by the many ton weight above it. There he had lain, surrounded by the escaping steam and hot water, and as if this were not closely enough allied to the tortures of the damned, a broken injector pipe had pierced his body and literally cooked him with its hot fluid. As quickly as possible the body was dug out from beneath the wheels and taken to the Garth street station, being transferred from there to the undertaker's.

At present there seem to be two or three theories as to the cause of the accident, but everyone seems to agree that the train was moving very fast

and flowers; another is the Lady Bryan, which has a rolling rim of medium size, trimmed with handsome ospreys and Dresden ribbon of cadet blue; and the Lady Laurier, which is of medium size, with a toque crown, trimmed with ribbon, ospreys, wings and rhinestones. In mantles a decided change has taken place. The sleeves are slightly smaller and the coats shorter. The newest shades are tan, green, blue and black. The capes trimmed with Angora fur and sable are very fashionable. The exhibition of tailor-made jackets is a sight well worth seeing. Forming part of this splendid exhibit is the fine assortment of children's and misses' short coats and long sisters with capes. In the dress department many beautiful costumes in silk and wool, showing exquisite combinations of colors, were very strikingly arranged. This firm has always been noted for its magnificent assortment of trimmings, and the reputation is well deserved, for the infinite variety observable would be hard to excel. A. R. Kerr & Co. have never shown a finer display of high class goods than they are doing this season, and their efforts are sure to meet with liberal appreciation.

NOW ALMOND WAS KILLED.

Death of a Former Hamilton Man at Coney Island.

Mrs. Almond and John Almond went to Brooklyn yesterday to attend the funeral of Timothy Almond, who was killed at Coney Island on Tuesday. Almond used to live here a number of years ago. Particulars of the accident were received to-day. On Tuesday Almond and Patrick Sullivan, of this city, attended the races at the Gravesend track, which is on Coney Island. When they were returning home Sullivan's hat blew off, and the two men got off at the next station and started to walk back on the track to get it. They were caught on a trestle by a train. Almond was run over and had two legs cut off, and was almost instantly killed. Sullivan, when he saw the train coming, called to Almond to get out of the way and jumped into a creek, about twelve feet below. He was fished out by a number of trainmen, and was not injured. Almond was about 37 years of age.

TWAS A PEACH DAY.

That Fruit Predominated on the Central Market.

Though in all its branches the market to-day was not up to the mark, owing, no doubt, to the rain, it was as big as ever in the peach line. The

GIRL WANTED

with the great mimic, FRANK BUSH.

Newest songs, specialties and ideas. Great company, under the management of Davis and Keogh. Prices 25, 50 and 75c.

XIII. Regt. Band

and Mrs. Fenwick.

DRILL HALL - - TO-NIGHT

GRAND TRUNK RAILWAY SYSTEM

Beach Service.

The Beach trains including Sunday trains, to be discontinued after Saturday next, 19th Sept. 1894.

SMITHVILLE FAIR

Friday and Saturday Next.

LARGE ENTRY.

Speeding in the Ring Both Days.

THE FANCUS 13th REGT. BAND

by permission of the commanding officers will furnish music for the fair on Saturday. Come and hear them and see the WEDDING, the Children's Parade and the Fair.

Tickets at single fare on the T. H. and B. Saturday. Tickets good to return on Monday at 10 cents advance on single fare.

Trains go out after the fair at 4.15 and 5.15; west at 4.15 and special at 7.00 p.m.

A. M. FATHERSON, Sec.

LOCAL RACE MEETING

Flat Racing.

Trotting.

Steeplechasing

-AT THE-

Hamilton Jockey Club Race Track

SATURDAY, SEPT. 19th.

Anderson's orchestra will play during the afternoon.

Admission, including grand stand, 50c. Members' badges not good for this meeting. Races commence at 1.15 p.m. sharp.

A. D. STEWART, Secy.

AUCTION SALE.

MORTGAGE SALE.

UNDER POWER OF SALE IN A MORTGAGE there will be offered for sale by public auction at Thomas Burrows' auction rooms, 67 and 69 King street west, Hamilton, on Saturday, the third day of October, A.D. 1894, at the hour of 1 o'clock afternoon, the following valuable city property, that is to say:

Being composed of lot number 11 on the west side of Ferguson avenue, in Daniel Kelly's survey of lots in the city of Hamilton.

The property is centrally situated, being within a few yards of King street and near the Grand Trunk King street station.

The property will be offered subject to a reserve bid.

TERMS—Ten per cent of the purchase money to be paid on the day of sale, and the balance within 15 days thereafter (or a portion of such balance may be permitted to remain on mortgage for a term of years should the purchaser so desire).

For further particulars apply to BELL & FRINGE, 67 James street south, Vendor's Solicitors, or to THOMAS BURROWS, Auctioneer. Dated this 15th day of September, 1894.

TH&B
MINERAL
SPRINGS

SEPTEMBER

27th

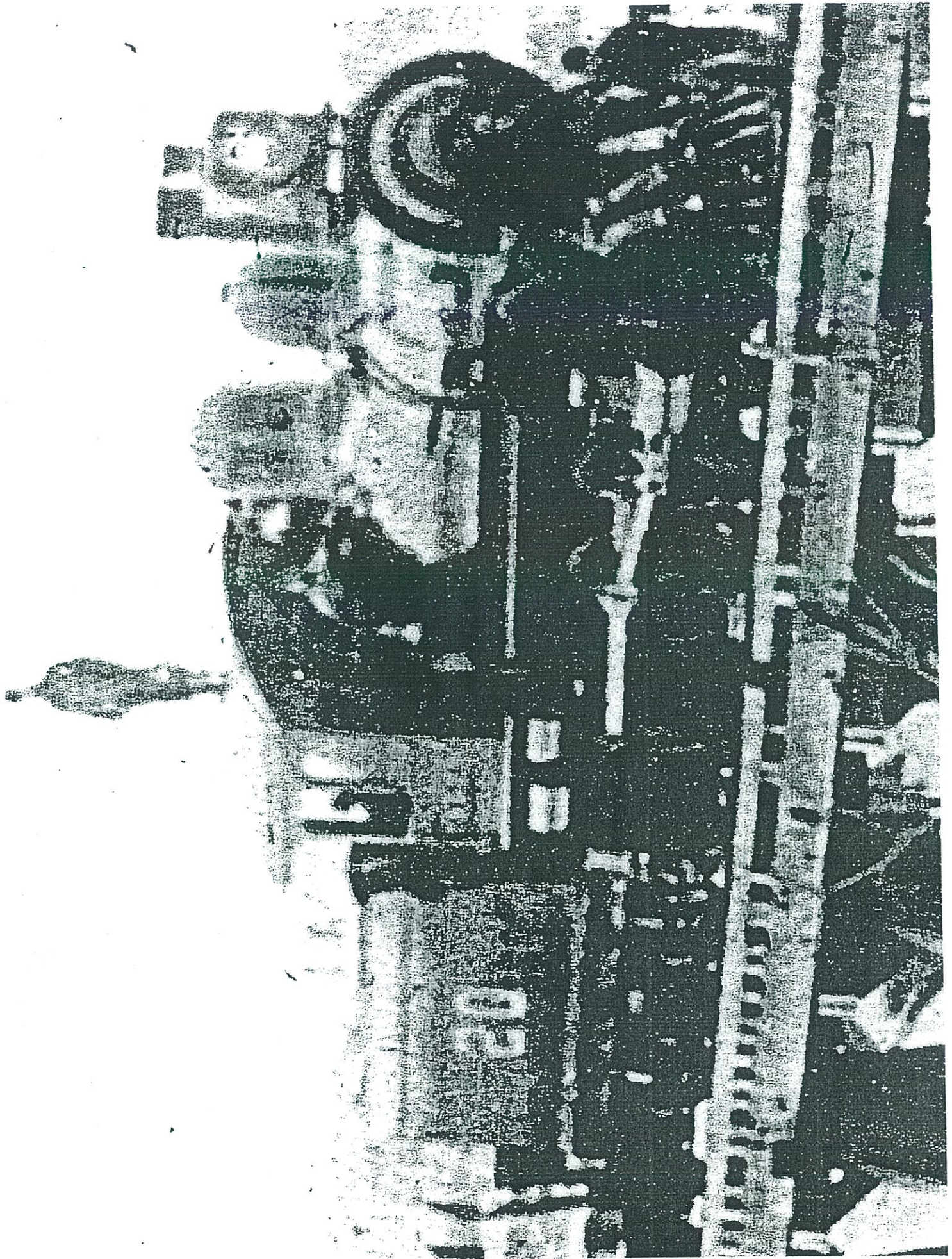
1908

Saturday night in all the Dundas Valley there was a heavy fog that made it impossible to see no more than a couple of yards ahead. At day break, that Sunday morning the mist still had not lifted. At 5 o'clock that gloomy Sunday morning a ten car freight train; No. 60 left Brantford for Hamilton. In the cab were engineer Robert McFadden, fireman Edward Brown and Brown's brother-in-law William. Maloney. Bert Martin was the conductor, and S. Dickerson and McKenna the brakemen. The freight engine was number 20, an F-3 4-6-0 built by Schenectady Locomotive Works in 1894. The run was very slow, the train was running at eight miles per hour. Train No. 60 stopped at Summit where the crew made an inspection of the train. It was nearing Mineral Springs station. The bridge over the public highway was passed safely and just a fifty yards away was a bridge over a small creek. A wooden trestle, forty-five feet long ahead was on fire, it appears to have been burning all that night. Burning quietly and unseen in the fog. Some believed that the three bent wood bridge was completely burnt down when the train travelling through the curving line came upon the bridge. The engine crew would not have seen fire or smoke in the fog. The engine crew would not have noticed the danger. In an instance the engine fell without warning into the thirty foot chasm and overturned. The engine went down almost flat on the left side, the heavy laden with coal and water turned a complete somersault and landed with its wheels pointing up, on to the cab of the locomotive. The engine crew would have died instantaneously. Following the engine were three boxcars loaded with apples and onions and two flatcars loaded with gravel. These five leading cars were piled on top and buried the engine all in the burning ravine. The wooden freight cars caught fire from the remains of the burning bridge and the open fire from the engine's firebox. Now a big blaze, the bridge and the rolling stock twisted the iron rails. The evidence of the burnt piles of the bridge which were covered with gravel thrown down after the engine went through the bridge, protecting the piles from further burning showed the cause to be fire. Brakeman Dickinson had a

narrow escape. Dickinson was on one of the flatcars loaded with gravel. When the crash came he was thrown down the embankment. Conductor Martin and brakeman McKenna, riding in the caboose were shaken up but uninjured. They ran to nearby Summit station but the TH&B telegraph line was down. They went to the nearby Grand Trunk Copetown station to telegraph TH&B officials. The Fire Department sent the Bay Street Company by at special train. The steam fire engine was strapped to a flat car, but at the scene its hose could not reach the creek. It took a long time for the brigade to manage to wrestle the steam fire engine through the fields and back roads. The creek was dammed and for hours a stream of water was thrown at the red hot metals. The Grand Trunk steam crane was borrowed to lift the engine. The dead burnt crew bodies were found crushed under the locomotive.

An Inquest was held, in which William McPherson testified that he was the engineer on locomotive No. 41, a small MLW 0-6-0, and that he had pushed train No. 65 up to Summit the night before the accident. After arriving at Summit at 11:30 PM. his engine was cut off and returned to Aberdeen yards. He stated that he returned over that wood bridge at about 11:40 and there was not a sign of fire. Edward Bailey a TH&B engine helper or mechanic stated that engine No. 20 was in fine shape that day. David Harryman, a TH&B sectionman inspected the bridge twice on Saturday. The inquest found that the engine crew came to their deaths September 27th, 1908 as a result of train No. 60 falling through the first bridge west of Mineral Springs that had been weakened by fire the previous night.

Engineer Robert McFadden was 53 years old born in Ireland and educated in Law at Dublin University. Upon graduation, he came to Toronto gave up law in favour of working on the engines of the Grand Trunk and moved to the TH&B eleven years earlier. Fireman Edward Brown was only 25 years old and had been in the employ of the TH&B less than one year. William Maloney 34, had worked for the TH&B but at the time of the accident was the yard master at International Harvester.



Believed That Bridge Was Burned During That Heavy Fog Prevented the Seeing Their Danger

The most serious railway accident that has occurred in this vicinity since the awful wreck at the Y on the Grand Trunk nearly 20 years ago, was recorded here yesterday. A freight train on the line of the T., H. and B. crashed through a bridge near Mineral Springs station, about nine miles from Hamilton, and caused the death of three men and injured two others. There are features in connection with the fatality that are perhaps unique in the history of railway disasters in this country. The accident occurred at about 6 o'clock in the morning. On Saturday night in all the Dundas Valley there was a heavy fog that made it impossible to see more than a few yards ahead. The breaking of the day did not lift the mist and when the doomed train left Brantford about 5 o'clock the crew remarked on the gloomy appearance of the weather. A slow run was made and at the time the accident happened it is claimed that the train was not going faster than eight miles an hour. The only men who could tell precisely what occurred are those now beyond the power of speech. The survivors of the wreck can only offer conjecture as to the cause of the fatality and they believe the bridge, in some way was set on fire during the night, and by the time the freight train reached there in the morning it was either wholly destroyed or else so charred and crumbling that the moment the heavy wheels of the locomotive touched it the structure collapsed. The dense fog prevented the train crew from seeing either the flames or the smoke, if such there was. What met the sight of the occupants of the cab as they came in view of the bridge will never be known. To-day there is scarcely a stick of timber to be seen that once formed part of the bridge. The heavy rails were

THE DEAD

ROBERT McFADDEN, engineer, 151 Queen street
E. BROWN fireman, Hill street.

W. MALONEY, yardmaster at International Harbours Co., 76 Garth street.

THE INJURED

S. Dickinson, brakeman, 72 Poulette street.
Bert Martin, conductor, Jackson street east.

twisted and burned out of all semblance to their original shape and experts could deduct nothing from their appearance that would furnish a clue to the mystery.

BRIDGE WAS DOWN

The theory that the bridge was down before the train reached it seems to be the most feasible of any advanced. The speed of the train and the impetus given by the heavy freight cars would have carried the locomotive across even though there had been the flimsiest sort of a shell. At least that is the opinion of railway men. The belief is that when the ill-fated McFadden and his companions approached the western end of the bridge they saw that the structure was gone and that the engine was about to plunge into the opening. The few charred bones which remained gave no indication of whether the men made any attempt to jump. The probability is that they were on the opening before they had time to make a move. The fall of 30 feet was sufficient to overturn the locomotive and the unfortunate

men must have been pinned between tons of twisted steel. It is that they were killed by the horror of a death from a burning wreckage was

INSPECTED ON SATURDAY

Farmers who visited the bridge reported that they had noticed the fire during the night, but the circumstance only a passing thought. They received as quite probable that a stray spark had set the bridge and that the flames had consumed the whole structure was confirmed by Superintendent Fisher and B. told Spectator reporter that the bridge had been inspected at 6 o'clock on Saturday night and found safe in every way. It was passed over it after that had been found out of the way was never happened was between night and 6 o'clock next morning. Fisher also stated that it was one of the best of that

Official Statement by the C.

Prevented the Trainmen from Their Danger

THE DEAD

engineer, 151 Queen street south.
ill street.
ster at International Harvester
t.

ONE INJURED

, 72 Poulette street.
, Jackson street east.

abundance could have been pinned at once between tons of twisted steel. The probability is that they were killed instantly and the horror of a death from scalding steam and burning wreckage was spared them.

INSPECTED ON SATURDAY

Farmers who visited the wreck remarked that they had noticed the reflection of a fire during the night, but had given the circumstance only a passing thought. They received as quite probable the story that a stray spark had set fire to the bridge and that the flames had spread till the whole structure was consumed. General Superintendent Fisher of the T. H. and B. told Spectator reporters that the bridge had been inspected as late as 3 o'clock on Saturday night and had been found safe in every way. Two trains passed over it after that hour and nothing out of the way was noticed. Whatever happened was between 9 o'clock at night and 6 o'clock next morning. Mr. Fisher also stated that the bridge was one of the best of that construction on

the line. He felt the disaster keenly. Since he assumed control of the railway it was the first serious wreck to be recorded and his sympathies went out to the bereaved families. Preparations will be made at once to re-build the bridge and it is likely that the new structure will be of iron or steel. The bridge ran over a small creek and it is said that the company started several months ago to fill in the bridge and build a culvert to provide for the watercourse, but for some reason abandoned the scheme. Another bridge of similar type spans the roadway a few feet west of the scene of yesterday's disaster and the company will see to it that a similar fate does not overtake that structure.

CROWDS VISIT SCENE

From an early hour crowds started to congregate at the wreck. Dr. Farmer, of Ancaster, and Dr. Rennie, of this city, the latter being the physician for the railway people, were summoned. They saw, however, they could do nothing for the men crushed and burned beneath the debris, and word was sent to an undertaker to come and take charge of the remains as soon as they had been released. The wreckage burned fiercely till about 1 o'clock, and for yards around the smell of roasted apples and onions filled the air. One of the wrecked cars was loaded with apples and another with onions, and they were scattered in wild profusion all over the place. By the time the fire department arrived from Hamilton there was little to do but to pour a stream from the fire engine, which was supplied from the waters of the creek on to the red-hot iron of the car trucks and casing of the locomotive. It was not until that was done that the auxiliary

(Continued on page 3).

WILLING HAND

Brief Local

Miss Euthenia Caled a teacher's certificate for entrance to the

—Miss S. L. Teet returned from her summer work in her building.

—A unique addition to the Antique Exhibition to the Library of Music, original manuscript of old masters.

—By request of the church unable to attend for the late Bishop Church of Ascension eloquent sermon. Abbott will be put Spectator to-morrow



Prevented by the Company

Superintendent Fisher this afternoon:

Mineral Springs was due solely to fire which burned the floor

E. B. Flr

POLICE

Laundryman Say by T

ged Through Bridge ree Men Met Awful Death

t on the T., H. & B. Railway Near the
Springs Station at an Early
four Yesterday Morning

idge Was Burned During the Night and
y Fog Prevented the Trainmen from
Seeing Their Danger

THE DEAD

ROBERT McFADDEN, engineer, 151 Queen street south.
E. BROWN fireman, Hill street.
N. MALONEY, yardmaster at International Harvester
Co., 76 Garth street.

THE INJURED

S. Dickinson, brakeman, 72 Ponlette street.
Bert Martin, conductor, Jackson street east.

ed and burned out of all resemblance
to their original shape and appearance, could
be identified by anything but the fact
that they were killed instantly and
the horror of a death from scalding steam
and burning wreckage was spared them.

BRIDGE WAS DOWN

a theory that the bridge was down
before the train reached it seems to be
most feasible of any advanced. The
fact that the train and the imperious given
heavy freight cars would have carried
locomotive across even though there
been the slightest sort of a shift. At
that is the opinion of railway men.
belief is that when the ill-fated Mc-
Fadden and his companions approached
western end of the bridge they saw
the structure was gone and that the
train was about to plunge into the open.
The few charred bones which re-
mained gave no indication of whether the
men made any attempt to jump. The
ability is that they were on the open-
ing they had time to make a move.
fall of 30 feet was sufficient to over-
come the locomotive and the unfortunate

man must have been pinned at once be-
tween tons of twisted steel. The probab-
ility is that they were killed instantly and
the horror of a death from scalding steam
and burning wreckage was spared them.

INSPECTED ON SATURDAY

Farmers who visited the wreck remark-
ed that they had noticed the reflection of
a fire during the night, but had given
the circumstance only a passing thought.
They received as quite probable the story
that a stray spark had set fire to the
bridge and that the flames had spread till
the whole structure was consumed. Gen-
eral Superintendent Fisher of the T. H.
and B. told Spectator reporters that the
bridge had been inspected as late as 3
o'clock on Saturday night and had been
found safe in every way. Two trains
passed over it after that hour and nothing
out of the way was noticed. What
ever happened was between 9 o'clock at
night and 6 o'clock next morning. Mr.
Fisher also stated that the bridge was
one of the best of that construction on

the line. He felt the disaster keenly.
Since he assumed control of the railway
it was the first serious wreck to be re-
ported and his sympathies went out to the
bereaved families. Preparations will be
made at once to rebuild the bridge and it
is likely that the new structure will be of
iron or steel. The bridge ran over a
small creek and it is said that the moun-
tains started several months ago to fill
in the bridge and build a culvert to pro-
vide for the watercourse, but for some
reason abandoned the scheme. Another
bridge of similar type spans the roadway
a few feet west of the scene of yester-
day's disaster and the company will see
to it that a similar fate does not overtake
that structure.

CROWDS VISIT SCENE

From an early hour crowds started to
congregate at the wreck. Dr. Farmer,
of Amherst and Dr. Rennie, of this
city, the latter being the physician for
the railway people, were summoned.
They saw, however, no need of doing
much for the men who had perished be-
cause they were dead and word was sent to
the coroner to come and take charge
of the remains as soon as they had been
released. The wreckage burned fiercely
till about 1 o'clock, and for yards around
the small of twisted apples and onions
filled the air. One of the wrecked cars
was loaded with apples and another with
onions and they were scattered in all
directions all over the place. By the time
the fire department arrived from Hamil-
ton there was little to do but to pump
a stream from the fire engine which was
supplied from the waters of the creek
on to the red-hot iron of the car trucks
and raising of the locomotive. It was not
until that was done that the auxiliary
(Continued on page 3).



WILLING HANDS REMOVING THE MESS OF TWISTED STEEL

Brief Local Items

Miss Euthenia Cameron has been granted
a teacher's certificate admitting her
for entrance to the Normal school.
—Miss S. L. Teetzel, stenographer, has
returned from her vacation, and has re-
sumed work in her office in the Spectator
building.
—A unique addition has been made
to the Antique instrument collection
on exhibition to-night at the Conser-
vatory of Music, consisting of some
original manuscript and compositions
of old masters.
—At request of a number who were
unable to attend the memorial service
for the late Bishop Carmichael in the
church of Assumption, Rev. Fr. Mc-
Albion will be pleased to hold in the
Spectator room to-morrow.

ST. KITT'S HOUSE BLOWN TO PIECES

Natural Gas Explosion in Garden
City Did Much Damage

But For Absence of Family It Might
Have Been More Serious

St. Catharines, Sept. 23.—Natural gas
caused another disastrous explosion
here last night, and the surprise is that
no fatalities resulted. The substantial
two-story brick dwelling on Niagara
street, of John Reece, was practically
annihilated, and is now little better
than a tottering ruin. The force of the
explosion was great. The whole front
and back of the house were blown out,
and furniture from some of the rooms
was sent flying clear across the street.
John Reece, who occupies the house
with his family, was the only person
injured. The other members of the
family were away, and Mr. Reece went
out for a while last evening, but as he
intended to return shortly he left the
lamp burning in the house. Coal oil
was used for lighting purposes by the
Reeces. About ten o'clock Mr. Reece
went home. He opened the front door
of the house and had just time to step
over the hallway and shut the door
when a terrific explosion occurred. The
whole front of the building collapsed
as if a giant hand had shoved it down,
and Reece was thrown into great
danger. He had a wonderful escape
from death, as the bricks and mortar
fell on top of him, but an examination
at the hospital revealed the fact that
he was only somewhat badly bruised
about the head, limbs and body. As
far as can be learned there are no in-
ternal injuries, and Reece is quite con-
scious and doing nicely to-day.
The noise of the explosion was heard
in all directions and soon brought
crowds of people to the scene. A slight
fire had started among the woodwork,
lathwork and smashed furniture, and
an alarm was sent in to the fire de-
partment, which quickly responded. At
first it was thought that nobody had
been in the house, but soon the groans
of Reece attracted attention and he
was quickly pulled out from beneath a
pile of bricks and mortar and hurried
to the hospital.
The explosion had also knocked out
the rear end of the house, demolishing
portions as if they had been thin glass.
Furniture was thrown in all directions,
across the street and out into the back
yard, and smashed to kindling wood.
Had anybody been in the house at the
time they would scarcely have escaped
with their lives.
The smell of leaking natural gas had
been noticeable, but it was not so



E. BROWN
Fireman

POLICE REPORTS

Laundryman Says He Was Held Up
by Two Men

Chinamen seem to be the especial
prey of the petty thief. At three
o'clock Saturday afternoon two men
entered the laundry of Joe Keen, 345
Main street west, one of them armed
with a big ax. The other man caught
Joe's brother by the throat, while the
one with the death-dealing weapon
held the till at 1 o'clock 15. Then
the two left the store and got into a
buggy and drove quickly away.
It was not until after ten o'clock
the same day that the case was re-
ported to the police, and the thieves
had a good start, but Detective Sayer
is working on the case, and expects
that arrests will follow shortly.
The police are looking for the culprits.

ial Statement by the Company

It was issued by Superintendent Fisher this afternoon:

t at bridge west of Mineral Springs was due solely to fire which burned the floor
the passage of a light engine at 11.40 Saturday night and the arrival of train No.
m. Sunday. The bridge was 45 feet in length, consisting of three openings, and
wooden trestles, and had a large factor of safety beyond that which would
engine or car loading run on this line.

order of the Board of Railway Commissioners for Canada, this and all other wood-
inspected twice daily. Very much heavier engines than No. 20, which went through
it regularly during the past summer. The report of the explosion of the boiler
intact. Following the engine were three box cars loaded with apples and onions,
ravel. The leading seven cars were piled on top of the engine and burying the
is caught fire from the burning bridge and fire in the fire-box of the engine. The



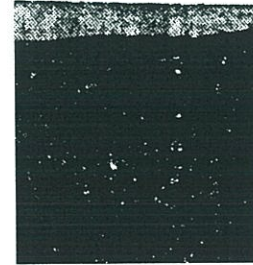
that the moment the heavy wheels of the locomotive touched it the structure collapsed. The dense fog prevented the train crew from seeing either the flames or the smoke, if such there was. What met the sight of the occupants of the cab as they came in view of the bridge will never be known. To-day there is scarcely a stick of timber to be seen that once formed part of the bridge. The heavy rails were

BERT G. McFADDEN
Engineer

IT BE BIG ONE

ves of Galt Will Give Mr.
den Great Welcome

own Correspondent.
Oct. 28.—The Conservative to be held here this evening is to be one of the greatest in the history of the servants from all over the pouring into town and indications the opera house large enough to hold the porters. In L. Borden will town this evening at 7.20 stock and will be met at a station by some of the Conservatives of the session will be formed con- the Galt Kiltie band, and the visitors. The opera the visitors. Also delivered by A. Clare, Mr. P. B. J. M.L.A. Guelph, R.L. B. of the party. Hon. Mr. into, and W. F. Cockburn,



Official Statement by the Company

The following statement was issued by Superintendent Fisher this afternoon:

The lamentable accident at bridge west of Mineral Springs was due solely to fire which burned the floor system and piling between the passage of a light engine at 11.40 Saturday night and the arrival of train No. 60 at eight minutes after 6 a.m. Sunday. The bridge was 45 feet in length, consisting of three openings, and of standard construction for wooden trestles, and had a large factor of safety beyond that which would safely carry the heaviest engine or car loading run on this line.

In conformity with an order of the Board of Railway Commissioners for Canada, this and all other wooden trestles on this line are inspected twice daily. Very much heavier engines than No. 20, which went through the bridge, have been run over it regularly during the past summer. The report of the explosion of the boiler is incorrect, as the boiler is intact. Following the engine were three box cars loaded with apples and onions, and flat cars loaded with gravel. The leading seven cars were piled on top of the engine and burying the three occupants. The debris caught fire from the burning bridge and fire in the fire-box of the engine. The evidence of the burnt piles of the bridge which were covered with gravel thrown down after the engine went through the bridge, protecting them from any further burning, show the cause of the accident was fire.

E. FISHER, General Superintendent.

E. F.

POLICE

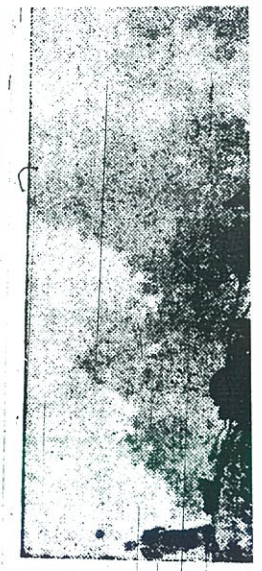
Laundryman Se

by
Chinamen seer prey of the pet o'clock Saturday entered the laun Main street west with a big axe. Joe's brother by one with the d rified the till at the two left the buggy and drove It was not in the same day th ported to the po had a good start, is working on tr that arrests will The police are l of a plasterer's found on the Ma day. The owner i tification, by ap headquarters in t

USED T

Two Milkmen Cha

Their
Some men who su zens of Hamilton : grace, for 40-day su at the instance of against W. B. Cock berry, both of Wa ating milk by the When Hamiltonians milk they expect th board of health off it their business to s



A SAVING OF TIME AND MATERIAL IN MAKING CATSUP AND PICKLES

Use Parke's catsup bottle will flavor and keep from souring catsup made from a bushel of tomatoes. For pickles use Parke's pickle mixture. A 25 cent package to a gallon of vinegar makes a delicious pickle. Sold by grocers and by Parke & Parke, druggists, 18 Market square.

—Miss Amy Pearson has returned home from a visit to friends in Michigan.

HAL MAY RUN

Former Hamilton Man Likely to be Candidate in Ottawa

From Our Own Correspondent.
Ottawa, Sept. 26.—Dissatisfaction of local Liberals with the candidature of A. W. Fraser, of timber limit fame, has culminated in an organized effort to pull him out of the field. It is understood that Sir Wilfrid Laurier's intervention was successfully invoked on Saturday in the interest of Hal McGilverin, who is looked upon by leading party men as the only hope of the Liberals. Mr. McGilverin would only consent to run at the instance of the prime minister, and was not very enthusiastic over the matter at that. But it is now said that he has been induced to take the field in lieu of Fraser, and that the deal will be announced upon Sir Wilfrid's return to

MINISTERS OBJECT

There May Be No Wilbur Chapman Meetings After All

In spite of the fact that arrangements have been gone on with for the proposed Chapman evangelistic campaign, there is a possibility that the whole affair may yet be called off. There was a meeting of those appointed from the general committee to look after personal work in the Centenary church, last night, and while there was no trouble outright, all were not of the opinion that the meetings should go on.

A brother of the noted evangelist, who acts as business manager, has made a demand that some building which will hold more than any one of the city churches be engaged, preferably the Victoria rink. This is the result of some of the members of the committee objecting to the place because it has only a floor. Still others think that the campaign should be called off on account of the Dominion elections, and they say that such a campaign cannot be carried on while interest is devoted to the details of an election. Another point on which there is a very decided objection to the campaign is the

COLD WAVE COMING

Chicago, Sept. 23.—A drop of more than 30 degrees in temperature occurred during last night, following a storm of win and rain. At one o'clock yesterday afternoon the mercury stood at 80 degrees. In the evening at eight o'clock here it had dropped to 59 degrees. Early to-day it stood at 47 degrees.



S BEEN FOUND

rious tin box, containing antique plate and silver to \$5,000, belonging to M. J. really lost, for when found safe keeping of a relative V. Mr. Udvin, who reporting, had no legal claim on it, and, it is said, be-

Company

this afternoon:

due solely to fire which burned the floor
urday night and the arrival of train No.
length, consisting of three openings, and
or of safety beyond that which would

ners for Canada, this and all other wood-
engines than No. 20, which went through

The report of the explosion of the boiler
e box cars loaded with apples and onions,
d on top of the engine and burying the
nd fire in the fire-box of the engine. The
ravel thrown down after the engine went
w the cause of the accident was fire.

E. FISHER, General Superintendent.

MAY RUN

ton Man Likely to be
ate in Ottawa

Correspondent.

t. 26.—Dissatisfaction
is with the candidature
r, of timber limit fame,

in an organized effort
at of the field. It is

at Sir Wilfrid Laurier's
as successfully invoked

n the interest of Hal.
ho is looked upon by

men as the only hope
s. Mr. McGivern would

o run at the instance of
lister, and was not very

ver the matter at that.
v said that he has been

ake the field in lieu of
hat the deal will be an-

i Sir Wilfrid's return to
o-morrow.

rphy, K.C., will probably
as secretary of state on

the trade and commerce
rom Commissioner J. S.

that Canada's trade with
during 1907 increased by

00 over the figures for
rease in imports from Ca-
lf a million.

INGTON FORECAST

n. Sept. 28. — Eastern
Northern New York—Rain
tonight. Tuesday, rain,
and high southerly shift-

hwestery winds.
New York.—Rain and much

ght; Tuesday, rain, cooler.
le and Ontario—Brisk and

esterly shifting to north-
nds; rain and much cooler
d Tuesday.

abiding places of the anar-
nt for the homes of the
t congest out courts. Spell

of presidential slayers. No
a country whose tongue he
now.

Fireman

POLICE REPORTS

Laundryman Says He Was Held Up by Two Men

Chinamen seem to be the especial
prey of the petty thief. At three
o'clock Saturday afternoon two men
entered the laundry of Joe Kee, 345
Main street west, one of them armed
with a big axe. The other man caught
Joe's brother by the throat, while the
one with the death-dealing weapon
rifled the till and obtained \$6. Then
the two left the store and got into a
buggy and drove quickly away.

It was not until after ten o'clock
the same day that the case was re-
ported to the police, and the thieves
had a good start, but Detective Sayers
is working on the case, and expects
that arrests will follow shortly.

The police are looking for the owner
of a plasterer's outfit, which was
found on the Market square Thurs-
day. The owner may have it on iden-
tification, by applying at the police
headquarters in the city hall.

USED THE PUMP

Two Milkmen Charged With Watering Their Milk

Some men who supply milk to the citi-
zens of Hamilton must be falling from
grace, for to-day summonses were issued
at the instance of the board of health
against W. B. Cockburn and R. J. Rasp-
berry, both of Waterdown, for adulter-
ating milk by the addition of water.
When Hamiltonians pay 7c a quart for
milk they expect the right goods, and the
board of health officials intend to make
it their business to see that they get it.

ternal injuries, and Reece is quite con-
scious and doing nicely to-day.

The noise of the explosion was heard
in all directions and soon brought
crowds of people to the scene. A slight
fire had started among the woodwork,
lathwork and smashed furniture, and
an alarm was sent in to the fire de-
partment, which quickly responded. At
first it was thought that nobody had
been in the house, but soon the groans
of Reece attracted attention and he
was quickly pulled out from beneath a
pile of bricks and mortar and hurried
to the hospital.

The explosion had also knocked out
the rear end of the house, demolishing
portions as if they had been thin glass.
Furniture was thrown in all directions,
across the street and out into the back
yard, and smashed to kindling wood.
Had anybody been in the house at the
time they would scarcely have escaped
with their lives.

The smell of leaking natural gas had
been noticeable, but it was not so
strong as to cause anxiety. Going in
Reece did not notice it particularly. It
is likely that the accident will lead to
a strict investigation, as the Brantford
explosion and this one, coming so close-
ly upon one another, have created
alarm in the public mind.

Three-fourths of the houses of this
city use natural gas, and in a vast
number of them it appears impossible
to prevent leakage somewhere, prob-
ably owing to the strong pressure.

MURDER AND SUICIDE

Manila, Sept. 28.—A tragedy occurred
at Camp Jessman, Saturday night re-
sulting in the death of Lieut. Edward
J. Bloom, of the Fourth Infantry, and
Private Suttles, Company K, of the
same regiment. Suttles for some rea-
son shot Bloom and then cut his own
throat. Suttles died immediately, but
Bloom lingered until Sunday night.
An investigation of the affair is being
made by military officers.



WHAT THE WRECK LOOKED LIKE WHEN THE HAMILTON FIREMEN ARRIVED



CITY FIREMEN PLAYING A STREAM ON THE DEBRIS

Train Plunged Through Bridge and Three Men Met Awful De

Terrible Accident on the T., H. & B. Railway Near Sulphur Springs Station at an Early Hour Yesterday Morning

**Believed That Bridge Was Burned During the Night
That Heavy Fog Prevented the Trainmen from
Seeing Their Danger**

FIGHT FOR LIFE WITH DEVIL FISH

IN ST. KITT'S NOW
Burglar Made Clean-Up in Dentists'
Offices There

Diver Had Unpleasant Experience in Thirty Feet of Water

From Our Own Correspondent

St. Catharines Sept. 21.—A burglar specialist visited St. Catharines Saturday night. His specialty is handsets. He broke into nearly every dental office in the city and gathered up all the gold that he could find. One dentist had five gold plate plates lying in an open place and those the burglar took. One dentist this morning told me that he had a gold plate taken out of him a day or two ago that nearly the dentist office in Hamilton was gone through by a burglar who cleaned up about \$500 worth of

After Desperate Struggle He Disposed of Sea Monster

San Francisco, Sept. 9.—(United Press.)—The bodies of a giant squid, the Martin Lund, a diver employed by the Coast Wrecking company, were discovered for his life in the sea. The wrecked steamer, Pinnock, was in 30 feet of water in East Bay, off the Martin county coast. Lund arrived in this city after an experience which comes to few men and will enjoy a vacation before again taking a diving suit. The giant squid was dead after the vessel was struck the night and Lund was at work some time before he became aware of its presence. A giant squid, 10 feet in diameter, first grabbed him and he tried to escape. The squid then repeated another and another. The diver began to feel that he was a rubber ball. The squid was so strong he started to the large squid and he wished to ascend. He was told to hold time to the squid and he was told about his new life. The squid was a giant squid and he was told that he was a giant squid.

[illegible]

Another diver brought some of the severed tentacles to the surface, and it is hoped to place the body and tentacles in this city for exhibition.



ROBERT G. McFADDEN
Engineer

WILL BE BIG ONE

Conservatives of Galt Will Give Mr. Borden Great Welcome

From Our New Correspondent.
Galt Sept. 14--Here the Conservative convention to be held here this evening promises to be one of the greatest political events in the history of the town. Conservatives from all over the country are coming. Big towns and by present indications the opera house will not be large enough to hold the Borden supporters. J. L. Borden will arrive in town this evening at 7:30 from Woodstock and will be met at the C. P. R. station by some of the

The most serious railway accident that has occurred in this vicinity since the awful wreck at the Y on the Grand Trunk nearly 20 years ago, was recorded here yesterday. A freight train on the line of the T. H. and C. crashed through a bridge near Mineral Springs about 10 miles from Hamilton, and caused the death of three men and injured two others. There are features in connection with the fatality that are perhaps unique in the history of railway disasters in this country. The accident occurred at about 5 o'clock in the morning. On Saturday night in all the Dundas Valley there was a heavy fog that made it impossible to see more than a few feet ahead.

There were more than a few yards of track between the freight train and the passenger train, and when the freight train left Brantford at 11 o'clock the crew remarked on the gloomy appearance of the weather. A slow run was made and at the time the accident happened it is claimed that the train was not going faster than eight miles an hour. The only men who could tell precisely what occurred are those now beyond the power of speech. The survivors of the wreck can only offer conjecture as to the cause of the fatality and they believe the bridge, in some way, was set on fire during the night, and by the time the freight train reached there in the morning it was either wholly destroyed or else so charred and crumbling that the moment the passenger train crossed it would have crumbled and the structure collapsed. The dense fog prevented the train crew from seeing either the flames or the smoke, if such there was. What met the sight of the occupants of the cab as they came in view of the bridge will never be known. To-day there is scarcely a stick of timber to be seen that once formed part of the bridge. The heavy rain were

THE DEAD

ROBERT McFADDEN, engineer, 151 Queen street south.
E. BROWN fireman, Hill street.
W. MALONEY, yardmaster at International Harvester
Co., 76 Garth street.

THE INJURED

S. Dickinson, brakeman, 72 Ponlette street.
Bert Martin, conductor, Jackson street east.

twisted and burned out of all semblance to their original shape and experts could deduct nothing from their appearance that would furnish a clue to the mystery.

BRIDGE WAS DOWN

The theory that the bridge was down before the train reached it seems to be the most feasible of any advanced. The speed of the train and the impetus given by the heavy freight cars would have carried the locomotive across even though there had been the flimsiest sort of a shell. At least that is the opinion of railway men. The belief is that when the ill-fated McFadden and his companions approached the western end of the bridge they saw that the structure was gone and that the engine was about to plunge into the opening. The few chaps on board who remained gave no indication of whether they made any attempt to jump. The probability is that they were on the open ground before they had time to make a move. The fall of 30 feet was sufficient to overturn the locomotive and the unfortunate

men must have been pinned at once between tons of twisted steel. The probability is that they were killed instantly and the horror of a death from scalding steam and burning wreckage was spared them.

INSPECTED ON SATURDAY

Farmers who visited the wreck remarked that they had noticed the reflection of a fire during the night, but had given the circumstance only a passing thought. They received as quite probable the story that a stray spark had set fire to the bridge, and that the fire spread till the whole structure was consumed. General Superintendent Fisher of the T. H. and R. I. told Specator Reporters that the bridge had been inspected as late as 5 o'clock on Saturday night and had been found safe in every way. Two trains passed over it after that time and nothing out of the way had happened. Whatsoever happened was between the clock at night and the morning of Sunday. Fisher also stated that the bridge was one of the best of that construction on

the line. He felt the Since he assumed control it was the first serious and his sympathies bereaved families. Prep made at once to re-build is likely that the new str iron or steel. The bro small creek and it is sa pany started several m in the bridge and build vide for the watercourse reason abandoned the a bridge of similar type sp a few feet west of the day's disaster and the o to it that a similar fate d that structure.

CROWDS VISIT

From an early hour of congregating at the wreck of Abnaster and Dr. Farquhar, the latter being the railroad people. They saw, however, nothing of the men who had been in the wreck. As it was dark, they were unable to make any of the remains as soon as released. The wreckage still about 1 o'clock, and the smell of roasted meat filled the air. One of the men was loaded with apples, onions, and such, were a provision all over the place. The department attention there was little to a stream from the fire, and a pump from the water on to the red-hot iron of and caught of the iron until that was done the

(Continued on p.

Official Statement by the Company

The following statement was issued by Superintendent Fisher this afternoon:

The lamentable accident at bridge west of Mineral Springs was due solely to fire which burned the system and piling between the passage of a light engine at 11.40 Saturday night and the arrival of train 60 at eight minutes after 6 a.m. Sunday. The bridge was 45 feet in length, consisting of three openings of standard construction for wooden trestles, and had a large factor of safety beyond that which safely carry the heaviest engine or car loading run on this line.

In conformity with an order of the Board of Railway Commissioners for Canada, this and all other engines on this line are inspected twice daily. Very much heavier engines than No. 20, which went to the bridge, have been run over it regularly during the past summer. The report of the explosion of the boiler is incorrect, as the boiler is intact. Following the engine were three box cars loaded with apples and four flat cars loaded with gravel. The leading seven cars were piled on top of the engine and buried.

association of the independent order of Foresters will hold a meeting next Thursday evening, at which further discussion of the increased insurance rates for the older members will be held. Lawyer Sullivan will explain the injunction granted yesterday.

IN ONE CASKET

The Remains of Victims of T., H. & B. Fatality Interred

The funeral of Robert G. McFadden, Edward Brown and William Maloney, the men who lost their lives in Sunday's accident on the T., H. and B. railway, took place at 2 o'clock this afternoon, from A. H. Dodsworth's undertaking rooms. As it was impossible to identify any of the bodies, the remains of the three men were placed in one casket at 10.30 this morning. Rev. Father Holden conducted services at the rooms for William Maloney, and at 2 o'clock Rev. Dr. Fletcher and Rev. J. C. Sycamore conducted services for the other two.

The funeral was largely attended, there being present representatives of the mechanical and operating departments of the T., H. and B., the International Harvester company, the Ancient Order of Hibernians and the Odd-fellows of St. Catharines. The floral offerings were numerous and very beautiful.

WERE SUCCESSFUL

Wilbur Wright Made Three Flights Yesterday

Lemans, Sept. 29.—Wilbur Wright, the aeroplaneist, made three successful flights last evening. On the first flight he was unaccompanied, and remained in the air for one hour, 7 min. 11 4-5 sec., covering a distance of about 30 miles. On the second flight he was accompanied by the aeroplaneist Tissandier, and he succeeded in beating the record for flight with passengers by remaining up 11 minutes 35 2-5 seconds. His previous flight with a passenger was made on Friday last, when he remained in the air 9 minutes 9 1-5 seconds, at a height of 50 feet.

Count de Lambert was his passenger on the third trip yesterday, when he covered about 3 1/4 miles in six minutes and 15 seconds.

OLD MASON DEAD

Bellingham, Wash., Sept. 29.—Possibly the oldest member of any secret order in the United States died yesterday at Lynden. He was the Rev. Alex. Leclaire, 96 years old, who had been for 75 years a member in good standing of the Masonic fraternity.

But Four Entries in the Brantford Handicap To-morrow

The entries for to-morrow's races at Hamilton Jockey club are as follows:

First race, 5 1/2 furlongs, two-year-olds	
El Oro	102
Miss Greenan	99
Mercadel	99
Jeanette M.	99
Killington	102
Otis Keta	102
Hawkslight	102
Tom Reid	105
Waponoca	105
Belbek	105
Pocotaligo	105
Edwin L.	110
Michael Angelo	110
Hank	110
Sir Alvecot	114

Second race, 1 1-16 miles, selling, for year-olds and up—	
Glena MacBride	103
Restoration	103
Lizzie Flat	103
Ormyr	103
Perry McAdow	103
Betsy Binford	105
xNat B.	108
Sunfire	108
xMariposa	108
Ben Stille	113
Harry Richeson	113
Potent	113

Third race, about 1 1/4 miles, four-year-olds and up, steeplechase—	
Weatherlane	139
Gault	139
Mark-man	147
Expansionist	152
Waterway	152
Merry George	152

4th race, 6 furlongs, selling race, year-olds.	
*Devanson	102
*Roger De Coverly	102
*Desperado	102
Red Mimic	104
The Earl	104
Coatcutter	104
Claiborne	107
Great Jubilee	107
Ruxton	107
Dispute	112

5th race, 6 furlongs, selling race, year-olds and up:	
Suderman	100
Hasty	100
*Montbert	95
*Ida Reck	102
Greendale	105
Punky	107
Woodline	107
Muck Rake	107
*Black Sheep	108
Lady Carol	111
Cooney K.	113
Night Mist	113
Debar	114
*Botanist	120
Waterbury	121
6th race, 1 mile on the turf, 3-year-olds and up (Brantford Handicap)	
Cocksure	94
John Carroll	104
Golden Shore	104
Reidmore	112

A SAVING OF TIME AND MATERIAL IN MAKING CATSUP AND PICKLES

Use Parke's catsup flavor and server. A 25 cent bottle will fit and keep from souring.

TH&B

BEACH ROAD

JANUARY 31, 1910

BELT LINE

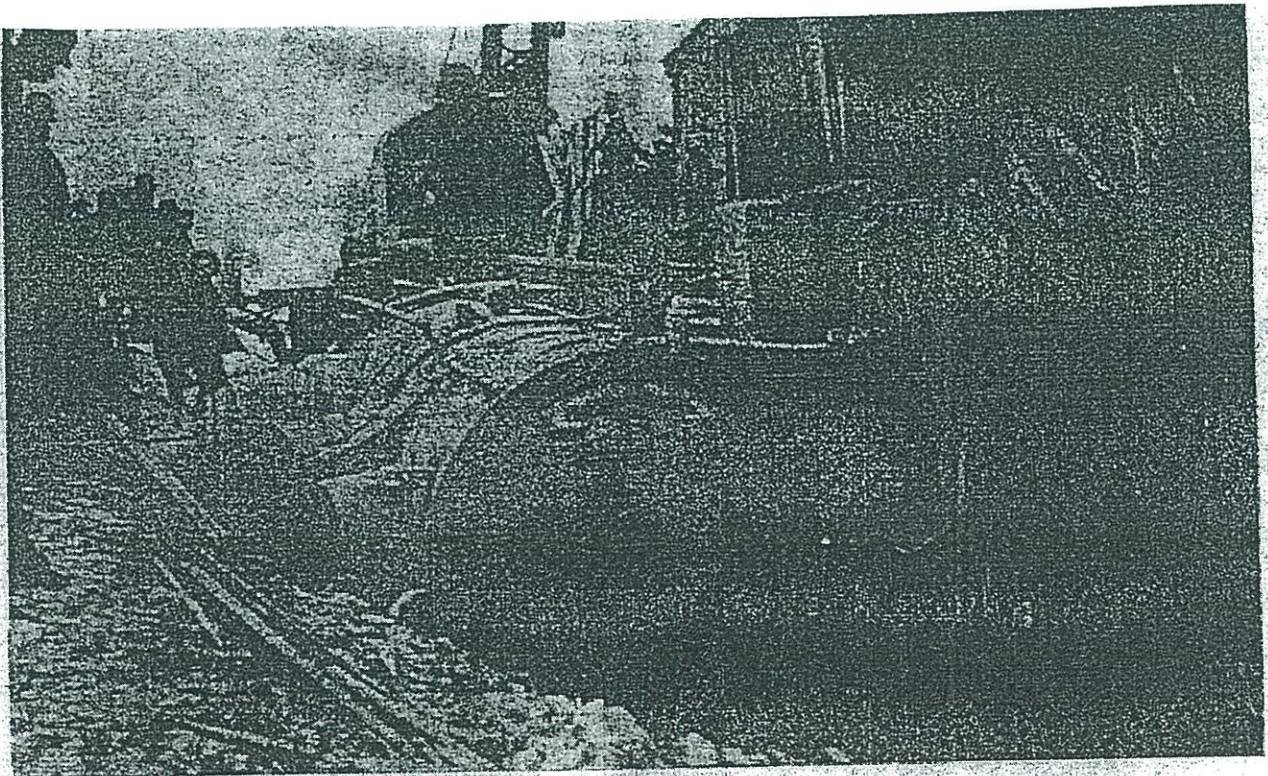
January
~~DECEMBER~~ 31, 1910

Sunday morning, January 30th, 1910 TH&B Engineer Henry Ruppel had under his control TH&B engine No. 40, a small 1904 Montreal Locomotive Works 0-6-0 switch engine. The engine had left the Dundurn engine much earlier that morning. His fireman was James Herdman and the conductor Thomas Kelly. They were involved switching the many industrial factories in the north end of Hamilton. It had cut and returned to the engine terminal for water and coal around seven o'clock. It now switched the Hamilton Steel and Iron Company, the fore-runner of Stelco.

A train was made up of ten cars, of which five cars were loaded with pig iron. For a small engine this was a very heavy load. The train was to run south to the junction with the mainline at Kinnear yard. At eight o'clock that morning the train left the steel company and was steaming along at a moderate speed of about 8 MPH through the maze of industrial spurs and switches, then downgrade through the stone tunnel under the Grand Trunk mainline. There were stiff and rapid grades both down and up from the tunnel. Engineer Ruppel with the heavy train gave the engine a shot of steam to propel the train to the Barton Street crossing half a mile away. It would appear that just after the throttle was moved the little engine just fell off the track and began to climb the east bank of the embankment. The force of the cars behind drove them into the engine, which by this time was assuming a slanted position. So great was the impact of the cars that they severed the draw-bar between the engine and the tender, and forced the engine over on its side with a crash on the east side of the track and the tender was pitched on its end on the west side. The accident was so quick that the engine crew did not have time to jump. The overturned engine ploughed along on its side almost buried itself in the earth of the embankment. The first two wood freight cars exploded into

BELT LINE

splinters throwing gobs of pig iron about the area. Engineer Rumble was immediately pinned partly under the cab when his head was struck by a chunk of the flying pig iron. A fire started in the freight cars. Local rescuers ran to the scene, where they found engineer Rumble dead but fireman Herdman dazed but just injured. A bucket brigade was formed and water; obtained from the ditch, was successfully thrown on the fire. At first it was speculated that the engine had run over a broken rail but that was discredited upon closer examination. The fireman, brakeman and conductor all later testified that the heavy train was running slow, that speed was not a factor. An inquest was convened, a few days later and after all the evidence was presented ended with no explanation as to why the engine had left the track. Engineer Rumble was only 25. Engine 40 was repaired and served the TH&B faithfully until 1936 when it was sold to Dominion Foundry and Steel Company, just next to the scene of the accident.



VIEW OF THE WRECK ON THE T. H. & B. SPUR LINE YESTERDAY, SHOWING THE DEBRIS OF THE

A FATAL WRECK ON T. H. & B. RAILWAY

Freight Train Loaded With Pig Iron Left the Rails
at Crossing Under G. T. R.

Engineer Rumble Pinned Underneath His Locomotive and Was Dead When Picked Up



THOS. KELLY
Conductor on the T. H. & B. Freight
Train That Was Wrecked Yesterday. Conductor Kelly Has Had a
Number of Almost Astonishing Escapes From Death

NARROW ESCAPE FROM BURNING

Inmates Got Away in Their
Night Garments

Unpleasant Experience of
Wellington St. Family

The members of the family of Norman Kurtzman, 190 Wellington street north, had a narrow escape from being burned to death early Sunday morning when a fire broke out in their home. As it was they were only able to snatch a few clothes and escape by the rear door.

The fire started in the front of the house on the ground floor. The gas in the fire grate was left burning, and it is thought that some drapery hanging near took fire from it.

It was about 2:30 o'clock and the members of the household were all sleeping soundly, when they were awakened by the smoke filling the rooms. They grabbed a few clothes and escaped as fast as they could. The family consists of Mr. and Mrs. Kurtzman, Mrs. Kurtzman's sister and a couple of children.

The fire, which started in the front of the house, soon spread back through the double parlors, and climbing the stairs, soon the whole front of the house was a mass of flames.

J. Hamilton, who resides next door, was awakened by hearing the cry of "Fire!" and he hurriedly sent in an alarm for the fire department.

The house is a two-story block. Besides clothing and furniture, a large quantity of beautiful silverware, \$200 in money and a gold watch were burned.

The house is owned by H. Speer, contractor, 124 Wellington street, and is considerably damaged.

LOOKING FOR DEMAND FOR HEAVIER LOAVES

Bakers Say They Have Not Yet Found Any
Great Demand for the Big Loaves
But Public Talks That Way

That the public is aroused over the bread question is made plain from the number of letters received by the Spectator and the remarks heard

on the streets. The opinion is gradually taking hold that standard weight bread can be obtained for the asking, despite the efforts of the bakers to discourage that demand by the simple expedient of repudiating it. Great reforms come slowly, and that is given as the reason for the statement made by one of the bakers this morning that the agitation had resulted in no increase in the demand for standard bread. It is thought that when the people really wake up to the question they will be heard from in no unmistakable manner. Petitions to the legislature asking for an amendment to the statute governing the sale of bread is being signed in the city, and it is thought there will be sufficient signatures to make the government sit up and take notice.

The Spectator has received the following letters dealing with the question:

THAT PESKY LABEL.
To the Editor: The bread question is a vexatious one. That is what I have thought ever since the labels were stuck on it. Do not like them. I cut the bread for my breakfast and unfortunately I sometimes forget the label until I am eating it. That makes me sick and angry. It is a great pity the bakers were given permission to use the label. It gives them a loophole. The bread law has been strangled. They can make the bread any weight they wish to. The fancy and the label should be cut out and let us have all the loaves at standard weight and let the price take care of itself.

One of the writers on the bread question says the two-pound loaves are not properly baked. It is misleading. I would rather eat some of the two-pound loaves than I would the pound and a half loaves. That means a half pound lost on every loaf. All we get is the label and that we don't want. Some of the small loaves are as hard as bricks and tasteless as wood. Working people want something to stand by them, and what is good for the work-

ers is also good for the wealthy. If the confusion on the bread question continues the public is to blame.

JOHN MITCHELL.

CALLS IT HARD-TACK.

To the Editor:—Kindly let me say a few words in regard to bread. Coming to your city two and a half years ago, after spending over fifty years on the farm, and knowing what it was to have good bread, my experience in this city has been that we tried bread from several different bakers, but failed to get what I would call good bread until about three weeks ago. The trouble we had with the bakers was, they would give the bread that they call plain bread or baker's bread for a few times, then the man would come along and say I have no plain bread, it is all gone. The first thing we knew it was all so-called fancy bread, which I would call hard-tack, which they feed to the soldiers. If there was a by-law compelling bakers to make a uniform weight of bread, say 1½ or 2 lb. small loaf, it would put a stop to forcing the so-called fancy bread on the public of our fair city. I like the tone of our mayor, who has enough backbone to say what he thinks. I called up Controller Bailey, who made a statement to the effect that we should circulate a petition asking for a uniform weight of bread. That would be almost impossible, as who has time to circulate it?

I have been talking with a good many working men, and they all cry out that it is a shame the way the working man is treated by the bakers etc. The bakers of our city claim there is no money in selling a 1½ lb. loaf at five cents. I would like to know what they have got all their wealth from, as it is only a few years ago that some of our bakers were peddling from door to door with a cake and look at them with all their delivery wagons today.

I trust that our controllers and aldermen will have backbone enough to put through a by-law to force every baker to make a uniform weight of bread. I think then the renowned fancy bread will soon be a thing of the past.

Thanking you for the space this will

(Continued on page 4)

The announcement, a week ago of the hospital fire caused great excitement among the citizens, but a message received by the police yesterday morning to the effect that a G. T. passenger train had toppled over an embankment just west of the hockey club, created even more excitement.

"Forty people killed and one hundred injured on the G. T. R., just west of the hockey club," was the message received by telephone at 8:03 yesterday morning, by Deskman Harry Smith, of No. 3 police station.

A similar message was received by the fire department.

Shortly afterwards the clang of the fire bell, and the rush of fire apparatus, ambulances and patrol wagons, broke the quietness of the Sabbath morning and made the people wonder.

Many were the inquiries at police fire station: "Where is the fire?" "Is there an accident?" were the queries. When the news was told of the accident, it was not long before a thousand or more were waiting for the scene of the reported catastrophe.

When the starting message came from the police, do not know. It was simply a repetition of the exaggerated story when the news of the city capital fire was made known.

The police and firemen were greatly relieved when, arriving at the scene, they found that the report was greatly distorted, and that instead of being a G. T. R. express, which as at first reported, it was a T. H. & B. freight engine, and that one killed and one injured was the total casualty list.

The accident happened about 8 o'clock, but how it was caused no one seems to know. The freight, which consisted of ten cars of pig iron, on the Hamilton Steel & Iron Company's furnace department, jumped the track at a point on the belt line, where the T. H. & B. passes underneath the G. T. R. main line. The engine, tender and three box cars were completely wrecked. The engineer, Henry Rumble, 105 Limewood avenue, was buried under

tons of pig iron and instantly killed, and his fireman, J. H. Hardman, 207 Locke street south, was thrown from the cab of the engine across the tracks, landing underneath the tender. He escaped with a few broken ribs and cuts in the head. It is feared that he may be injured internally, as he complains of pains in the chest.

The other members of the crew, Thos. Kelly, 31 Erie street east, conductor in charge of the train, and G. Beamsley, brakeman, 101 Stuart street west, escaped with a severe shaking up.

A striking scene of scattered pig iron, twisted steel, and broken cars was presented.

The engine was completely demolished, being pitched on its side into the east embankment. When it jumped the rails it was heading southward, but after the accident its nose was turned to the north. It is thought that the locomotive, when it jumped the rails, must have run up the bank and was forced by the cars following to turn turtle, which would leave it in the position it was when the wrecking crew arrived.

The tender was completely demolished, the top being torn from the trucks and thrown several yards to the west of the track. In between the engine and tender was a box car broken to splinters and the contents scattered. The two following cars were damaged considerably, but not completely wrecked, as were the engine and tender.

The scene was a truly novel one. Never before in the history of railroad wrecks in Hamilton have cars been so badly splintered as this one of yesterday. All that was left of the first car was the roof, the balance of it being scattered around in match-like pieces.

THE WRECK

The train, which was in charge of Conductor Kelly, left the blast furnace about 7:50 a.m. It was traveling at a good speed, according to an eye-witness. This was caused by the down grade approaching the under passage. The engine tender and three cars had just cleared the passageway when the engine left the rails just south of the G. T. R. tracks. It did not topple over, but traveled on the ties for about forty yards, when it

(Continued on page 7)

LOST LIVES IN FIRE

Two People Are Dead and Seven Seriously Burned

By Spectator's Latest News
Stratton, Pa., Jan. 31.—Two are dead and seven seriously burned as a result of a fire which destroyed the home

SLOWLY RECOVERING

Renowned Hon. L. P. Brodeur Will Retire From Public Life

From Our Own Correspondent.
Ottawa, Jan. 31.—Hon. L. P. Brodeur is recovering from his illness, but very slowly. When he can walk

Pertinent and Impertinent

We're to have a new base line sewer guaranteed to work. Base line sewers come high, but evidently we must have 'em.

More commissions to find out about technical education, but when, oh, when, are we going to work at it?

Saw "Comet A. 1916" Saturday night, all right. Did you? As a passing youngster aptly remarked, it looked like a star with smoke coming out of

Now, who'd have ever thought that we have so many handymen among our fire-fighters?

If we don't get the very best results from the schools for what we spend on the schools and teaching, I'm not inclined to blame the board. You can't make a silk purse out of a sow's ear, you know.

Wouldn't advise those annexers to bother about the snow-blast, only

[illegible]

charities in overrun with thieves, and the people are arming themselves, and the authorities have approved impulse to check the lawlessness.

La Patrie makes another attack on President Fallières to-day for what is termed his ~~inadequate~~ contribution to the relief fund. It compares Fallières' (Continued on page 4)

A delegation of the Hamilton Temperance Association waited on the association asking that a resolution passed Saturday evening, looking to a reduction of the number of liquor licenses in the city be adopted, the request was granted and the resolution endorsing it was carried unanimously.

the Hamilton Health Association received from the Israeli Volunteer Society a very generous contribution in the shape of a check

**Fate of Doggie in the City Po
This Morning**

MASSACRE IN KOREA
 day. Speculation is rampant in London. This afternoon a dispatch from Tokyo declared that there has been a massacre of Japanese settlers in Manchuria. The Japanese government has said to the United States that the Japanese are against the constant encroachments of the Japanese in Manchuria.
 It is rumored here that Japanese soldiers are being sent to Korea against the Japanese working party of the Hermit Kingdom.

June 31.—A news agency here this afternoon has been a massacre of Chinese settlers in South Korea. The Koreans are said to be attacking the Chinese with arms against the commandments of the Japanese. It is rumored here that the Japanese are planning a general uprising against the Japanese of the Hermit Kingdom.

[illegible]

OF CLEARING AWAY THE WRECK ON THE T. H. & B. SPUR AND

Miss Eleanor Le
entertained a num
at a military even
which a very job
greatly enjoyed
fortunate winners
ed prizes were: Y
Miss Cotton (To
Simpson (Toron
Oration, Dr. McG

Mrs. Arthur Ross
Bruce, Linton, B.
tenbury, Pim, C.
Cromby, Montiz
Murray, A. Tayl
son, Sam Gilbe
Long, McCoy, F.

Mrs. Gladys A
to the west of
street south.

Mrs. Woolver
eye during tel

The monthly
That Was W.C.T.U.

[Faint handwritten notes and markings at the bottom of the page]

By Speculator. — The Tageblatt, of Berlin, Jan. 31.—The Tageblatt, one of the leading German papers, after an exhaustive investigation, to-day declares positively that Dr. Frederick A. Cook, of Brooklyn, the alleged discoverer of the North Pole, is not a sanatorium at Heidelberg, nor is that neighborhood, and that he has not been there as reported.

Figure 1. A schematic diagram of the experimental setup. The subject is seated in a chair, viewing a video screen. The screen displays a target (a small circle) and a starting point (a small circle). The subject's hand is positioned at the starting point. The distance between the starting point and the target is 10 cm. The subject is instructed to move their hand from the starting point to the target. The video screen is positioned 40 cm from the subject's hand. The video screen displays a target (a small circle) and a starting point (a small circle). The subject's hand is positioned at the starting point. The distance between the starting point and the target is 10 cm. The subject is instructed to move their hand from the starting point to the target. The video screen is positioned 40 cm from the subject's hand.

100

What Was Left of the Engine That Figured in the Freight Wreck on Tuesday Was Left of the Engine That Figured in the Freight Wreck on Tuesday.

the

CROWD WATCHING THE WORK OF CLEARING

AWAY THE WIND

Journal of Interpersonal Violence 26(1) 10-27
© The Author(s) 2011
Reprints and permissions: <http://www.sagepub.com/journalsPermissions.nav>

under room, which had already been destroyed by the flames. Joyce and the bodies of the girls were burned to a crisp.

LOOKS LIKE SUICIDE

Coley Bromfield, Well Known in Canada, Found Dead in England

C. A. P. Special Cable.
London, Eng., Jan. 21.—Coley Bromfield, who is well known in Canada, was found dead at Brighton with his head in a sea grave and the tin known as on his finger. He was well known in an engineering way, and had also been associated with many financial schemes.

WE PRIDE OURSELVES ON QUALITY

Crated chickens, Luckey's ducks, cream puffs, well-bred beef, Canadian piglets, Grimby's tomatoes, bushy green onions, red peppers, artichokes, spinach, eggplants, mushrooms, cucumbers, radishes, Malaga grapes, peaches, apples, pineapples, O. A. C. pears, O. A. C. cherries, honey in the comb, maple syrup, shell and bulk corn, macaroni, finnan haddie, Peaches, Holston & Co., limited.

IS YOUR STOMACH A HEAVY ONE?

Parke's Librated Fruit-Cornmeal will reduce persistent weightiness, induce appetite, and give you a large meal. You feel like eating a large meal. See in grocery stores, Parke & Sons, Ltd., London.

ev. Father Caron Thinks Well of the Teniskaming District

HAS FUTURE AHEAD

From Our Own Correspondent.
Montreal, Jan. 21.—Rev. Father Caron, of the archdiocese of Quebec, who is lately been appointed commissary of the Teniskaming district by the Quebec government, is at present in the city. This district, he declares, is a few years ago a family of a few families, but now it is a thriving community. The population is increasing rapidly, and the district is becoming more and more important. Father Caron is very optimistic about the future of the district, and he is confident that it will become a great center of industry and commerce.

COOK NOT AT HEIDELBERG

By Spectator Leased Wire.
Berlin, Jan. 21.—The Tagblatt, one of the leading German papers, after an extensive investigation, concludes that positively that Dr. Helldorf, a cook of Brooklyn, who is not in possession of the "X" paper, is not in a sanatorium near Heidelberg, and that he has not been there as reported.

By Spectator Leased Wire.

New Orleans, Jan. 21.—The 22nd annual exposition at the Louisiana State Fair, which was held in the city of New Orleans, has just closed. The fair was a great success, and it was a pleasure to see the many beautiful exhibits. The fair was held in the city of New Orleans, and it was a great success. The fair was held in the city of New Orleans, and it was a great success. The fair was held in the city of New Orleans, and it was a great success.

COOK NOT AT HEIDELBERG

By Spectator Leased Wire.
Berlin, Jan. 21.—The Tagblatt, one of the leading German papers, after an extensive investigation, concludes that positively that Dr. Helldorf, a cook of Brooklyn, who is not in possession of the "X" paper, is not in a sanatorium near Heidelberg, and that he has not been there as reported.

By Spectator Leased Wire.

New Orleans, Jan. 21.—The 22nd annual exposition at the Louisiana State Fair, which was held in the city of New Orleans, has just closed. The fair was a great success, and it was a pleasure to see the many beautiful exhibits. The fair was held in the city of New Orleans, and it was a great success. The fair was held in the city of New Orleans, and it was a great success.

COOK NOT AT HEIDELBERG

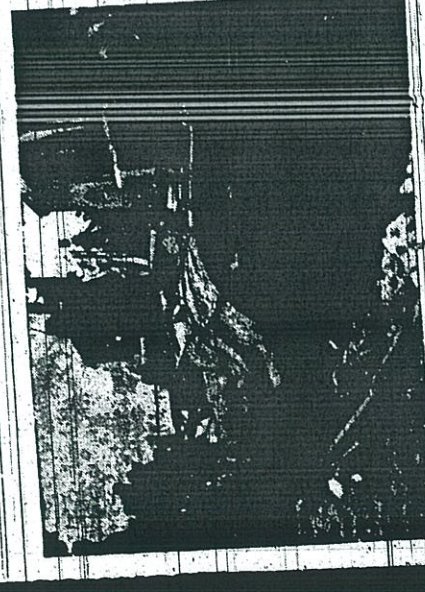
By Spectator Leased Wire.
Berlin, Jan. 21.—The Tagblatt, one of the leading German papers, after an extensive investigation, concludes that positively that Dr. Helldorf, a cook of Brooklyn, who is not in possession of the "X" paper, is not in a sanatorium near Heidelberg, and that he has not been there as reported.

By Spectator Leased Wire.

New Orleans, Jan. 21.—The 22nd annual exposition at the Louisiana State Fair, which was held in the city of New Orleans, has just closed. The fair was a great success, and it was a pleasure to see the many beautiful exhibits. The fair was held in the city of New Orleans, and it was a great success. The fair was held in the city of New Orleans, and it was a great success.

COOK NOT AT HEIDELBERG

By Spectator Leased Wire.
Berlin, Jan. 21.—The Tagblatt, one of the leading German papers, after an extensive investigation, concludes that positively that Dr. Helldorf, a cook of Brooklyn, who is not in possession of the "X" paper, is not in a sanatorium near Heidelberg, and that he has not been there as reported.



What Was Left of the Engine That Figured in the Freight Wreck on the T. H. B. Yesterday



GROWD WATCHING THE WORK OF CLEARING AWAY THE WRECK ON THE T. H. B. SPUR YESTERDAY

WEST BRANTFORD

AUGUST 4, 1900

On August 4th, 1900, the TH&B in the early morning, an extra gravel train left Hamilton in the morning bound for the gravel pit west of Mount Pleasant, eight miles south of Brantford. The engineer was Augustus Unroy, and the conductor was Nelson Snider. The train consisted of 28 flatcars and a coach. The train would unload gravel at points where ordered by the roadmaster. The gravel operation was for the roadbed near Jerseyville. The gravel train left Brantford at 6:45 AM. for the gravel pit. The train was to stay at Mount Pleasant after loading gravel.

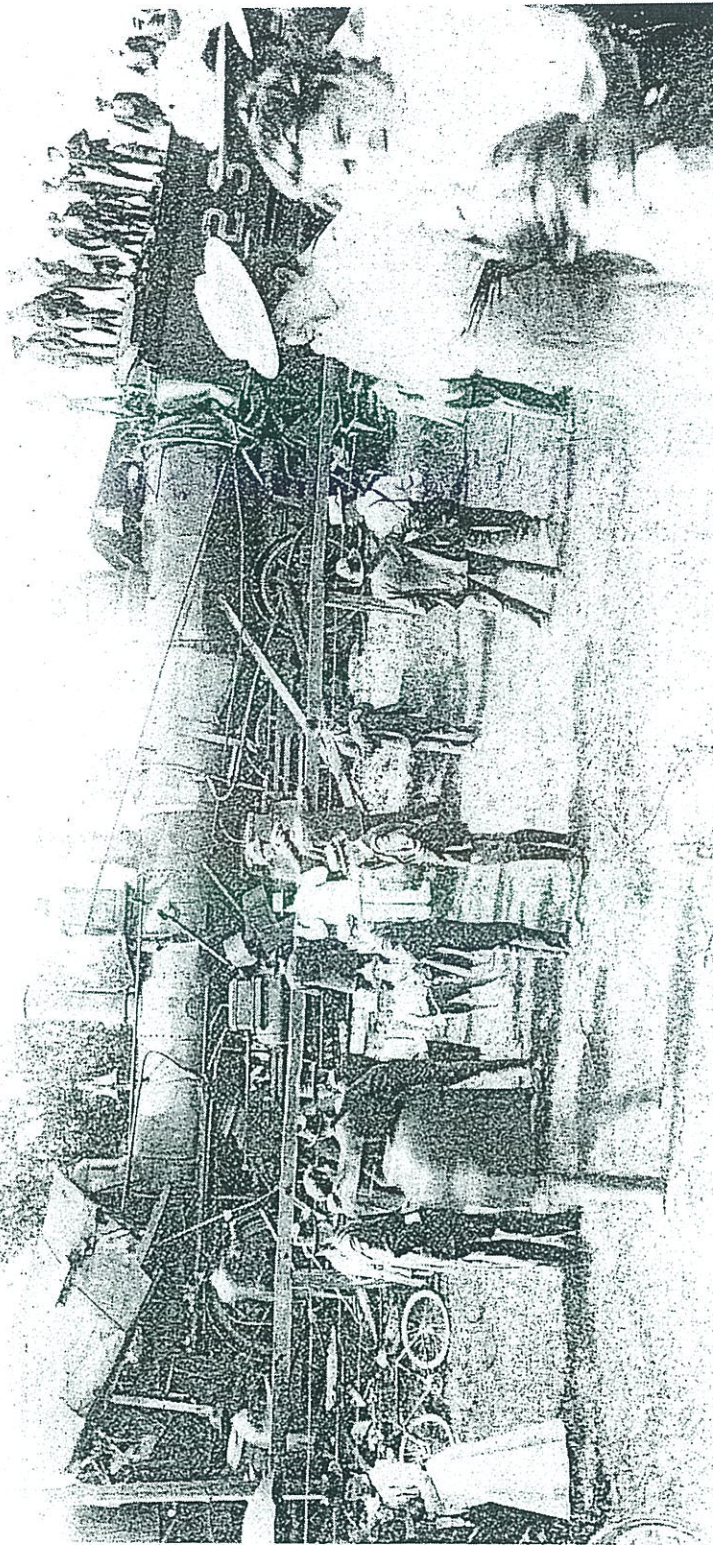
The TH&B ran a regular passenger train from Hamilton to Waterford. This day Engineer James Gilmour and fireman Charles Potticary were in the cab of the passenger train. It arrived at Brantford station on time at 8:28, left, and crossed the Grand River to West Brantford at 8:30 AM.

A collision occurred shortly after this time near the old cordage works about one hundred yards from Brant Street. It appears that the gravel train had left the pit at 8:15, much too early. The passenger train had orders to meet the gravel train at Mount Pleasant.

The engineer of the regular train James Gilmour was killed in the collision. His fireman Charles Potticary managed to save himself by jumping a second before the collision.

The engines involved were No. 19 and No. 23. No. 19 was a Baldwin 4-4-0 built in 1887 for the Chicago Belt Railroad and sold to the TH&B in 1899. No. 23 was a Baldwin 2-6-0 mogul built in 1894 for the Dominion Construction Company the TH&B contractors. It would be sold to the New York shortline the Arcade and Attica Railroad in 1917.

August 4th, 1900 Elizabeth Bowes Lyons was born in England the future Queen Elizabeth.



SMITHVILLE

JANUARY 4, 1947

Smithville, a small village, was the location of a junction of the TH&B Ry.'s mainline between Hamilton and Welland and the branchline to Dunnville and Port Maitland.

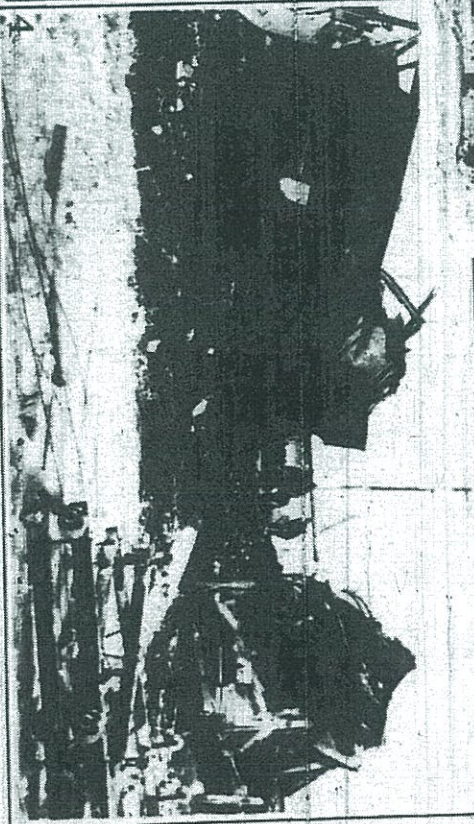
Saturday night., January 4th, 1947 a freight train was coming off the Dunnville line, made the switch and had passed the Smithville station. The van was about to clear the Station Road crossing. Conductor Edward Barlow was with fellow trainman Arthur LeRoy in the caboose when they looked to their rear. They saw to their surprise a fast approaching freight extra coming from Welland on the main track heading right for them. The trainmen quickly scrambled and jumped from the caboose. In just seconds one of the TH&B's massive Berkshire engines smashed through and made kindling wood of the van; which then burst into flames. Besides the van four coal cars on the Dunnville train were tossed from the tracks. The Berkshire on the Welland train was badly damaged and two coal cars on that train were derailed. While the Berkshire stayed on the rails, one of the derailed cars was thrown into a hydro line knocking it down and plunging the district into darkness for two hours. Two freight cars laid across Station Road blocking that main road to traffic. The fire was put out and the repairs to the track took twelve hours, before service could be restored. The conductor on the Welland train was William Bailey.

CT. H. & B. FREIGHTS COLLIDE AT SMITHVILLE—Six freight cars and a caboose were wrecked, the main line was blocked for over 12 hours, and the village of Smithville was plunged into darkness for two hours as the result of a rear-end collision between two westbound freight cars on the main line of the Toronto, Hamilton and Buffalo railway at Smithville, on Saturday night. Two Hamilton trainmen, Edward Barlow, 19 South Oval and Arthur LeRoy, 105 Mary Street, escaped death by jumping from the caboose of the front train a moment before it was hit by the second. The caboose, smashed to kindling, burst into flames which endangered a nearby planing mill until put out by Smithville firemen. One of the toppling coal cars, hurled from the track by the force of the collision, knocked down the Hydro line supplying the village and cutting off power restored shortly before after a day-long storm break. Photographs, taken by a Spectator cameraman, show: (1) section men clearing away coal from two of the wrecked cars which were telescoped across Station Road; (2) twisted out of shape, another wrecked coal car with its spilled load is shown; (3) wreckage of the caboose from which the two trainmen jumped is seen strewn along the track and jammed between coal cars. The car at left of picture is on the main line; (4) in the foreground of this view is the knocked down Hydro line and mass of broken wires. Cars in the background have been thrown off the main line. Inset shows more of the wrecked coal cars after they had been cleared off the roadway.

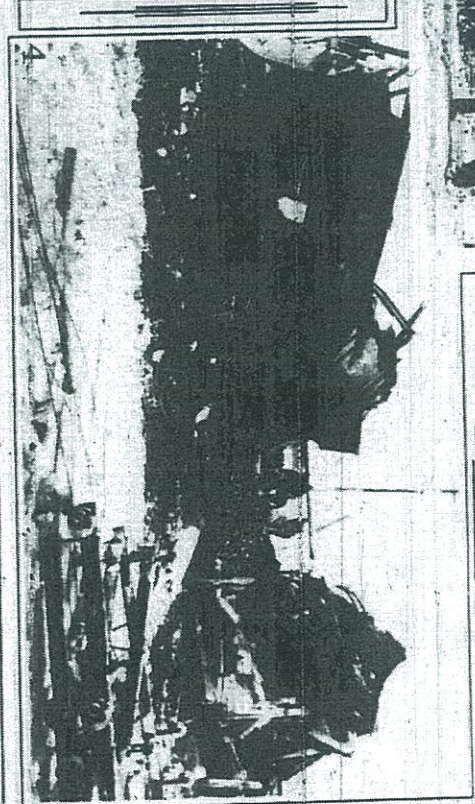
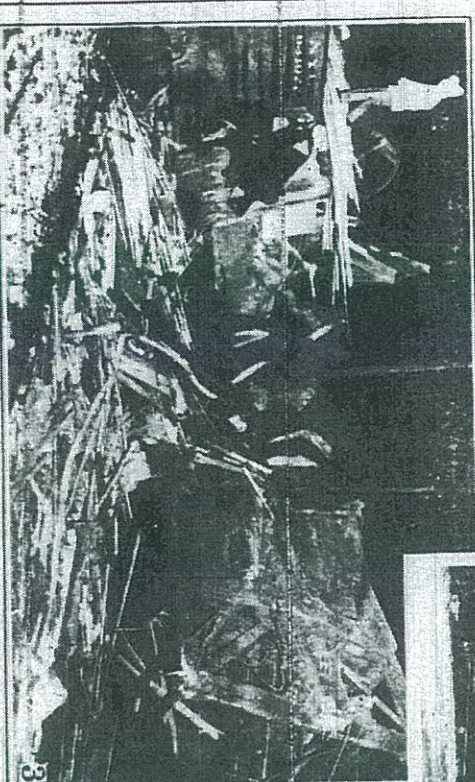
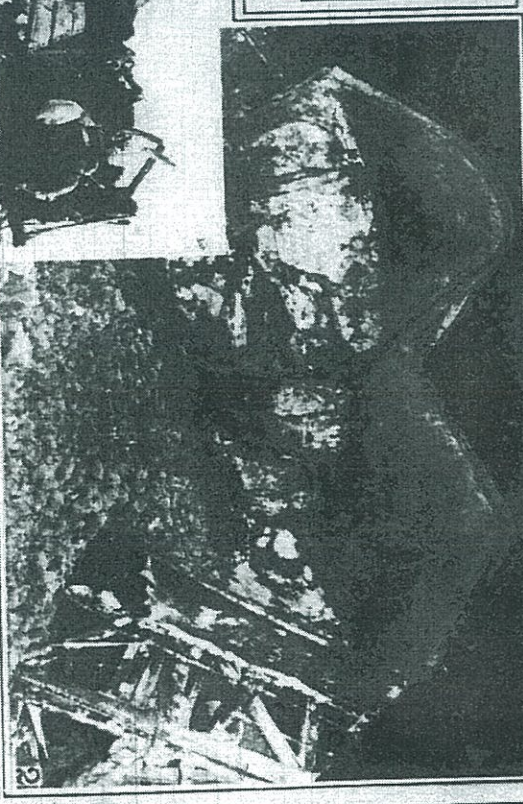
Pretender's Son

Former McMaster

Chandra Bose Quits



London Jan. 6. (CP Cable) — Opportunities for emigrants to Canada and other Empire countries today were depressed in London. The Daily Express reported that the New Year's plan to provide practical openings for warring ex-servicemen both at home and overseas.



JEW RECEIVES POPE'S BLESSING

Montreal, Jan. 6 (CP).—Ben Oniz, a 35-year-old Hungarian Jew who operates a Montreal butcher shop, yesterday displayed a parchment brought to him last week from Vatican City and said he was the happiest man on this continent.

The parchment, signed by the pope, was presented to him by a priest who brought it from Rome.

Oniz, owner of the butcher shop, said he was the happiest man on this continent.

VETERAN REIDES IT IS SAFER AT SEA

Montreal, Jan. 6 (CP).—Tad, a former World War II naval lieutenant commander, it's safer at sea than on land—especially when it comes to his old shipmates.

Paul Kinschberg, who came through the war without a scratch, said he was the happiest man on this continent.

The parchment, signed by the pope, was presented to him by a priest who brought it from Rome.

Admiral Returns

Montreal, Jan. 6 (CP).—Admiral Martin, who was in command of the Canadian fleet, returned to his home in Montreal yesterday.

The admiral, who was in command of the Canadian fleet, returned to his home in Montreal yesterday.

Former Master Teacher Is Dead

Montreal, Jan. 6 (CP).—A former master teacher, who was in command of the Canadian fleet, returned to his home in Montreal yesterday.

The teacher, who was in command of the Canadian fleet, returned to his home in Montreal yesterday.

Chandra Bose Quits

Calcutta, Jan. 6 (AP).—Chandra Bose, who was in command of the Canadian fleet, returned to his home in Montreal yesterday.

The teacher, who was in command of the Canadian fleet, returned to his home in Montreal yesterday.

Sixteen Sailors Lost

London, Jan. 6 (CP Cable).—Sixteen sailors were lost in a shipwreck off the coast of Ireland.

The ship, which was carrying 16 sailors, was wrecked off the coast of Ireland.

Britons Discuss Canadian Opportunities

London, Jan. 6 (CP Cable).—Britons are discussing the opportunities for Canadian immigrants in the United Kingdom.

The discussion is taking place in London, where many Canadians are looking for work.

ST. H. & R. FREIGHTS COLLIDE AT SMITHVILLE.—Six freight cars and a caboose were wrecked. The main line was blocked for over 12 hours, and the village of Smithville was plunged into darkness for two hours. The wreckage of the freight cars and the caboose was scattered all over the main line. The village of Smithville was plunged into darkness for two hours.

Chandra Bose Quits.—Calcutta, Jan. 6, (AP).—Chandra Bose, who was in command of the Canadian fleet, returned to his home in Montreal yesterday.

Clear as a Whistle

came for with the sun came out in midday. It was a humidity which could be felt the sort that hits you a blow in the face as soon as you step outside doors and induces a strong feeling to shed all superfluous garments. Joy was not unmixed in the welcome heat, however, for cool blasts from the north frequently punctuated the heat. The hardest blow was to the girls. With a nice, bright, sun-drenched, warm Sunday, they bided on pleasant walks. They had visions of their dainty feet tripping along warm dry pavements. But when they came to doing their hair, they were horribly shocked not to say pained. The humidity had obscured the mirrors, which boasted of a complete coating of condensed weather. It had the same effect as a steam jet. They had to do their hair on the off-chance. Furthermore, it is reported that wall paper peeled off the walls because of the dampness.

And just when everything was ready for a nice walk, it became colder, the sky clouded, thunder warned and lightning came. After which symptoms, our old friend Jap Phyl's storm-belt came down, and came down cool and hard. It was still descending consistently and accurately as there was written, and bearing in mind the day's record, not to mention the story of other days which preceded, it would be unwise to predict what might follow a few minutes hence.

In that connection how would you like to be the weather-man?

CHARGED WITH THEFT

Louise Harrison, of London, Accused Of Stealing Purse

Louise Harrison, who said she lived in London, Ont., was arrested by Constable Emerson at the corner of King and James streets Saturday afternoon, on the charge of stealing a purse from another young girl named Sophie Thompson. Constable Emerson said he was first attracted to the fleeing form of Miss Harrison by the screams of Miss Thompson, who was yelling "Stop thief." A number of persons were also chasing the woman, who vanished in the doorway of the Bank of Hamilton building. The policeman found the Harrison woman leaning over a radiator in the corridor near the elevator landing. When she saw the constable she said, without being questioned, "I did not take the purse. You can arrest me."

The constable found the purse tucked away behind the radiator. It was identified by Miss Thompson as being the one which she alleged Miss Harrison snatched from her hand on the corner of James and King streets.

The patrol was called and the Harrison woman was taken to the cells.

JORDAN HOUSE STRUCK

Prompt Action Saved W. Hotson's Home From Being Destroyed

During the progress of the storm which visited the district early on Sunday morning, the home of W. Hotson, of Jordan Station was struck by lightning, and but for the prompt action of a son, Wesley, who had come home for over the holiday, the house would have been destroyed. The members of the family, with the exception of Wesley, were sleeping downstairs, and when the lightning came into the house it set the curtains of the room in which the son was sleeping. He at once called for help, and with the aid of the other members of the family, the blaze was extinguished before any very great amount of damage had been done.

SERIOUSLY INJURED

Parkhill Man, Kicked by a Team of Horses

From Our Own Correspondent.
Parkhill, Sept. 1.—A. Mathers was probably fatally injured as a result of being kicked by a team of horses here yesterday morning. Mathers was driving the team along the road when a farmer came out of a gate with a team of horses. The horses became frightened

and ran at the head of the team. The W. C. W. League ball team suffered four of its members being hurt and the club shortened, losing in arm, while Pitcher Kerwin may never be able to play ball again. Schools was panned under the debris four hours. He lived until late this afternoon.

ENGINE FELL OVER AN EMBANKMENT

George Glennie Jumped and Saved His Life

Washout on T.H. & B. Caused a Wreck

George Glennie, of this city, one of the crew on a T. H. & B. engine hauling a freight train, narrowly escaped death early Sunday morning at Summit station, nine miles west of Hamilton, as a result of a washout on the line, due to the heavy rains of the past few weeks. For a space of twenty-five yards the tracks had been undermined and partly washed away. The engine, when it struck the bad spot, rolled over a ten-foot embankment. Mr. Glennie and the other members of the crew jumped, but the former was badly bruised and shaken up.

The freight train was being hauled by two engines and was heading for the Aberdeen yards. The engineer noticed the washout on the road when some distance from it and jammed the brakes on hard, at the same time throwing on the reverse. The pressure of the heavy train, however, forced the locomotive on the washed-out stretch of track and it toppled over into the ditch. The second engine came to a stop within a few feet of the spot where the rails had spread.

The head office here was notified of the accident and a call was put in for the ambulance. Mr. Glennie was conveyed to his home, however, in a rig which met the train at the western city limits. Dr. Rennie attended him.

An auxiliary and wrecking crew was rushed out from Hamilton and worked several hours, picking up the engine and repairing the tracks.

Five of the crew who were riding on the front end of the engine were forced to jump for their lives when the plunge occurred.

The fireman, who was riding in the same cab with Engineer Glennie, was literally swept from his seat in the cab by the rush of water which almost submerged the engine when it turned turtle over the embankment. The fireman, whose name was Jack, son, narrowly escaped drowning, but grabbed a rail fence and pulled himself out of the mud and water which was up to his chin.

It was said by railroad men last night that two engines and two box cars went over the embankment, instead of one locomotive, as was first reported.

The auxiliary, at 11 o'clock last night, was reported as having built a temporary track about the washout, and word was sent to Hamilton that the road would be clear for traffic by this morning.

Engineer Glennie was taken to a nearby farm-house, where he was suffering from a badly lacerated ankle. At 10 o'clock he was well enough to be removed, and the Brantford train was turned back to convey Glennie to this city.

PREPARED FOR A BUSY DAY

Monday, being Labor Day, our store will be closed all day. Chickens, ducks, squabs, lamb, well hung beef, fresh sausage, California peaches, pears, plums, fruit bread, German rye bread, prime old cheese, our own smoked haddies, kippers and ciscoes.

In one of his poems, Ch. rejoicing spirit down to that.

Once a year, at any rate Labor Day is now a fixed institution by Horace Greeley finds

MAYOR RE ON LAI

Refuses to Tell What Action is Like To Follow

Two Controllers Ready To Act, Officials

With Mayor Lees assuming a cautious attitude on any action might take, with Chief Smith insisting that he did not know what outcome would be, and with the controllers appointed to officiate at the Trades and Labor council evening presents all the elements of a first-class mystery. Whether Lees will fulfil his threat to have police stop the drawing hangs in the balance.

Three interviews, as follows, state how the problem stood evening:

Mayor Lees—I cannot discuss any way what action, if any, I take. It is true, as you state, that I have threatened to ask the police to stop the drawing if I considered it was not being observed—I am aware that many people are interested in the outcome, but it is unwise for me to say anything at this juncture.

Chief Smith—I have received instructions from the mayor to guard to the bazar. I do not know what will be done about it.

Mr. J. H. Halford—I think that will be held. The city council has granted a permit, and the law states such an affair is legal if the funds are devoted to charity. We have already passed a resolution.

(Continued on Page 10)

STATION WAS FLO

Officer at Old No. 2 Had a Busy Day Keeping the Water Out

Ever since the opening of No. 2 station down on James street there has been such an appearance of the people of the city to keep within the border of the law, that the constables on duty have almost rusty for the something to do. Sunday-morning Constable Duncan sat in the chair dreaming dreams and in waiting for something to break. Then man took pity on him, and the big storm during the hour and four o'clock a.m., succeeded in erecting an overflow of water into No. 2 police station, kept the officers busy for the next hours clearing it out. Notwithstanding it gained on him till he was obliged to put on a pair of rubber boots, which by diligent effort, after which he finally succeeded in shoveling the water out of the station to the bottom of the street.

came for with the sun came the humidity. It was a humidity which could be felt the sort that hits you a beam in the face as soon as you step out doors and induces a strong feeling to shed all superfluous garments. Joy was not unmixed in the welcome heat, however, for cool blasts from the north frequently punctuated the heat. The hardest blow was to the girls. With a nice, bright, sunshiny, warm Sunday, they builded on pleasant walks. They had visions of their dainty feet tripping about warm dry pavements. But when they came to doing their hair, they were horribly shocked not to say peevish. The humidity had obscured the mirrors, which boasted of a complete coating of condensed weather. It had the same effect as a steam jet. They had to do their hair on the off-shine. Furthermore, it is reported that wall paper peeled off the walls because of the dampness.

And just when everything was ready for a nice walk, it became colder, the sky clouded, thunder warned and lightning came. After which symptoms, our old friend, Jap Plan's storm, came down, and came down cool and hard. It was still descending consistently and accurately as this was written, and bearing in mind the day's record, not to mention the story of other days which preceded it, it would be unwise to predict what might follow a few minutes hence.

In that connection how would you like to be the weather-man?

CHARGED WITH THEFT

Louise Harrison, of London, Accused Of Stealing Purse

Louise Harrison, who said she lived in London, Ont., was arrested by Constable Emerson at the corner of King and James streets Saturday afternoon, on the charge of stealing a purse from another young girl named Sepia Thompson. Constable Emerson said he was first attracted to the fleeing form of Miss Harrison by the screams of Miss Thompson, who was yelling "Stop thief." A number of persons were also chasing the woman, who vanished in the doorway of the Bank of Hamilton building. The policeman found the Harrison woman leaning over a radiator in the corridor near the elevator landing. When she saw the constable she said, without being questioned, "I did not take the purse. You can arrest me."

The constable found the purse tucked away behind the radiator. He was identified by Miss Thompson as the one which she alleged Miss Harrison snatched from her hand on the corner of James and King streets.

The patrol was called and the Harrison woman was taken to the cells.

JORDAN HOUSE STRUCK

Prompt Action Saved W. Hotson's Home From Being Destroyed

During the progress of the storm which visited the district early on Sunday morning, the home of W. Hotson, of Jordan Station was struck by lightning, and but for the prompt action of a son, Wesley, who had come home for over the holiday, the house would have been destroyed. The members of the family, with the exception of Wesley, were sleeping downstairs, and when the lightning came into the house it set fire to the curtains of the room in which the son was sleeping. He at once called for help, and with the aid of the other members of the family, the blaze was extinguished before any very great amount of damage had been done.

SERIOUSLY INJURED

Parkhill Man, Kicked by a Team of Horses

From Our Own Correspondent.

Parkhill, Sept. 1.—A. Mathers was probably fatally injured as a result of being kicked by a team of horses here yesterday morning. Mathers was driving the team along the road when a farmer came out of a gate with a team of horses. The horses became frightened

and ran at the head of the team. The W. H. & B. engine ball team suffered four of its members being hurt, one of the club short-stop losing an arm, while Fletcher Kerwin may never be able to play ball again. Schools was pinned under the debris four hours. He lived until late this afternoon.

ENGINE FELL OVER AN EMBANKMENT

George Glennie Jumped and Saved His Life

Washout on T.H. & B. Caused a Wreck

Gordon Glennie, of this city, one of the crew on a T. H. & B. engine hauling a freight train, narrowly escaped death early Sunday morning at Summit station, nine miles west of Hamilton, as a result of a washout on the line, due to the heavy rains of the past few weeks. For a space of twenty-five yards the tracks had been undermined and partly washed away. The engine, when it struck the bad spot, rolled over a ten-foot embankment. Mr. Glennie and the other members of the crew jumped, but the former was badly bruised and shaken up.

The freight train was being hauled by two engines and was heading for the Aberdeen yards. The engineer noticed the washout on the road when some distance from it and jammed the brakes on hard, at the same time throwing on the reverse. The pressure of the heavy train, however, forced the locomotive on the washed-out stretch of track and it toppled over into the ditch. The second engine came to a stop within a few feet of the spot where the rails had spread.

The head office here was notified of the accident and a call was put in for the ambulance. Mr. Glennie was conveyed to his home, however, in a rig which met the train at the western city limits. Dr. Rennie attended him.

An auxiliary and wrecking crew was rushed out from Hamilton and worked several hours, picking up the engine and repairing its tracks.

Five of the crew who were riding on the front end of the two locomotives were forced to jump for their lives when the plunge occurred.

The fireman, who was riding in the same cab with Engineer Glennie, was literally swept from his seat in the cab by the rush of water which almost submerged the engine when it turned turtle over the embankment. The fireman, whose name was Jack, son, narrowly escaped drowning, but grabbed a rail fence and pulled himself out of the mud and water which was up to his chin.

It was said by railroad men last night that two engines and two box cars went over the embankment, instead of one locomotive, as was first reported.

The auxiliary, at 11 o'clock last night, was reported as having built a temporary track about the washout, and word was sent to Hamilton that the road would be clear for traffic by this morning.

Engineer Glennie was taken to a nearby farm-house, where he was suffering from a badly lacerated ankle. At 10 o'clock he was well enough to be removed, and the Brantford train was turned back to convey Glennie to this city.

PREPARED FOR A BUSY DAY

Monday, being Labor Day, our store will be closed all day. Chickens, ducks, squabs, lamb, well hung beef, fresh sausage, California peaches, pears, plums, fruit bread, German rye bread, prime old cheese, our own smoked haddies, klippers and ciscoes.

In one of his poems, Ch. rejoining spirit down To that

Once a year, at any rate Labor Day is now a fixed institution tolled by Horace Greeley finds

MAYOR RE ON LAI

Refuses to Tell W Action is Like To Follow

Two Controllers Ready To Act, Officials

With Mayor Lees assuming a cautious attitude on any action might take, with Chief Smith saying that he did not know what outcome would be, and with the controllers appointed to officiate drawing or bazar to be conducted the Trades and Labor council evening presents all the elements of a first-class mystery. Whether Lees will fulfil his threat to have police stop the drawing hangs in the balance.

Three interviews, as follows, state how the problem stood evening:

Mayor Lees—I cannot discuss any way what action, if any, I take. It is true, as you state, that I threatened to ask the police to stop the drawing if I considered it was not being observed. I am aware that many people are arrested in the outcome, but it is unwise for me to say anything further.

Chief Smith—I have received instructions from the mayor to guard to the bazar. I do not know what will be done about it.

H. J. Halford—I think that will be held. The city council has a permit, and the law states such an affair is legal if the police are devoted to charity. We have already passed a resolution.

(Continued on Page 10)

STATION WAS FLO

Officer at Old No. 2 Had a Bu Keeping the Water Out

Ever since the opening of No. 2 station down on James street there has been such an appearance on the part of the people of a determination to keep within the border of the law, that the constables on the line have become almost rusty for something to do. Sunday morning Constable Duncan sat in the chair dreaming dreams and in waiting for something to break. The man took pity on him, and the big storm during the hour and four o'clock a.m. succeeded in forcing an overflow of water street into No. 2 police station. The officer busy for the hour kept the officers busy for the hour clearing it out. Notwithstanding the hard work, it gained on him till obliged to put on a pair of rubber boots, which by diligent effort, he finally succeeded in saving the bottom, got the door

suffered. It lire was not crushed out when the first weight of the overturning engine pinned him down. When the rush of escaping steam and hot water lessened sufficiently for the rescuers to get near the wreck, the fireman was found lying beneath a great driving wheel, his face buried in the mud and his body pressed down by the many ton weight above it. There he had lain, surrounded by the escaping steam and hot water, and as if this were not closely enough allied to the tortures of the damned, a broken injector pipe had pierced his body and literally cooked him with its hot flood. As quickly as possible the body was dug out from beneath the wheels and taken to the Garth street station, being transferred from there to the undertaker's.

At present there seem to be two or three theories as to the cause of the accident, but everyone seems to agree that the train was moving very fast. It is said by some of the trainmen that the switch for the siding was open and that the engineer of the express did not notice the board turned against him. If this is correct the train must have been going so fast that the engine refused to take the sharp curve, jumped the switch, and continued on the main line, taking with it the tender and front trucks of the baggage car. The reason the smoking car ran up on the siding in this case would be because the speed of the train was materially slackened before the trucks reached the switch. Another story is that the switch was set for the main track all right, but not locked, and that the jarring of the engine going over it threw it partially open for the siding, thus causing the wheels to jump the switch points. From the position and appearance of the wrecked engine it seems to have gone head first into the south ditch, the cab end being forced up in the air and thrown over the ditch by the weight of the cars behind. The front end of the baggage car was badly smashed in. The loss will be heavy, as the engine is in pretty bad shape.

Both the dead men lived in Waterford. Facer was about 40 years of age and had been in the employ of the company for seven years, having been an engineer on the Brantford, Waterloo and Lake Erie railway. He leaves a widow, but no children. Mrs. Facer went through with him from Waterford to Welland, where she remained, yesterday morning. She heard of the accident at Welland and telephoned to the Hamilton station to know if her husband was hurt. The agent dreaded to tell the poor woman that her husband was dead and got a lady friend at Welland to tell her the sad news.

Johnston was 25 or 26 years of age, and had been in the employ of the company for three or four years. He leaves a widow and two children.

As soon as possible after the accident another train was put on, taking the Brantford passengers to their destination and an auxiliary and wrecking gang started to clear away the wreck and relay that part of the main line that had been torn up. General Manager Woodward personally superintended the work, and in a few hours the line was again clear, though the wrecked engine and tender are still in the mud. Hundreds of people went out to see the wreck last night, and thousands visited it to-day.

At 11 o'clock this morning Coroner Woolverton and a jury, summoned by P. C. Fuller, viewed the bodies of the

send track, which is on Coney Island. When they were returning home Sullivan's hat blew off, and the two men got off at the next station and started to walk back on the track to get it. They were caught on a trestle by a train. Almond was run over and had two legs cut off, and was almost instantly killed. Sullivan, when he saw the train coming, called to Almond to get out of the way and jumped into a creek, about twelve feet below. He was fished out by a number of trainmen, and was not injured. Almond was about 37 years of age.

TWAS A PEACH DAY.

That Fruit Predominated on the Central Market.

Though in all its branches the market to-day was not up to the mark, owing, no doubt, to the rain, it was as big as ever in the peach line. The supply of this fruit, along with plums, was enormous. Prices for peaches ran from 50 cents to \$1 a basket, and for plums from 25 cents to 40 cents. The butter market was a poor one, the quality being bad. The price asked was from 16 to 18 cents. Eggs were scarcer than ever and good ones brought 18 cents a dozen easily.

Clerk Davis is now in possession of his enlarged office, and it is a vast improvement over the old premises. It is not quite finished yet, but will be in a couple of days.

The Weather.

The following is to-day's temperature as taken at Parke's drug store:

9 a.m.—67°; 12 noon—75°; 2 p.m.—75°.

Minimum and maximum temperatures: Calgary, 40; 52; Battleford, 30; 42; Qu'Appelle, 40; 58; Winnipeg, 28; 64; Parry Sound, 34; 58; Toronto, 48; 66; Ottawa, 38; 62; Montreal, 46; 60; Quebec, 44; 60; Halifax, 52; 64.

Lower lakes and Georgian bay—Southeast to southwest winds; unsettled, with local rains; stationary or a little higher temperature.

Ottawa valley and St. Lawrence—Fair at first, then becoming unsettled, with local showers; a little higher temperature.

Gulf—West and south winds; fair to-day; some local showers to-night.

Maritime—Moderate winds; fine, stationary or a little higher temperature.

Manitoba—Fair; stationary or a little higher temperature.

The Armory Band Concert.

Following is the program for to-night's concert in the armory:

Wedding march..... Mendelssohn
Overture—Barber of Seville..... Rossini
Song—Past and Future..... DeKoven
Mrs. Fenwick.

Waltz—Die Elfen Reigen..... Gung'l
Gems of Gounod..... Godfrey
Song—The Scottish..... Belis. Barker
Mrs. Fenwick.

March—Uncle Zeke, the Colored Sport
Bouquets from the Bowery..... Beyer

Have You Tried Hilda?

Hilda cigars are fine, union-made goods, and we sell them seven for 25 cents at peace's cigar store. Hilda cigars make a good smoke, and you get them seven for a quarter at 187 King street east.

Joe Whitehead, a veteran sculler of Boston, has accepted the challenge of Edward TenEyck, of Worcester, for a match race.

MORTGAGE SALE.

UNDER POWER OF SALE IN A MORTGAGE there will be offered for sale by public auction at Thomas Burrows' auction rooms, 87 and 89 King street west, Hamilton, on Saturday, the third day of October, A.D. 1894, at the hour of 1 o'clock afternoon, the following valuable city property, that is to say:

Being composed of lot number 31 on the west side of Ferguson avenue, in Daniel Kelly's survey of lots in the city of Hamilton.

The property is centrally situated, being within a few yards of King street and near the Grand Trunk King street station.

The property will be offered subject to a reserve bid.

TERMS—Ten per cent of the purchase money to be paid on the day of sale, and the balance within 15 days thereafter (or a portion of such balance may be permitted to remain on mortgage for a term of years should the purchaser so desire).

For further particulars apply to BELL & PRINGLE, of James street south, Vendor's Solicitors, or to THOMAS BURROWS, Auctioneer. Dated this 16th day of September, 1894.

Playing Cards.

"Appollo" cards are the very best we know of for the price.

25 cents the pack.

"Trophy" whist cards with extra large indices, are a novelty.

40 cents the pack.

"Sportsmen" pure linen stock—extra fine surface.

40 cents the pack.

ROBT. DUNCAN & Co.,

Corner James and Market Square.

BE SURE

You treat your eyes right, they're about your best friend: if you can't see, or they tire easily, give them rest and yourself comfort by wearing properly fitted spectacles. When I fit glasses I do it on scientific lines, not guess work.

WILSON BARR,

Druggist and Graduate Optician, corner King and Hughson Streets. Opp. Thomas C. Watkins.

In
Or
Cl

for
and
men
fave
A
mal
judi
we
abil
der
do
for

Suits to
Trousers

Fr

THE P

Kootenay
Oil 50c. M
Pills 5 for 25
Pure Cast
Full line
prices.

50 Pocket
most stores
Fancy Ha
Ornaments
plate stock
Everything

H. M
Chemist

THORNI

A large qu
in stock an
U
Pine Wate
fused.

School of

32

RE-OPE

SUMMIT STATION

SEPTEMBER 1, 1912

Engineer Gordon Glennie was pulling a double-headed freight train from Waterford and Brantford towards the TH&B Ry.'s Aberdeen yard in Hamilton, Sunday September first 1912. The late summer had seen heavy rains and at Summit station the rain had caused twenty-five yards of track had been undermined and washed away. Glennie had observed the washout at a distance and jammed the brakes on hard, at the same time throwing the engine into reverse. The pressure of the heavy train forced the first engine on to the washed out section of track and it toppled over the ten foot embankment. The train crews jumped