

CNR,GTR, GWR

HAMILTON

C. H. RIFF



# WILL CONTINUE EFFORT TO GET TRAIN TO DEPOT

Chicago Flier Made First  
Trip Yesterday

Took on 23 Passengers at  
Bayview From City

Taken as Indication of the  
Business Possible

No. 15, the crack Canadian National train between Montreal and Chicago, made its first trip yesterday. This is the train which the officials have agreed to stop at Bayview cut to pick up Hamilton passengers.

D. McLean, manager of transportation for the chamber of commerce, and several C. N. R. representatives, made the first trip at 9.40 last night on the shuttle train which connects with No. 15. They left the station with 23 passengers at 9.40 and arrived at the cut at 9.46. No. 15 was ten minutes late. It took only three minutes to discharge ten passengers bound for this city and pick up 23 outgoing passengers.

## To Continue Effort

The railway has placed flood lights at the cut and also put down cinder walks. Mr. McLean is of the opinion that the chamber and other bodies will continue the effort to have the train eventually brought into this city. He pointed out that the crowd of 23 passengers last night was an indication of the business the C. N. R. might develop on the fast night train to Chicago.

Instead of the former service given by the Maple Leaf at 9.52 to the west a train now arrives at the C. N. R. depot at 6.20 p.m. This, like No. 15, is a through train to Chicago.

Mr. McLean said No. 15 was undoubtedly one of the finest trains on the continent. "It is a splendid advertisement for the Canadian National system," he remarked. "We can only hope the officials place Hamilton on the schedule. The shuttle train was a concession, but direct service would be more satisfactory."

The shuttle train to the cut consists of an engine, baggage car and first-class coach.

There was a

Bayview  
STATION

April 28  
1930



at an estimated cost of \$550,000.

**Dundas and Harrisburg Subdivisions Connection.**— We are officially advised that the connecting line, under construction, between the Dundas and Harrisburg subdivisions is a little over half a mile west of the junction of the two branches at Lynden Jct., Ont. The connection, or Y, will be 1,700 ft. long, and will be used for trains running between Brantford and Harrisburg, taking the place of the present Alford Subdivision between Alford and Harrisburg, which will be abandoned. This branch of 3 miles has no stations on it, and has a large bridge crossing Fairchilds Creek, which is not sufficiently strong to carry modern locomotives, thus necessitating the use of very small power, and consequent increase in operating cost. Construction of the new connection, therefore, will do away with the necessity for reconstructing this large bridge to carry modern power, and will also save the maintenance of 3 miles of track and the bridge mentioned. Four scheduled trains each way a day will be affected, but their running time will not be increased seriously, as the increase in mileage will amount to only about 3 miles, and the new route will be very largely on double track. The construction of the connection will also involve extensive changes in the interlocking plant protecting Lynden Jct., the Y switch about 3,800 ft. west of the junction, the Dundas and Harrisburg Subdivision being brought into the interlocked zone thus providing protection for the movements of all trains in all directions within the limits of the interlocking plant. The switches of the new connection are to be operated by a low voltage switch machine, when, with the signals protected, these switches will be controlled by an interlocked disc circuit controlled in the present tower at Lynden Jct. This will do away with the present interlocking plant at Alford and the southerly end of the Alford Subdivision thus making a further saving in operating expenses.

July 1924  
C R & M W



MILTON, CANADA, FRI.

## WORST KIND OF A BLIZZARD

WIND, SNOW AND THE TEMPERATURE BELOW ZERO.

Railway Trains Obstructed—Blizzard Prevails Over a Wide Extent of Territory, and Causes Much Suffering—Ten Below Zero in Old England.

The fact is being forcibly brought home to Hamiltonians to-day that lowness of temperature is only a partial criterion of the severity of winter weather. When there is no wind and the atmosphere is simply weighted down with a deck load of frost, a citizen can dodge along with the air at a temperature of 20 degrees below zero and feel comparatively happy. But when the wind gets up, as it did last night, and starts out to circulate a merely several-degrees-below-zero atmosphere into all sorts of odd corners—including the marrow of the unfortunate pedestrians—it commences to make people understand what is really meant by the word cold.

That is the situation to-day. This morning it was only 6 below at eight o'clock, and in the vicinity of zero at noon, but the prevailing blizzard made the cold almost unbearable. The crop of frost bitten noses, ears and fingers was large, and as the day wore on nobody went out of doors who could manage to stay in. On the mountain and in other parts of the country it was 12 below zero at an early hour. In the country districts where the wind gets a sweep across the fields the blizzard is far more severe than in the city.

### Trains Blocked.

Although there has not been any heavy snowfall during the present cold snap, the light powdery snow that has fallen has drifted badly with the wind and frozen as it drifted, and this, combined with the intense cold, has occasioned practically another blockade on the railways. Over the Grand Trunk system to-day much delay was caused.

The Lehigh and Wabash Expresses were cancelled at the Falls this morning, they being practically lost as to time on the other side. Trains from the west were over three hours late, and from Montreal the early morning train did not reach here till after 12 o'clock. The Toronto line is very heavy, and the newspaper train was considerably off time. The W. G. and B. line trains are all late to the extent of an hour or more. On the Northern line from the north the Allandale train till here about 11:10 was not expected till after 2 o'clock, and the south train was more than an hour late.

The drifting snow also demoralized the street railway running and cars on all lines came and went as best they could.

A work train was standing at the depot when a freight train ran into it, throwing three or four freight cars on the northbound track. The Montreal express from New York ran into these cars, smashing them and derailing the two locomotives and baggage car of the Montreal express. The locomotive of the freight train was also thrown from the track. Nobody was hurt.

### New York Is Storm-Bound.

New York, Feb. 8.—The blizzard has effectually blockaded navigation in the harbor. Ferry boats are running under great difficulties. The boat plying between this city and Liberty Island is not running on account of the heavy ice in the harbor. Off Liberty Island the British ship Frankenstein, ready to sail for Shanghai, is caught in the ice and dragging her anchor toward Brooklyn. A tug has gone to her assistance.

The British steamer Greetlands, lying at the Commercial wharf, Brooklyn, which was to have sailed at five o'clock this morning for Gibbera, Cuba, is frozen in the ice, and will scarcely be able to get out to-day. The Erie basin is completely tied up. Travel on the suburban railroads is greatly impeded by the storm. The Delaware, Lackawanna and Western road is reported completely blocked. The New Jersey Central got four through trains into the city at ten o'clock, but only 1 went out before that hour. The freight traffic on this road was frozen.

February  
8  
1895



# THE CORONER'S QUEST

## INVESTIGATING THE CAUSE OF THE RAILWAY DISASTER.

Conductor Thought It Was In Vince Seems to Have Caused the Calamity—Why the Telegraph Operator Failed to Prevent the Train From Leaving.

The inquest into the cause of the recent collision at the junction out on the Toronto branch commenced in the police court room on Saturday afternoon before Dr. A. Woolverton, coroner. There was quite a crowd present, most of them being witnesses. John Orerax watched the case for the town, and J. V. Teetzel, barrister, was present on behalf of the Grand Trunk company. When the names of the jury were called Wm. Melody failed to turn up, and kept the court waiting about half an hour. The names of the jury present were: John Smith, Dominion Immigration agent, foreman; J. Pocock, E. Fairgrove, P. H. Keller, F. Grainger, Wm. Larkin, W. Smith, John Borman, A. Coutts, W. A. Howell, R. Rissman, James Somers, W. F. Gilmore, J. S. Dunn.

As will be seen by the evidence Conductor Vince acknowledged before several witnesses having been solely to blame for the disaster. During the progress of the examination much difficulty was experienced through the want of an accurate map of the locality. A map put in by Mr. Seiff showed the semaphore as being about 800 yards east of the scene of the accident, while two witnesses swore that it was much nearer. If the semaphore had been raised in time it would have been seen by the express driver before he arrived at the curve, and also by the freight engineer.

James Blair, train dispatcher on the Toronto branch, was the first witness. The collision occurred between the No. 5 express from Toronto and No. 254 special freight from Point Edward. He described the make-up of the two trains, and gave the names of their crews. The freight left the junction at 1:38 p.m. The order was sent at 1:32, but not completed then. He telegraphed Burlington to hold No. 843 for orders and then received a repetition of the order sent to the junction out and at 1:35 p.m. telegraphed the junction "correct," which made the order correct. The order sent to the special freight at the junction was: "All due in. Meet 843 at Burlington, 20 at Oakville, avoiding regulars; to Queen's wharf." At 2:35 he had received a repetition of the order back from the junction and wired them correct. All due in means that all trains are in which were due up to the date of the order. The orders are equally binding on an engineer and conductor. There are three manifold copies of each order taken, one of each being given to the engineer and conductor and the other remaining on file in the operator's office.

Cross-examined by Mr. Orerax: The express was due at Waterdown at 1:36 p.m., and when Conductor Vince reached the junction at 1:27 he should have known that the express would not leave Waterdown until nine minutes later. Waterdown is 1 1/2 miles from the junction switch and she would reach the junction about 1:40. The freight had no orders against the express except that it was to avoid regulars not then due. Those in charge of the freight should have known that when they left the junction at 1:38 that they were bound to meet the express, because it was not due to arrive for two minutes yet. The distance from the junction telegraph office to the switch which let the special freight out on the Toronto branch is 523 feet.

Q. Whose duty was it at the junction out to see that the express had not come in? A. It was the duty of everyone who was there. The express was four minutes late at Waterdown station. There is a book kept at the junction telegraph office, in which the passing of each train is recorded and dated. When the operator saw the train going out, and knowing that the Toronto train was not due for two minutes, it was his duty to make an effort to stop the train, and if the conductor refused to stop at his verbal order he could put up the signal on the line and stop the train.

To a juror: Conductor Vince received the message "All due in" at 1:35, and he could not think it referred to the express, which was not due there until 1:40. The main line can be seen from the telegraph office, but could not be seen from where the freight train stood.

George Waterman, a young fellow about

very fast, because it is a down grade there.

Q. Where was the conductor then? A. He was on the caboose.

Q. Did you not see him? A. He was inside and I did not see him until the cabooses had reached the main line.

Q. When the cabooses passed your door could you not have shouted to the conductor in the caboose? A. No. I went round to the other side of the platform and pulled up the semaphore, which I thought was the safer way.

Q. Even if you were dead sure the trains were going to collide, is there nothing else you could have done? A. No.

Examined by John Smith, foreman of the jury: Who is responsible for seeing that the express has gone past? A. Conductor Vince should have ascertained that No. 5 had passed. When he comes in for his orders he is supposed to look that all regular trains are booked in the office, or if not booked he is supposed to wait there until the regular trains are booked and he gets an order against them.

Charles Hull, the switchman at the junction who let the freight out on the Toronto branch, was the next witness: He did not know when he opened the switch that No. 5 had not passed because he had just come down from the other end of the out. When he let her out the conductor either had order against No. 5 or that she had passed. He did not ask the driver or anyone if No. 5 had passed. It was about a minute after the freight passed the switch the collision occurred. From the position he was in at the switch he could not see Waterman. Conductor Vince spoke to him after the accident and said: "My God, what have I done!" and he then ran towards the telegraph office. No other hands, on the freight train spoke to him. He is instructed by the conductor when to open the switch, and he has no power to refuse him unless he knows a train due has not passed. He looked at his watch when he opened the switch, and by his watch if No. 5 was not late she would have passed. He went to the other end of the line to let the train in and had also to go back with the freight engine to get water. He rode both ways on the engine and both the engineer and fireman were on it. When he opened the switch it was 1:42 p.m. by his watch. If he had been at the switch all the time and knew No. 5 had not gone past he would not have opened the switch, even if the conductor had come to him with the orders in his hand, but as a matter of fact he was the servant of the conductor, and it was not for him to reason why.

John C. Robinson, engineer of the special freight, sworn: Before leaving the junction he got a duplicate of his order read: They arrived at 1:30 p.m. and left at 1:45. He looked at his watch just as he went out. The conductor is supposed to register the time he leaves in the same book that he registers his arrival, but it is usually left to the operator. He looked at his watch to see if No. 5 was due in, and he found she was due at Hamilton station at that minute. If it is a place he could see he is supposed to know when a regular train passes, but in this case he had been away up the switch to get water, and he did not know whether the express had passed or not. But he asked the conductor before starting if No. 5 was in, and he replied: "Yes, all right, go ahead." Then he looked over to see if the switch had been opened, and started out. He did not see the semaphore rise before the accident. He was about 80 or 85 feet from the semaphore when he struck the express. He had left the two train lengths behind before he saw the express. The train was running about 15 miles an hour. After the accident he asked the conductor, "Why did you tell me, Dave, that this train was in?" He said he had thought she was in, and the witness retorted: "You should not have thought you should have made sure." The conductor was sober.

Q. The map shows that the semaphore is several hundred yards from the place the collision occurred? A. I think it was about the distance I named, but I am not very sure. It is about that distance.

Examined by Mr. Teetzel: The train dispatcher says that the news of the accident reached him at 1:48. Did you compare your watch with the regulating clock? A. No, but my watch was exactly the same as the conductor's. I compared my watch with a regulator at Stratford the day before, and my watch usually kept good time.

David Eames, brakeman on the special freight, sworn, said: Thought of No. 5 when we went on and thought she was in. He did not see the conductor until after

February 17  
1888



# SPECTATOR, HAMILTON

## EVENING EDITION.

### CLEARING THE G. W. R.

#### Signal Service of Hamilton Snow Ploughmen.

No. 2 snow plough, G. W. R., stationed at this city, has done yeoman service in clearing the blockade on several branches of the system, after other ploughs had signally failed. Under Mr. Renton, signal inspector, and his staff, consisting of Messrs John Hutton, Thos. McLeod, John Black, and Abraham Lawson, this plough last week cleared the Southern Extension of the W. G. & B. Branch as far as Palmerston, and afterwards the Air Line to Fort Erie. But it was on the London, Huron & Bruce Line that the plough performed the most signal service. Leaving on Wednesday morning last, in charge of Mr. Stiff, General Superintendent, and Mr. Hobson, Chief Engineer, the plough was taken to London. There it was attached to a couple of engines and two passenger coaches, in which were accommodated 200 men with shovels, and the party reached Brecon, about 14 miles from London. At that station an immense drift of snow, about 14 feet deep, was encountered. The plough and engineers stuck, but were speedily dug out by the shoveling brigade. The next delay was at Exeter, where a drift of 18 feet was encountered. Another shoveling out took place, and after considerable delay the engines were extricated. At this station two engines, which had been attached to one of the two disabled snow ploughs which had failed to raise the blockade, were relieved; and as the worst was now considered past one of the engines, with the passenger coaches and the 200 men were sent back to London. Working all night to get through another drift, Brucefield was reached about 9 o'clock on Thursday morning. Between Blyth and Belgrave, the plough entered a large mass of snow, which it took two hours to work through. Another brisk run took the party to Wingham, and cleared the worst block which has ever taken place on the G. W. R. system. So glad were the populace of Wingham that they presented the party with the "broom of victory" and

January 11  
1879



## ACCIDENT ON THE GREAT WESTERN RAILWAY.

Yesterday, (Wednesday,) soon after the morning train for Toronto left Hamilton, it was run into by a freight train, going west. Both trains were going slowly, but the shock was sufficient to destroy the front parts of the two locomotives, to shatter some seats in the passenger car, and to throw their occupants about in a violent manner. Fortunately no one was hurt. The collision took place in consequence of the conductor of the freight train not ascertaining before he ran on the station track that the Hamilton and Toronto train had not yet passed. It would be highly advisable, however, that a separate track for the Hamilton and Toronto cars should be laid. It was for the want of a similar accommodation that an accident like that of yesterday took place at the junction of the Erie and Ontario with the Great Western, at the Suspension Bridge, and we trust that the same prompt remedy will be applied to the present as to the former case. One such accident is more expensive than the whole cost of the additional track would be.

A train left Hamilton for Toronto at 12 o'clock yesterday, after the wreck had been cleared away, and the mails east and west had been dispatched, but it was not destined to reach Toronto soon. About five miles west of this city the flange of one of the hind wheels of the tender broke off and the vehicle ran off the rail. A cutter was dispatched to the city for a fresh engine and the passengers were transferred, and reached the station about five o'clock.

February 14

1856

Toronto  
Globe



**TRAIN ON FIRE.**  
**GLOBE**  
**GREAT WESTERN EXPRESS CAR**  
**IN FLAMES.**

Goods Burned—Exertions to Stop the Train  
—Surmised Origin of the Fire.

(By Telegraph from our own Correspondent.)

Yesterday as the Great Western passenger train which left Toronto at seven o'clock a.m. was halted as usual at Hamilton Junction, the Conductor, walking along the platform, observed smoke issuing from the express compartment of the composite car. Upon looking in he found that the whole interior was in flames. The car was at once detached from the rest of the train, and as quickly as possible run down into the Hamilton yard, where the burning compartment was flooded with water from a tank. The contents, which included all the newspapers and all the English periodicals for Hamilton and other places on the line westward, were by this time utterly consumed. The damage to the car, which was confined to the express compartment, was nominal. How the fire originated is not known. The following has been received from Hamilton:—

HAMILTON, May 14.—The express car on the morning train from Toronto was discovered to be on fire between Waterdown and the junction, about 8:40 this morning. The express messenger immediately pulled the bell-cord, threw out his money safe, &c., but the train did not stop till reaching Burlington Junction. By this time the inside of the car was in a blaze. Most all the express stuff and Toronto morning papers were consumed, but the fire was confined to the portion occupied by the express manager. The mails and baggage were not damaged. The cause of the fire is supposed to have been a spark from the locomotive. The amount of loss is unknown; the forward part of the car is considerably damaged.

**LATER.**

HAMILTON, May 14.  
About 8:30 o'clock this morning as the Toronto train was running at her usual rate between Waterdown and the Junction, the Post-office and express car were discovered to be on fire by the messenger of the American Express Company, who at once gave the alarm by pulling the bell-rope, but unfortunately, owing to some cause unexplained, no notice was taken thereof, and he at once got out of the car and redoubled his efforts to have the train stopped in order that the fire might be extinguished without delay. Discovering that his efforts were futile, he set to work and threw out the chests containing valuable parcels and money. By the time the train had reached the Junction the car was in full blaze. Here the mails were saved and a portion of the baggage. The passenger cars were detached and the engine set off to the city with the post of the car alone. At the depot the scene was a most exciting one. The car arrived one smoking blackened mass, and all the express packages were greatly damaged. The Toronto dailies were burned. Mr. Dandon, the messenger of the Express Company, had his coat burned off his back in his efforts to save the Company's property. It is supposed that the fire originated from a spark from the engine, though there is a rumour in the city that it resulted through some parties fooling with fire works in the car.

May 14

Globe





Here is a train of 25 cars laden with agricultural limestone, photographed on its way to Wentworth County farmers. This limestone came where the Michigan Limestone and Chemical Company, of Buffalo, N



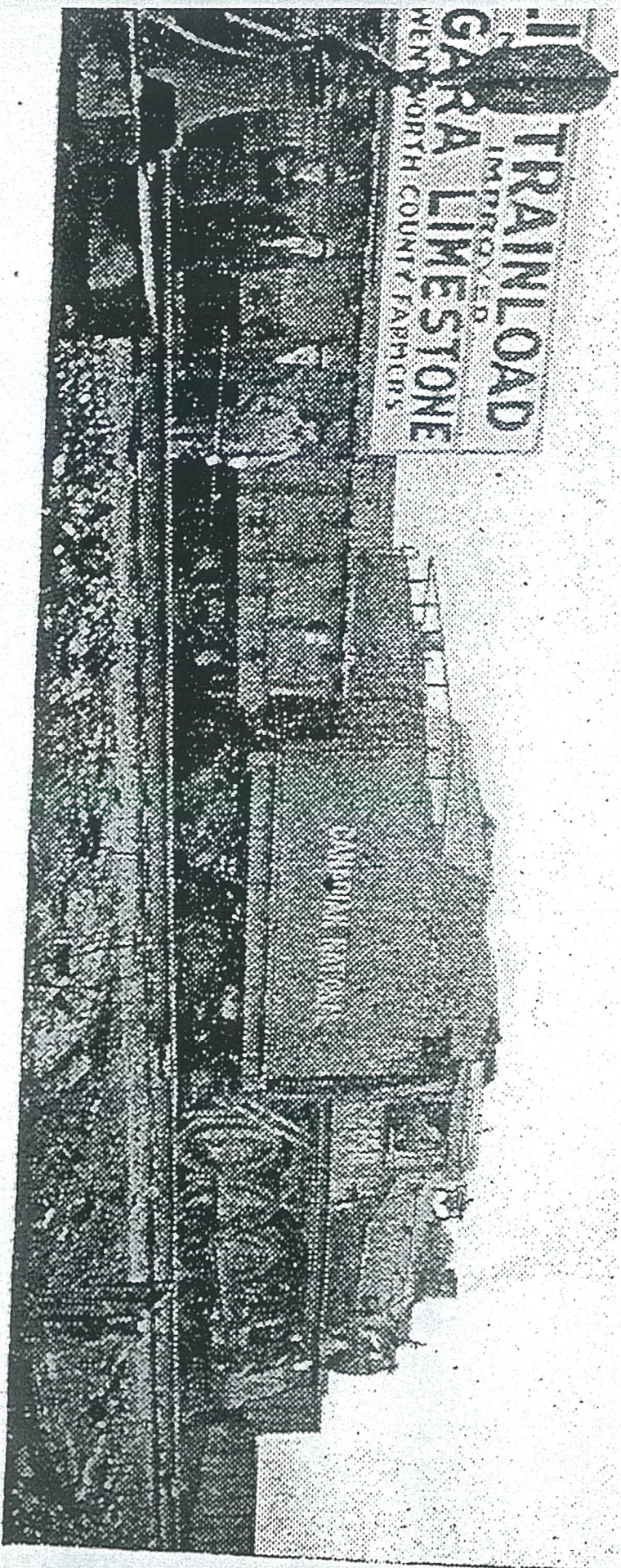


Here is a train of 25 cars laden with agricultural limestone, photographed in the Hamilton, Ont. yard on its way to Wentworth County farmers. This limestone came from Calcite, Michigan, where the Michigan Limestone and Chemical Company, of Buffalo, N. Y. operate a quarry.



# TRAINLOAD IMPROVED GARA LIMESTONE

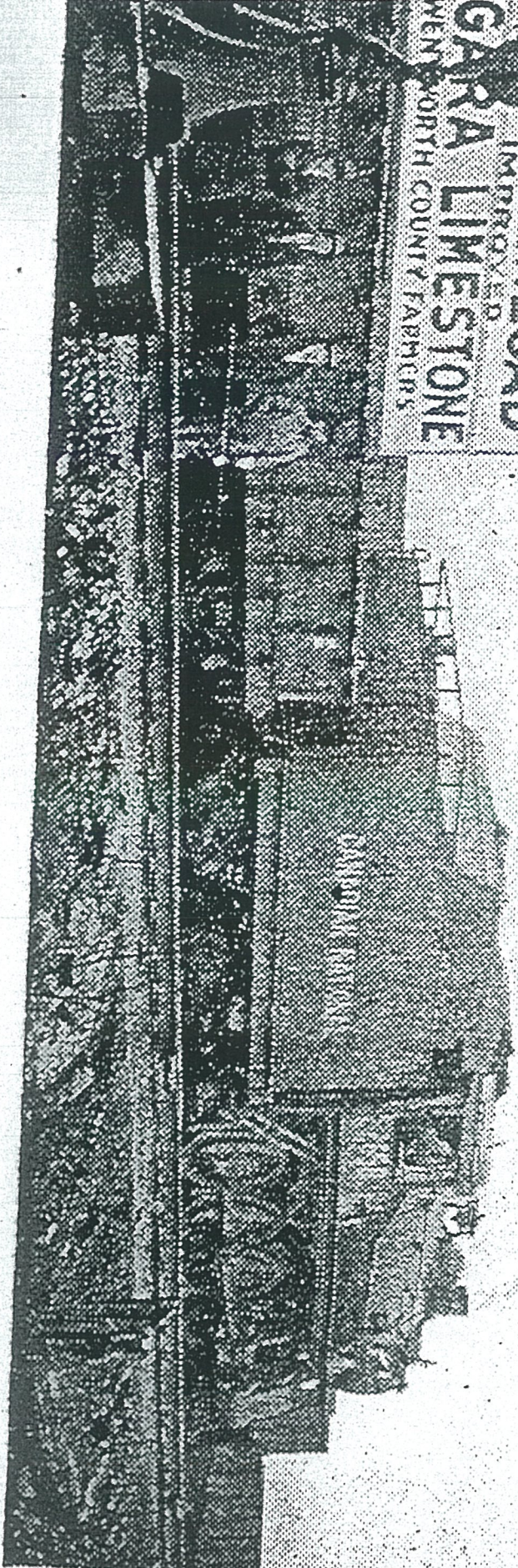
FOR NORTH COUNTY FARMERS



in with agricultural limestone, photographed in the Hamilton, Ont.  
th County farmers. This limestone came from Calcite, Michigan,  
tone and Chemical Company, of Buffalo, N. Y. operate a quarry.



# **TRAINLOAD** IMPROVED **GARA LIMESTONE** MENT NORTH COUNTY FARMERS



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**The New G. W. R. Depot.**

We give below a general description of the Great Western Railway passenger station in this city, which is now nearly completed and ready for occupancy. The building, which faces north and south, is 350 feet long by 36 feet wide—100 feet of the centre portion being two storeys high—and is built just back of the old station, in order to give more room for tracks and a better arrangement for taking care of the wants of the travelling public. The building is of red pressed brick, obtained from the famous Aldershot brick works, and seems very strong and substantial. The windows and doors have pointed arches, with stone dressings and heavy stone sills, and the general appearance of the entire structure is very pleasing, while each detail seems to be in complete harmony with the architectural beauty of the whole. The roofs are pitched to an angle of forty-five degrees, and are covered with ornamental, dark blue, green and red slates—the ridges being surmounted by a cast-iron cresting of neat design. The introduction of prettily designed dormer windows in the upper roof adds materially to its appearance, as also do the neatly executed stone chimneypots. The verandahs (which extend nearly the whole length of the building on each side) and the ornamental barge boards are very handsome and elaborate, but by no means extravagant. We have, in a former notice, given a detailed description of the ground plan, so suffice it to say that all the necessary rooms have been provided for the comfort and convenience of the public, and each department is especially well designed to suit the purpose for which it is intended. The waiting rooms and dining rooms are well proportioned, and have lofty ceilings, neat cornices and good ventilation, while the baggage rooms are perfect in their arrangement. The whole of the woodwork is well executed—the material being principally pine, ash and walnut. The wainscoting, which is placed in every room throughout the building, and is from four to six feet high, and the counters are especially worthy of mention. The floors in the waiting-rooms, dining-room and refreshment-room are laid with narrow strips of ash and walnut alternately, and look very well. The upper storey will be occupied as offices by the General Superintendent and the General and Assistant-General Freight Agents. The building is furnished and fitted throughout with all the modern conveniences in the plumbing and gas-fitting trades.

It appears to us that great credit is due to the contractor (Mr. Brass) and all parties concerned in the building of this station—to the Chief Engineer and his assistants, in particular. Some may find fault with the design, but we feel confident that the majority of our citizens will, after inspecting the building, agree with us in saying that the new Hamilton station is in every respect a credit to the G. W. R. Company, and an ornament to our city.

Hamilton Times

December  
15  
1875



# MARCH AMERICAN ENGINES

## 26 Grand Trunk Using Them to Help 1912 Solve Congestion Problem

John Gray, general agent for the Grand Trunk railway in this city, stated to the Spectator this morning that Hamilton was being fairly well supplied with coal, although he admitted that there was room for improvement. The congestion at Black Rock, where the Grand Trunk takes over the cars from the American railroads, was quite severe, and the Grand Trunk was doing all in its power to relieve the situation. The coal was being brought to the city in whole train-loads, and mixed trains as well.

In order to get the coal moved as quickly as possible, the Grand Trunk is using a number of Pennsylvania R. R. engines between Fort Erie, Hamilton and Toronto, and also engineers of that road. The T. H. & B. is in a good position as far as the handling of coal is concerned, and it has been taking all the coal that has been turned over to it, the company claims.

There is an idea gaining ground to the effect that the local situation is not as bad as it could be, as a number of the coal dealers are well supplied, one firm alone getting 26 car-loads on Monday, and that is aside from what is supplied to the blast furnace and other manufacturing establishments. HAM SPEC

March 26

1912

Hamilton Spectator



# FREIGHT TRAIN DASHED DOWN INTO RAVINE

## Big Engine Doubled Up and 26 Loaded Cars Smashed— Record Wreck on G. T. R. Near Hamilton

The air-brakes refusing to respond are held responsible for one of the most costly freight wrecks that has occurred on this section of the Grand Trunk Railway system in many moons. Shortly after 3 o'clock yesterday afternoon word reached the city fire department that two freight trains had collided with disastrous results west of the city. Chief Ten Eyck responded in his speedy motor-car, and found that the accident had happened at the point where the Grand Trunk bridge crosses the Guelph road, about a mile and a half west of the city cemetery. Nobody was seriously injured, but the wreck presented one of the most formidable spectacles that has ever met the gaze of the railroad auxiliary crew.

According to the railway officials, a heavy freight train, coming from the west, was brought to a standstill at this point to await orders or a favorable semaphore. While at a standstill the big mogul engine 563, in charge of Engineer William Oldfield and Fireman Bruce Rae, both of Sarnia, rounded a sharp curve with sixty-five heavily-laden freight cars behind. Upon seeing the stalled freight train a short distance ahead, Engineer Oldfield immediately applied the emergency brakes, but they seemed to have no effect. The steam was shut off, but there being a slight down grade, and

enormous weight behind, the big engine plowed forward. When Oldfield and Rae saw there was no chance of avoiding a collision, they both jumped. Oldfield fell and scraped his face rather severely, while Rae escaped without a scratch.

With terrific force the monster engine crashed into the rear of the standing freight train, telescoping some of the cars, pushing others over the embankment on either side of the track, and piling wreckage up as high as 25 feet in the air on the center of the roadbed.

Conspicuous objects in the wreck were several huge tanks containing gasoline, and fire broke out shortly after the collision.

It is estimated that sixteen cars, some belonging to the Santa Fe, the Chicago & Northwestern, and other roads besides the Grand Trunk, were totally wrecked. Many of them which lay at the bottom of the deep ravine, on either side of the track, were almost reduced to kindling wood. In addition to the sixteen referred to, there were six or eight more cars which will require a lot of repairs before they can be put in commission again.

The engine which crashed into the rear of the standing freight train was a complete wreck. The smoke-stack had been carried away, and the front of the engine was apparently damaged beyond repair.

Welland Press

GTR Engine 563 May 14 1918

Hamilton St - Dundas



## "YANKS" ON WAY

### Troops First Thought They Were in Quebec

One more chapter was recently added to the long list of interesting happenings which the old G. T. R. Stuart street depot has to its credit when a long train of Pullmans drew into the Hamilton station to take water. Through the windows could be discerned the khaki-colored uniform of the Americans, who were on their way to an eastern point for further training, while on the faces which peered through the glass were looks of anxiety, as well as eager anticipation. Who were they, and what were they doing in Hamilton?

October 10  
1918



## THE WEATHER.

The temperature for the past 24 hours at taken at Bleasdel & Harrison's drug store:  
 6 p.m. .... 60° 12 noon ..... 70°  
 9 a.m. .... 62° 3 p.m. .... 74°  
 Washington.

June 22, 10 a.m.—Indications: For the lake region easterly to southerly winds, partly cloudy, with local rains. For the upper lake region stationary or slight rise in temperature; lower barometer to morrow and local rains.

June 23, 1 a.m.—Indications: For lower lakes, slightly warmer; partly cloudy; local rains; south east to south west winds; stationary or lower barometer.

Toronto.  
 June 22.—Indications for lower lakes: Light to moderate winds; fine, warm weather.

## To-Day's Advertisements.

Wanted.—Britt.  
 Hair.—Broderick.  
 Tiaware.—Wolfe.  
 Furniture.—Gentle.  
 Birth Notice.—Smith.  
 Death Notice.—Wilson.  
 Marriage Notice.—Bain.  
 Death Notice.—Forbes.  
 Groceries.—Cyrus King.  
 For Sale.—A. F. Forbes.  
 Lost.—Spectator office.  
 Notice.—U. P. Edwards.  
 Marriage Notice.—Edgar.  
 For Sale.—49 Wilson street.  
 Sorensen.—J. D. Pennington.  
 Wanted.—B. Greening & Co.  
 Wanted.—Furlong & Steele.  
 For Sale.—Furlong & Steele.  
 Jewelry.—Davis & McCulloch.  
 Marriage Notice.—Thompson.  
 Canadian Customs.—Duncan.  
 Clearing Sale.—Campbell Bros.  
 Wanted.—14 King William St.  
 Wanted.—49 James street north.  
 Tenders for Coal.—H. & N. W. R.  
 Masonic Sermon.—G. M. Franklin.  
 Notice to Creditors.—E. E. Kuttson.  
 Grand Opera House.—Fanny Kellogg.

## LOCAL SKIFFS

Facts and Fun for Everybody  
 —O, for a whiff of the breezes of Irkutsk!  
 —Adjourned inquest in the Forbes tragedy to-day.  
 —Fishing has been good this year, but hook ears?  
 —A Boston paper calls a female swindler "an impostrix."  
 —Bain had a very aesthetic majority—two two.—Dundas Banner.  
 —Now is the season when our loss-sight is put to the extreme test.  
 —Annual distribution of prizes at Loretto convent to-day at 2 o'clock p. m.  
 —A man's appetite resembles a railroad pass. It is not transferable.  
 —Roberts Buchanan, of Pualish, has a field of fall wheat out in full head.  
 —Lowe's fine for Sunday beer-suzzling is from one to five dollars. Sixed by the glasses, we suppose.  
 —A coat of blue varnish on a rickety wagon is much like elegant attire on a vulgar woman.  
 —A lad named Bone was run over and injured by a horse and buggy the other day. He is recovering.  
 —The Hamilton Times pleaded eloquently with the people to vote for good government and they did it. Liberal. Conservative majority 930.—London Free Press.  
 —Oscar Wilde went all over the country without being insulted until he reached Boston. There the girls wanted to borrow his legs for a croquet arch.  
 —Where are we going this summer? Paraguay, dear reader, Paraguay. That is the country where you are expected to kiss every woman to whom you're introduced.  
 —The street car drivers are talking of holding a convention with the object of advancing their interests. There is no doubt that the members are sure to stand on the plat-

# RAILWAY DISASTER!

## Fatal Result of Misplacing a Switch.

### JOHN BRADLEY KILLED

And Thomas Bell Seriously Injured.

## WRECK AND CONFUSION.

The Section Boss Arrested for Criminal Negligence.

## SCENES AND INCIDENTS.

Yesterday morning the first serious accident that has happened on the Great Western railway for many years occurred in this city. The city was filled with rumors of a terrible accident, but investigation showed that fortunately the rumors were very much exaggerated, as rumors always are. The disaster occurred at the switch in front of Sawyer's works and the Felt Hat works, where the Great Western crosses Wellington street. That switch is now blockaded with a pile of shattered timber and iron work, the remains of engines and freight and baggage cars, and is surrounded by a crowd of curious sight-seers. The accident occurred to train No. 6, the St. Louis Express, going west. The train was due here at 11:30 and was five minutes behind time. The switch was misplaced and when the train reached it it went on to the side track instead of continuing on the main track. The main track was clear of course, but the siding was occupied by six empty freight cars. Into these the train rushed with disastrous result. Two of the freight cars were smashed into splinters. The engine was completely demolished, and thrown across the track, heading to the south. The next car, a Michigan Central baggage car, was thrown across both tracks, heading in the opposite direction to the engine. This car had both ends torn off, and the roof of the car fell over on the main track. The next car was a Great Western baggage car. The platform was knocked off it and it clumbled on top of the car ahead of it. A Michigan Central passenger car was next to the baggage cars. The front truck of this car ran off, but the hind wheels remained on the track. The remainder of the train, consisting of another Michigan Central car, a Great Western car, the Wagner palace car, G. M. and the Wagner sleeper Marshall, did not leave the track. The passengers received a tremendous shock, but none were injured. The bell cord which ran through the cars to the engine was not broken until the tender was dragged out of the way by the relief train after the accident. The train was in charge of Conductor David Blount. The engineer was John Bradley, of Horton street, London, a trusty and careful man, who had spent twenty years of the forty-five he had lived in the service of the Great Western.

### THE STORY OF AN EYE-WITNESS.

John Bush, an employe of the felt hat works just opposite the scene, was an eye-witness of the accident. He was looking from a window of the factory when he saw Pat, the switchman, rush from his little house and run up the track

### WAVING HIS RED FLAG

as a danger signal. Hearing the train coming Bush called to some of the others near him and leaned forward to see the train. It came along the main track, turned into the siding and headed for the freight cars. Before the engine struck the cars a man jumped from the cab and fell on the main track. The collision occurred and the air was filled with flying timbers, some of which struck the man who had fallen on the track. When Bush and his companions reached the spot the man who had jumped was found to be the engineer. He was pinned under a heavy beam, which in falling had crushed the right side of his head and scalped him, laying bare the upper part of his head. He was taken into the hat works, and attended by Drs. Anderson, Dillabough and Stark, and Drs. MacKellan, Shaw and Leslie were also on hand in a few moments. Rev. O. H. Mockridge administered spiritual consolation to the dying man.

viewed the body it will be forwarded to friends of the deceased man in London. Rev. Mr. Mockridge was with the dying engineer to the last, and administered to him the consolations of religion.

Messrs. Dumville, Stiff, Hobson, Edgar, and other gentlemen of the G. W. R., were on the scene of the accident promptly, and had everything done for the suffering engineer.

A large gang of men was immediately set to work cleaning the track; under the able superintendence of Mr. Dumville.

Dr. Anderson, who was first at the scene of the accident, and attended Bradley, says the engineer died at 12:30 from the shock.

A section boss named Martin Allen has been arrested, and it is said that a switchman named McInerney is to be arrested. It is not known yet who left the switch open.

The baggage man on the train was John Finn, of this city. He was thrown about in his car, but was not injured.

### THE EXPRESS MESSENGER.

The express messenger, E. H. Oull, of Stratford, was alone on the express car when the accident happened. Except the driver and the fireman he was nearer to the head of the train than any other person on board. He saw at a look from the car after the train ran on the siding that it would strike the freight cars, and he braced himself up for the crash. The train was five minutes behind time and was running very fast. The express car had both ends knocked off, and if the buffers had not been very strong the car would have been telescoped and Oull buried under the wreck. As it was the car was twisted across to the main track, and the messenger's escape was a very narrow one.

### THE INQUEST.

Coroner Wolverton assembled the following jury at the King William street police station at 5:30 last evening: John Moodie, foreman; Moses Gordinkie, Charles McGregor, Robert Duncan, Thomas Mason, Horace Davis, James Angus, John McMaster, Charles Bamfylde, John Hennessey, Henry Arland, Stewart Woodward, William McDonald and William Wesley Robinson.

They were sworn in and viewed the body of the engine driver and the scene of the accident. The inquest was then adjourned till Monday evening at 8 o'clock.

Martin Allen, the section man, is still in jail, awaiting the result of the coroner's inquest. He says he has no fear of any serious consequences to himself. Allen is a married man, and lives beside the railway track about a mile east of the spot where the accident occurred.

Mrs. Bradley, who was so suddenly widowed yesterday, arrived from London on the five o'clock train last evening. Messrs. Chapman, undertakers, under Mrs. Bradley's instructions, took charge of the body of the dead engineer, which was sent to London on the 11:35 train last night.

When the engine was examined yesterday after the accident it was found that the brakes had been put on. The fireman says that he did not put on the brakes, and it must have been done by the driver. Bradley probably might have saved himself by jumping from the train as soon as the fireman, but like a brave man he stuck to his post, and shut off the steam and put on the brakes before leaving his engine. He did all in his power to prevent the accident, and then it was too late to save his own life.

## DIABOLICAL DAMAGE.

A Fiend Destroys the Boats of the Nautilus Club.

### COURTNEY OUTDONE.

The human being who would commit such an act of scoundrelism as was done at the boat house of the Nautilus Rowing club last night, should not go unwhipped of justice. The most despicable act which had ever before occurred in the city, was overshadowed by the destruction of the boats of the Nautilus club Wednesday night. Yesterday it was discovered that the four oared shell owned by the club had been destroyed. A knife was used to cut a slit through the bottom of the boat and then a piece had been torn out. The shell was new last season and was worth \$350. Besides the club four a single scull shell belonging to Mr. Charles Furlong, and another belonging to Mr. D. Griffiths were hacked and alioid with the destroying knife. The knife was used to slash the canvas covering one of the lapstreak four oared boats, and the bottom of another.

The scoundrels who committed this outrage speared the other boats in the club house, including shell and lapstreak boats. The shells of Messrs. Furlong and Griffiths were worth \$300. It is not thought that any of the boats can

# THE TRIPLE TRAGEDY

The Coroner's Inquest Upon the Bodies of the Victims and the Suicidal Murderer.

## KATIE FORBES ON THE WITNESS-ST.

The Thrilling Story of a Broken hearted Girl.

## EXCITEMENT ON KING WM. STREET

The Three Bodies Handed Over to Their Friends.

All yesterday forenoon morning was taken in the streets but the horrible tragedy that was enacted Wednesday afternoon. Hundreds of anxious people applied at the gate of a morgue to get a glimpse of the ghastly sight surrounded by the most horrible surroundings that has ever before surrounded crime committed in this city. None but the acquaintances of the suicidal murderer and his victims were admitted without special permission. When the body of the only victim of the railway disaster arrived at the morgue the excitement grew more intense. Then there were

### FOUR BODIES TOGETHER

in the dead house.  
 At 4 o'clock, the time appointed for the holding of the inquest upon the bodies of George Kilston, Prudence Forbes and Alexander Forbes, the jury visited the dead house, viewed the remains, and then adjourned to the police court room in No. 10 police station, where the inquest was proceeded with before Coroner Woolverton. The following are the names of the jurors: Messrs. Thomas Flynn, John Kerner, T. Lyle, A. McMullan, James Walker, E. H. Servos, P. D. Orrer, H. McKellan, I. Gillies, W. H. Hobbins, James Cowie, A. H. Walton, W. Bruce, C. W. Mulligan, J. V. Gerrie, B. W. Sewall.

The letters and other articles found in the murderer's valise and on his person were laid out upon a table and were carefully scrutinized by the jurors. The murderous looking bull dog revolver which sent three humans beings before the Supreme Judge and the type of Forbes' paramour, Elzine Mapwell, commanded special attention.

### ALEXANDER FORBES, SR.,

was the first witness called, who upon being sworn, told the following story: The deceased, Alexander Forbes, was his son, and he resided with him in this city until he got married with his wife, with whom he did not live happily; removed to Palermo, where I started and carried on a potash factory some time. This was rather a branch of the business his father carried on in this city at the corner of Barton and Wellington street. His son sold out his potash factory and left with his wife for the States, about ten years ago. Previous to starting business in Palermo his son had mastered the mechanical trade and was considered a good mechanic. He heard from his son very irregularly when he was away. He (the son) was working one time in Erie, Pa., and at another time Pittsburgh. His wife and children, on account of his ill treatment, left him in Allegheny's years ago and came back to this city. The old man took them into his house and wrote to his son telling him he need never come look after them. He did not hear anything definite about his son from that time until six weeks ago, when a young woman came to his house and asked him if he had a son named Aleck, and where he supposed he was. The old man said he did have a son named Alexander, or, as he himself called him Sandy, and he thought he was in Pittsburgh. The woman informed him, his great surprise, that his son was at that very time in the city and stopping at Scott's hotel. The woman appeared to know a great deal about his son, and the old man asked her a number of questions about him. He enquired at Scott's hotel, but was informed that no such person as Alexander Forbes was stopping there. His son was there, however, or had been there, but never occurred to his father that he might have registered an assumed name—as he did. Shortly after this Mr. Forbes met his son in the city, and greeted him with the warm with which an aged father will greet a son no matter how erratic that son may be, asked him why he did not come home. T

June 23 1882



## COLLISION.

A Fearful Catastrophe on the  
G. T. R.

## PASSENGER TRAINS COLLIDE.

Three Locomotives Piled on the  
Track.

## SMOKING CARS TELESCOPED

Two Men Killed and Nine Per-  
sons Injured.

## A COOL-HEADED SECTION-MAN.

One of the most disastrous accidents ever known in the history of the Great Western division of the Grand Trunk railway took place about three miles west of this city shortly after 5 o'clock last night. The management of this road has been so excellent that the traveling public has felt a great feeling of security in passing over it, and the infrequency of serious accidents on the line has justified them in their belief that the Great Western division is a perfectly safe line to patronize. The accident of yesterday is but that unfortunate exception which proves the rule.

Train No. 7, generally known as the Pacific express, through train from New York to Chicago, left Suspension Bridge yesterday afternoon, drawn by an engine in charge of Engineer Temple, of this city, and with Conductor James Hamilton, of Suspension Bridge, in charge. When the train reached this city it was about two hours late. Trains going west have the right of way, and when the Pacific express reached here, the day express from the west not having arrived, in some way not yet explained, the engineer and conductor of the Pacific express took out their train. It appears that the day express, in charge of Engineer Hafford and Conductor Thorpe, was eight minutes behind time, but was not stopped by orders at Dundas, and both trains proceeded on their way toward each other.

## ON THE SAME TRACK.

The Pacific express train, when it left Hamilton, was composed of a pilot engine driven by Engineer Ed. Mason, of Locke street, of this city, second Engineer Temple, a bonded express car, a way baggage car, a smoking car, and passenger and sleeping and dining cars to the number of sixteen. The two mighty locomotives pushed along the steep grade between this city and Dundas at a good rate of speed, endeavoring to make up for lost time. Meanwhile, the day express, also endeavoring to make up for lost time, and having only one baggage car, a smoking car, and three passenger cars, rattled along the down grade at a terrific pace toward Hamilton. On and on the trains rushed, rapidly nearing each other, yet hid from sight by the hills which surround this city and around which the track winds. The passengers of the Pacific express, all unconscious of the impending danger, composed themselves for the long run between Hamilton and London, and many of them settled down for a comfortable nap. The travelers in the day express, many of whom were nearing home, were beginning to gather books and wraps together, and making preparations for leaving the cars and disembarking at Hamilton to receive the warm greeting of relatives and friends when suddenly there came a

## FEARFUL CRASH.

and in a moment the scene was one of indescribable confusion. Shrieks of frightened women and groans of wounded men filled the air. The trains had collided with terrific force at a point about three miles west of this city. The engines were piled across the track, the baggage car of the day express was thrown off its trucks half way into the ditch. A through express car on the Pacific express remained with one truck next the tender on the rails, but the rear truck was pitched to one side and the car was badly smashed. But while the day express escaped injury to a great extent, the Pacific suffered severely. The force of the collision was so great that

engines puffed and blew as they strained at the great cable attached to the day express baggage car. A tackle was rigged, and attached to a tall pine tree, and with this purchase the baggage car was dragged from the track. The auxiliary force continued at work all night, and expected to have the track clear by daylight. To any one not a practical railway man, it would have seemed impossible to remove the debris in less than a couple of days. Instruments clicked away in a telegrapher's box at the side of the track, and a large gang of men under the direction of Mr. Hobson, chief engineer, Mr. Domville, mechanical superintendent, Mr. Nelson, track inspector, Mr. Archibald and other heads of departments, went to work systematically to clear the track for waiting trains. The baggage which was saved was placed under guard at the side of the track.

The collision took place about midway between Hamilton and Dundas, on a steep grade up the mountain. It was about a quarter of a mile from the point where the track crosses the York road. The accident occurred in a small cutting, and not far from an embankment about forty feet above the little valley through which the track passes after leaving the cutting. Had the accident occurred a quarter of a mile nearer Hamilton there would have been a terrible loss of life.

## A COOL HEAD.

A section man named Baker, working on the track near the York road bridge, saw the two trains approaching in opposite directions, and knew that he might possibly avert the collision. There was no one near him, and he could not flag both trains. He ran towards the down train, and signalled. His signal was seen and the down train was slackening when the two trains met. With a few moments more he could probably have prevented the collision. As it was, his prompt action undoubtedly lessened the loss of life.

## OUT OF THE WRECK.

At the depot a reporter interviewed Frank Couover, of Skaneateles, N. Y., one of the passengers out of the wreck, and obtained from him the following story: I was on the train going west, on the car behind the smoker, and my experience when the collision took place was so thrilling that I'll never forget it. I had just left the smoking car, and it was a lucky thing for me that I did. There was a heavy crash and a rebound, and the passengers were thrown violently forward. Then the cars came to a standstill, and agonized cries and escaping steam made a terrible noise. I rushed out of the car with the other passengers who escaped uninjured, knowing that some fearful accident had taken place. The scene was one of the greatest confusion, but the cries of the people in the smoking car next to the baggage car attracted my attention first. I noticed before I left the smoking car that a party of five German immigrants occupied seats in the rear end of the car, and other men were seated in different parts of the car smoking. When the collision took place the hind baggage car telescoped the smoker, crowding the seats and the passengers in one heap in the end of the car. The seats were packed together like shingles on a house, and the passengers were wedged in between them. Their cries for help were heard rending. In rescuing the people from their terrible position it was necessary to use a crow bar, and when we moved the pile of seats the poor people wedged between them would shriek. The German immigrants, who were unable to speak a word of English, were under the heap, and it was with great difficulty they were rescued. While we were at work removing the injured, to add more terror to the awful state of affairs, the telescoped car took fire from the upset stove. We broke the ice in the ditch at the side of the track and thus procured water with which we extinguished the fire and then returned to the work of rescuing the Germans, who were pinioned by the feet between the seats. One man was held down to the floor under the debris and we could not see his hands and head. He endured the terrible torture he must have been suffering, like a martyr. He did not cry out but moved his hands evidently to let us know that he was alive. Beside him lay a dead man whose head had been crushed flat. We at length extricated the injured passengers and laid them on the bank.

On the Pacific express was Mr. J. B. Armstrong, of Guelph, who was returning from Niagara to Guelph. As far as Hamilton Mr. Armstrong sat in the smoking car with Mr. A. L. Bebe of Toronto and a Stratford reporter. At Hamilton Mr. Armstrong left the smoking car and sat in another car. The seat which he vacated was the one afterwards occupied by Charles Douglas who was

railway officials and physicians. The most heart rendering scene was when Mr. Barnard, father, the daughter of the dead engineer, arrived at the depot and throwing herself on the neck of a friend sobbed bitterly.

## TRAFFIC UNINTERRUPTED.

The passengers on the train bound east were transferred to the auxiliary and sent on to the Bridge. In order that the passengers on the train going west might not be detained in Hamilton a train was made up and sent back to the Bridge to go west over the Air Line. This is a proof of the promptness of the officials of the road and their care for the comfort of their patrons. Although the passengers were greatly put about on account of the accident grumbling was a thing unheard. The faces of those who came out of the wreck unscathed were radiant with gratitude. All seemed to take it that it would be flying in the face of a merciful Providence to find fault.

Two Toronto men were an exception, however. They were taken from the east bound train with the other passengers and transferred to the city on the auxiliary. They had intended to take the train for Toronto and when they found upon being safely landed at the depot that the Toronto train had gone an hour or more before, they proceeded to pour out their indignation upon Stationmaster Armstrong. If a special train had been ordered out for their express accommodation they would not expect that was more than they deserved.

## THE DEAD.

The body of the man who was killed in the smoking car as described by Frank Connor was brought to the city with the wounded and carried into the baggage room at the depot where it was identified as Charles Douglas, of Guelph. Dr. Stark examined the remains. The head was crushed into a shapeless mass. In the pocket of the dead man's clothing were found a draft for \$1,800, \$108 in cash, a photograph, supposed to be of the deceased, and other papers. He wore an elegant gold watch and chain. Douglas was a commercial traveler for Barnes & Skinner's furniture manufactory in Guelph, and was a step-son of Ellis, proprietor of the American hotel of that city. Douglas purchased his ticket at Niagara for Guelph. He went to Niagara on business Wednesday morning. Douglas was about 80 years of age, and a first-class business man.

Edward Mason, the driver of the pilot engine on the Pacific express, was scalded and crushed to death. When his fireman, Frederic Williams, jumped from the engine, the driver remained, and stuck to his post to his death. The body was taken to Dundas and remained all night at Dundas station. It was very much scalded by steam, and there was a deep gash on the forehead. The dead driver was about 50 years old, and had spent 28 of them in the service of the company. He was accustomed to run the pilot engine with heavy trains up the grade as far as Paris, returning with his engine to Hamilton. Poor fellow, he has gone where the Great Pilot led him. He was considered a careful and capable driver. The dead driver lived on Locke street, and leaves a wife and five daughters, the youngest a mere child in arms. They will have the deepest sympathy of the dead man's fellow employees, and his large circle of friends.

All sorts of exaggerated rumors were current about the accident last night, and some people placed the number of killed at twenty. When the smoking car was started for Hamilton it was said that there were other dead bodies in the telescoped cars, and one railway hand said: "They're all afraid to talk to reporters, but I believe there are four more dead people there."

## AN INQUEST.

Dr. White, coroner, who was present when the body of Douglas was brought to the city, decided to hold an inquest. The remains were placed in a coffin and conveyed to Blachford, Son & Dwyer's undertaking establishment, where they will be viewed by the coroner's jury. Engineer Mason's body will be brought to the city from Dundas, and the inquest will be held jointly.

## NOTES.

Major Moore, of the Salvation Army, was on the Pacific express, bound for Onetham, but had to return to the city.

The Pacific express ran into a hand car before reaching Hamilton. Near Stony Creek the train caught the hand car, and knocked it to pieces before the men could remove it from the track. The three men on the hand car threw themselves into a snow bank, and escaped.

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# THE COLLISION.

## Statements of Trainmen on the Colliding Engines.

### A FALSE REPORT EXPLODED.

The engine driver of the Pacific, Peter Temple, is at his home in London, and is confined to his bed through the effects of the severe shaking up he received in conjunction with the shock occasioned to his nervous system. Although no bones are broken, he is badly bruised, and will probably not be able to be out for several days.

#### SAVED OUR LIVES.

John Sheehy, who was fireman on No. 3 express, in the course of conversation with a reporter at London, gave his impressions of the accident. He stated that the train was going at a very rapid speed, as they had orders to pass No. 7 at Hamilton, and he was just about putting in a fire, so that the smoke would have burned off before Hamilton station was reached, when his mate observed: "Jack, there's a section man with a red handkerchief; what's wrong?" They both then looked out, and distinguished through the fog, which was very dense, the headlight of the approaching train. The engineer grasped the lever, threw it over, put on the air brake, and both jumped, the engineer going over the head of his companion. "I tell you it was a close one," observed Sheehy; "just three cars passed us when the crash came, and that sectionman, whoever he was, saved our lives."

#### THE RESPONSIBILITY.

The dispatcher at London gave the conductor of the Pacific express his orders at St. Catharines to proceed west, and Conductor Thorpe's orders were to meet N. 7 (Pacific) at Hamilton. Whether the orders of the conductor of the latter clashed with this, time will tell. The telegraph operators at Dundas, Hamilton and London were made aware of the fact that both trains had started from their respective stopping places, and knew that a collision was inevitable, but could do nothing to prevent the catastrophe, and patiently waited until news of the collision came to hand. The almost perfect system of train dispatching now in vogue on the G. T. R., one would think, would prevent such a catastrophe. It may be explained that no fewer than three persons are made acquainted with the contents of the order—the dispatcher, the conductor and the engineer, and the duplicates showing that they understood the orders given and received are kept by means of check-blanks. These, unless destroyed since, will fix the responsibility on the shoulders of the proper persons. It is generally conceded among railway men that Mr. James Hamilton, the conductor of the Pacific, will find it very difficult to explain satisfactorily the reason why he left Hamilton station.

#### WAS THERE A THIRD MAN?

On Friday a coffin was ordered at Chapman's Sons establishment for the burial of the body of William Quinn, aged 22, of Winona. The dead man's father, who was overcome by grief, was understood to say that his son had been injured in the terrible collision of Thursday, had been taken to Winona, and had died on Friday morning. Inquiry was made in all directions but nothing further could be learned about the matter. It seemed to be rather singular that a man could have been so seriously injured in the collision, without anybody knowing anything about it. Saturday, however, the mystery was cleared up. William Quinn, who was a section man on the Winona section of the Grand Trunk, slipped a few days ago, and was severely injured by the fall. An operation was performed on him, but he could not survive it, and died on Friday morning.

#### ANOTHER ACCOUNT.

A dispatch from Winona Saturday says: Wm. Quinn aged 22 years, son of Mr. Philip Quinn, section foreman of the G. T. R., of this place, was taken suddenly ill while working at his occupation as fence repairer on the Toronto branch of the G. T. R. He arrived home on the evening of the same day, and Dr. McKelcan, of Hamilton, the physician of the Great Western Division Provident society of which the young man Quinn was a member, was summoned on Thursday the 15th inst. He underwent an operation by three physicians from Hamilton and died the following morning of strangulation of the bowels. His remains were taken to the station to-day, accompanied by quite a number of sympathizing friends, and sent by the

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# PITCH-IN AT JUNCTION CUT

TWO FREIGHT TRAINS WRECKED  
AND THREE MEN HURT.

A Sunday Morning Disaster—Eleven Loaded Freight Cars Burned—None of the Train Hands Seriously Injured—The Main Line Blocked All Day.

The vicinity of the Junction cut is a place of ill-omen for the Grand Trunk and has probably been the scene of more wrecks than any other point on the railway. Yesterday morning another was added to the list, though luckily this one was unattended by loss of life. The loss of rolling stock, however, was heavy, and three men were slightly injured.

About 3:30 in the morning a mixed freight, No. 422, bound from London to Toronto, stopped at the Y to do some shunting. A few minutes afterwards another special freight, No. 418, Conductor Walker in charge, came along after 422 and stopped just west of the Y. At the west end of the Y is a high embankment on which the famous "Junction cut" disaster occurred, and immediately cutting with quite a sharp curve in it. The van and rear part of No. 418 rested in this cut, and the curve entirely hid the rear lights of the train from the driver and fireman of a third eastward-bound freight that was from Dundas. The conductor of No. 418 ought to have sent a man back rear of his train, but he either neglected to do so, or depended on the semaphore just at that point to cover the rear of his train.

Anyhow, the third freight, No. 420, came whirling round the curve and plunged into the rear of No. 418 in that narrow, deep cutting, and a disastrous smash ensued. Eleven freight cars loaded with miscellaneous freight—oatmeal and cordwood the principal ingredients—were heaped in a spin-bag engine of No. 420, which had done its best to scramble up the side of the cutting, and then fallen back in the ditch. Nine of the cars in No. 420 and two cars in No. 418 were in the mound of wreckage, and in a very few minutes the little tongues of flame began to shoot out of it, having caught from the furnace of the locomotive, and it was soon a huge bonfire. An alarm was sent in to the city department, and Chief Altchison dispatched the steam fire engine and crew to the station ready for service, but the fire could be done, and it was considered the easiest way to clear the cut would be to let it burn. So the fire apparatus was returned.

The driver of No. 420 was William Allan, formerly of this city, but now of London, and the fireman was Bernard McAteer, of London. When they came round the curve and saw a pitch-in was inevitable, they jumped, and McAteer had his nose, face and forehead badly skinned and cut. W. M. Tanner, of London, a brakeman, had his back hurt. But the man who had the closest shave of all was an old rustic who was in the van of No. 418 when the engine of the other train plunged into it. He was on-board the train in charge of a horse that was in a forward car. How he escaped death or injury was a mystery to himself and everybody else, but he did not get a scratch, and was able to proceed with his horse to Toronto yesterday afternoon.

The accident occurred at 3:43 a.m., and a quarter of an hour afterwards an auxiliary went out from Hamilton and began the work of clearing the track. The flames saved a lot of trouble, for after the fire got through all that was left of the wrecked cars was a few mounds of scrap iron. The engine is almost a total loss, at least like the dog that gnawed the dynamite cartridge—it'll never be any more use as an engine. Besides being badly off it, and its bearings are all spoiled and warped by the heat.

It was 5 o'clock last night before the track was cleared. In the meantime round by Caledonia and Paris. Specials were also run between Hamilton and Niagara Falls and Hamilton and Caledonia. Large crowds visited the scene of the wreck during the day. Train No. 420 left London ahead of No. 418, but the latter passed it on the road, arriving at the Junction overlooked this fact, and thought No. 420 was still ahead of them.

Driver Allan, who was injured, is a brother of J. R. Allan, of the Spectator business office.

## MISSIONARY SERMONS.

tions, and lo, I am with you always," was the text chosen by Rev. Mr. Peterson who occupied the pulpit in the evening. His preaching an excellent sermon on missions, in which he stated that every appliance utilized in older times is now used with intensified power, and therefore the results to follow the teachings will be infinitely greater than ever before. All that is needed is enthusiasm, born of the love of God. In the morning a trio, composed of Mr. Mrs. and Miss Irish, sang Rock of Ages, and the choir sang appropriate anthems morning and evening.

Wesley Church.

Anniversary services in Wesley Methodist church were well attended yesterday morning, afternoon and evening. The anniversary preacher was Rev. W. J. Hunter, D.D., of Montreal, a former pastor of the church. In the morning Dr. Hunter addressed the congregation from Luke xiv., 33-40, basing his remarks on the words: "I tell you that if these should hold their peace, the stones would immediately cry out." Said he: The praise of Christ is only another name for the progress of His kingdom. It is a necessity and must go on to perfection. Nations have been allowed to praise Him, and when they failed the work did not stop, but other doors were opened and Christ's kingdom advances. Great Britain, Germany, and the United States are the three greatest nations in the world, and Great Britain is of these the greatest in the work of evangelization. But should these nations fail in the work of spreading the gospel, the gospel would not fail. These nations will rise up and extend the kingdom. The same rule applies to the churches. The wealth, scholarship and culture of the age throughout the world are largely under the guidance of the Christian church. Should the church again fall away and be untrue to the truth, would there be any hope for the world? God would raise up men, tune their voices to sing His praise, and the work would go on. When it became necessary to split the Romish church, Martin Luther was equipped for the occasion. When it became necessary to split the English church, John Wesley was equipped for a second reformation. And just as God splits reforms or obliterates nations, individual when he fails to carry out His will. The one thing is, let Jesus Christ be praised. This honor is laid upon us. If we fail we will awake to see it with its reward slipping out of our hands. If the father fail, God will use the child. If the teacher fail, God will use your scholars. Let no man take your crown. Let none do the work you should do. If you will not accept others' will, for Christ must be glorified, and the music of heaven is bound to ring out whether you help or not, and if you miss all it will be only your own fault.

Dr. Hunter addressed the young people in the afternoon. He congratulated them on the improvements made in the schoolroom, and told them some interesting stories connected with the past work in the school. In the evening he took his text from Ecc., II., 11: "I looked on all the works that my hands had wrought and on all the labor all was vanity to do; and behold and there was no profit under the sun. With this confession of Solomon he contrasted the words of Paul to Timothy: "For I am now ready to be offered, and the time of my departure is at hand. I have fought a good fight, the faith. Henceforth I have kept a crown of righteousness which the Lord, the righteous Judge, shall give me at that day, and not to me only, but unto all them also that love His appearing." Solomon and Paul were two representative men of their day—the former began his career as a king; the latter as a persecutor of the Christian church. But how different the ending of their lives! Solomon had finished his fight with the word "vanity" on his lips; Paul with "victory." We are all leads to victory—the one that leads to begin life aright, and an ideal is necessary. If you leave out God and life is not a diamond, but a seed, capable of endless growth. The secret of success is to have some object before you. Riches are not to be despised when honestly secured and properly employed, but wealth is a poor ideal. So in mere character and distinction, thought the world was made for him, and not he for the world. Taken altogether he was a failure, having had all his heart could desire. He, like Byron and Chesterfield was an epicure and a sensualist. Let God be the center of your orbit, then all will be order and harmony.

Special offerings were taken up morning and evening in aid of the trust fund, the annual statement read by Treasurer Birge showing the current deficit to be over \$750. During the day following music: Anthem, O Be Joyful in the Lord (Hudson).

A. M. S.

Rev. J. F.

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April 1  
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swarmed out of the train, and surrounded which still stood on the rails, and smoking cars, the ruins of the baggage and smoking cars, with which several human beings were mixed up in a manner dreadful to behold. The train hands went promptly to work to rescue the injured passengers from their terrible predicament, and worked like beavers, soon to be rewarded with success. The baggage car had run into the smoker and scooped it, driving the passengers who had been seated therein to the extreme end, and penning them there like so many sheep. To add to the horror of the situation, while the train men were working to free the unfortunate passengers the woodwork of the car caught fire from the stove, and for a few minutes it looked as though the car and its occupants would be burned up. Luckily the fire was soon got out. One by one the passengers were freed, some with bruised heads, and others with their feet crushed. Still the work at the ruins went on, and by-and-by the train men came upon the body of a man whose face was smashed in a fearful manner. He had been killed almost instantly. The body was tenderly laid out upon the bank, and the search was proceeded with. Poor Teddy Mason. He had stuck to his engine to the last, and his poor scalded body was found amid the debris of the locomotives, the head badly cut, and the skin peeled by the steam which had escaped from a broken pipe. None of the engineers or firemen were seriously injured except Mr. Mason. Word was immediately dispatched to Hamilton, and an engine was quickly sent to the scene, carrying Drs. Bidley, Maclellan and Anderson. Dr. Stark also drove to the spot. Messrs. Stiff, Hobson and Denville, of the G. I. R., also went out on the engine, and shortly after an auxiliary was sent from the city, and the work of getting the passengers and their baggage to Hamilton was commenced. The body of Mason was sent to Dundas and that of Douglas to Hamilton. The passengers of both trains, with the injured, were taken back to Hamilton on the auxiliary, and the cars that were not wrecked were also brought back to the city. The wounded were tenderly cared for, several of them being sent to the city hospital and others to hotels. The west bound passengers were sent to their destinations by way of the Air line and Toronto. Those for the east were sent right on.

#### THE KILLED.

EDWARD MASON, Locke street, Hamilton.

CHARLES DOUGLAS, Guelph.

Mr. Douglas was a commercial man, traveling for Burns & Skinner, furniture manufacturers.

#### THE INJURED.

GEORGE LEVORON, Rochester to Chicago.  
JOHN MESSMAN and WM. MESSMAN, Rochester to Chicago.

WM. KALPEN and MINA KALPEN, Rochester to Milesville, Wisconsin.

WM. MYER and CAROLINE MYER, Rochester to Milesville, Wisconsin.

SAMUEL WESTE, injured knee, New York to Chicago.

ROCKERS, baggageman, broken arm.

#### THE LOCOMOTIVES

were very badly smashed up. The two locomotives drawing the Pacific express climbed the locomotive of the day express and then fell side by side to the north across a ditch with the head of the boilers resting on a bank. The headlight, front works and boiler caps were smashed to smithereens, and the cylinders and piston rods were broken and twisted as if they had been made of wood instead of iron and steel. The locomotive of the day express fell to the south and was even more badly smashed up than the others, one end of the baggage car being piled on top of it. The railway men built fires on the banks to give them light to work by and soon began hauling on the overturned cars with immense cables, drawn by an engine which had arrived from the west. It was expected that the track would be cleared by daylight.

#### AT THE WRECK.

Hundreds of people walked up the track from Hamilton, and others drove from Hamilton, Dundas and other places in the neighborhood, and stood on the hills gazing at the scene. The picture was one of terrible picturesqueness. Fires burning in the snow along the side of the track gave light for the men to work by. The snorting engine that was tugging at the wrecked baggage car gave forth volumes of steam and black smoke. From the pile where the engines lay heaped up steam was curling up in the misty moonlight, and the fires lit up the side of the mountain, with its snow-covered hillocks and dark pine trees. The glare reflected from the snow was visible for miles. The

Still another passenger said: "I was in the parlor car at the rear of the train, and the shock knocked the plate glass out of the door in our car. Do you see that finger. I don't know how it was hurt. I didn't feel it at the time." At the same time he exhibited a swollen and bruised finger, and in the excitement the enquiry was not noticed.

"How did I get out? Well, I jumped through the door way. I wasn't in any danger, for our car didn't leave the track, but I didn't know that at the time, and you can bet I didn't stop to enquire. I jumped through the first opening I saw."

A clergyman who came down with Rev. Mr. Williamson, of this city, on the train from London said: I was in the rear end of the train (No. 8) coming from the west. Myself and wife were sitting with our faces toward the engine, and our little boy was standing in the aisle when the collision took place. The shock was very slight, but sufficiently severe to knock our boy down, who received a sharp blow on the side of his head. Our coach was well filled with passengers, and strange to say not a single one of them were hurt. The smoking car on the train bound west was completely telescoped. Several of the passengers were tightly wedged in the seat and held up their hands above the wreck to show that they were still alive, though suffering severe injuries and utterly unable to help themselves.

#### A TROTTER'S ESCAPE.

When the Pacific express was leaving Niagara Falls, a handsome and valuable trotting horse, carefully blanketed, was boxed up in one corner of the express car. The handsome beast looked curiously out of his corner as his caretaker, Samuel Weste, left the car, which was then sealed up as it contained only through goods. This car was next to the engine, and was followed by the baggage car, and then came the smoker. Mr. Weste went into the smoking car and sat down on the left hand side of the aisle about the middle of the car; almost opposite him sat William Kalpen and wife and William Myer and wife, all four sitting in two seats facing each other. Mr. Weste proceeded to eat his lunch. He occupied the same seat until the point at which the accident occurred. The collision backed the baggage car into the smoker and it was only passengers in this car who were injured. Mr. Weste's injuries were not serious, consisting chiefly of a bruised knee. His horse escaped without injury, and was taken out of the wreck. Mr. Weste was taken to the Royal hotel.

#### A CHARITABLE LADY.

There was on the train going east, the passengers on which escaped unhurt, a lady whose noble charity deserves the highest praise, Mrs. A. M. Wilson, of Boston. Mrs. Wilson was in one of the Pullman coaches when the locomotives collided. She left the car, and walking through the snow to the scene of confusion, attended the injured people and helped, by her kind words and acts to make their injuries bearable. Not only did she do this, but offered pecuniary assistance. After the passengers were brought to the city Mrs. Wilson was pointed out to a reporter. The kind hearted lady gave the name with reluctance, saying that she had done nothing that any one else would not have done. She would think herself ungrateful if she did not help those less fortunate than herself.

#### THE SCENE AT THE DEPOT.

As the news of the accident spread through the city, and the extent of the disaster increased as the report spread, people flocked to the depot and crowded the platforms. There were some there who had just bade farewell to friends departing on the Pacific express, and some who were awaiting the arrival of friends on the eastern bound train. A look of anxiety was worn by each face until the real extent of the loss of life was made known. Diligent officials were everywhere dispatching assistance to the wreck, looking after the comfort of the wounded, and other duties of like nature. The ladies' waiting-room was filled with belated travelers, whose countenances wore a frightened and excited expression. People were running up and down the platforms, dodging in and out of the offices looking after their baggage. People who had returned from the scene of terrible destruction were surrounded by people and worried by questions. The telegraph office was crowded with men awaiting the latest from the wreck and discussing the cause of the accident. When Douglas' body arrived and was taken into the baggage room many sought admittance to get a glimpse of the first victim brought to the city, but none were allowed in but the

February  
16  
1883



# FREIGHT DERAILED

## Accident at Junction Cut Interfered With Traffic

Six Grand Trunk freight cars which were derailed at the junction cut shortly after 6 o'clock this morning, blocked both lines of the road for some hours and caused considerable delay to passenger trains. No one was injured in the wreck and the cause of the accident is unknown. Conductor Blewes and Engineer Watt were in charge of the freight train. Following the accident, Grand Trunk passenger trains were sent around by way of Stoney Creek and the Beach line, while T., H. & B. trains were sent round by way of Guelph junction. Shortly after 10 o'clock it was reported that one line had been cleared at the wreck and service was continued.



# BOILER EXPLODED AND MEN HURT

(Continued from page 1.)

## TRAIN WAS LATE.

Train No. 11 arrived in this city shortly after 8 o'clock this morning several minutes behind schedule time. She was due to pull out of Hamilton at 7.55, and after having taken water the train pulled out about 8.15. The train is an accommodation which collects at the mail and express packages between Niagara Falls and Windsor. It was checked just before turning into the Junction Cut by the display of danger signals. The train had just moved again and had rounded the cut about fifty yards when the explosion occurred.

## A TERRIFIC EXPLOSION.

Women on the train shrieked and the engine plunged ahead under the impact, but only traveled about thirty yards when it came to a standstill. Passengers and crew alike rushed out of the train, and after a search Fireman Salt was found lying in the doorway of the baggage car directly at the rear of the tender. The engineer was found by the side of the tracks. The cab of the engine was blown completely off. The boiler was lying at one side of the track and the trucks had been lifted from the rails. Willing hands, under the direction of Conductor Stoddard, took charge of the two unfortunate men, and word was sent to the yard office for assistance. By that time a yard engine was on its way to the scene.

## A HORRIBLE SIGHT.

In the meantime the police were notified and the auto-patrol wagon and the ambulance were sent to the station with all possible haste. The men were brought in on the engine, the stretchers in use by the company having been brought out. The engineer was able to walk with the assistance of fellow-employees, but the fireman was in a semi-conscious state. He struggled to raise his head and a large sheet was placed over him in order that the large crowd of passengers at the station would not see the agonizing state he was in. His limbs were literally torn from his body. All that remained of one leg was a piece of bone, the flesh having been torn entirely away. His face was badly cut and no doubt he suffered injuries about the body. He was placed in the ambulance and rushed to the city hospital. The engineer, George

years ago, and that the crew was very seriously injured. The sister engine was standing in the Black Rock yard at the time and exploded. No direct cause of the explosion was ever learned by the officials. The engine which exploded at Buffalo and the one which figured in the explosion today left the G.T.R. shops at the same time.

An investigation will be held into the cause of the accident, and will be conducted by the G.T.R. officials. It is stated the engine was examined at Niagara Falls, and at that place the statement of the roundhouse men who primed her for the trip will be taken in an effort to ascertain if the gauge was in good working order when the engine was turned over to Engineer Cook.

Len D. Gillett, of Toronto, inspector for the board of railway commissioners, was in the city shortly after the accident seeking particulars for the commission.

At the city hospital Fireman Salt was operated on and one of his legs amputated. The other leg is so badly torn that there is little chance of saving it. He suffered from bruises to the body, and although the physicians hold out little chance for a recovery, the courage and physique of the man are surprising, and there is a chance he will pull through, although nothing definite can be said till he comes out of the anesthetic.

Engineer Cook was badly scalded about the chest, and his face and head were cut. He will recover. At noon the hospital authorities stated he was resting easily. Dr. Cockburn performed the operation on Fireman Salt.

## No More, No Less

The Scotland Woolen Mills are doing one of the largest tailoring businesses in the city. This is the result of the satisfaction that is given each patron. In six years their business increase has been enormous. Every man should see their imported clothes, as they have a large range, from the conservative model to the dressy latest style. Every individual customer receives careful attention. It is a revelation how \$15 dresses a man so well.

November 15  
1912



# A DREADFUL DEATH.

Woman Killed by a G. W. R.  
Locomotive.

5/30/1879

This morning, whilst Martin Allan and two other G. W. R. trackmen were proceeding along the line about four miles east of this city, they came upon the dead body of a middle-aged woman lying on the south side of the southern track. The face was lying downwards, and on examination was found to be frightfully mutilated. It is supposed that the woman had been walking along the line, and that, either intentionally, or through lack of observation, she had permitted an east-bound train to come upon her, the locomotive striking her a fearful blow in the face and head, which caused the mutilation of these parts. The cow catcher had then evidently pitched her off the track. After discovering that the woman had for a considerable time been dead, the workmen reported to Mr. Armstrong, station master at this city, who communicated the facts to Police-constable Knox, and that officer conveyed the information to Dr. Thos. White, coroner, who had a dummy engine placed at his service by the G. W. R. Co., and had the body brought to the city, under the care of Constable Knox. The body was placed in the city dead house to await identification.

The body was subsequently recognized to be that of Mrs. Brady, wife of Mr. Patrick Brady, 20 O'Reilly street—an old resident of the city. Deceased, who was an elderly woman, left her home on Thursday evening, but as it was thought she might have gone on a visit to some of her friends her absence did not excite much alarm. How she came to be four miles out of the city has not transpired. She leaves a husband and grown-up family to mourn her sad death.

This evening, at 7:30, Coroner White will hold an inquest on the body at the City Hall.

MAY 30 1879



# INSPECT BOILERS

Jury Recommended That This Be Done  
Once a Week

The jury find that the deceased, Samuel Sault, met his death by the explosion of a boiler, owing to negligence on the part of the G. T. R. and recommend a weekly inspection of all engines.

The above was the verdict arrived at by the jury, accompanied by Coroner Anderson to enquire into the circumstances surrounding the death of Samuel Sault, the G. T. R. fireman who was fatally injured when the locomotive on which he worked exploded on November 16 last.

George A. Cook, engineer, who had charge of the engine, number 1413, which exploded, stated that they had pulled out of Niagara Falls on schedule time, the morning of the fatality, but before leaving his fireman (Sault) drew his attention to a leakage around the crown bolts. The crown bolts, he said, were those bolts that hold the boiler together. Witness said that the driver who brought the engine into Niagara Falls should have notified the authorities there of these defects. He said that they stopped at Hamilton for thirty minutes to take on water. Asked as to where the accident occurred, he said that the tail end of the train was over the diamond, and without any notice the explosion took place. After that he remembered no more, as he was knocked unconscious. From Niagara Falls to Hamilton his fireman complained of trouble in keeping the steam up.

W. M. McClement, who was engaged to look after the interests of the family, asked the witness what would have happened to him if he had refused to take this engine out. He replied that he would have been suspended or discharged from the service of the road. He said that there had been trouble experienced before with this engine, in connection with the crown head, and the engineer in charge at that time was dismissed. He was positive that it was the crown head that blew out at the time of the fatality.

Dr. Cockburn said the deceased was alive when brought to the hospital and was suffering from severe burns and scalp wounds. Death was due to shock and loss of blood.

William Barnes, assistant boiler maker at Niagara Falls, stated that he inspected the boiler thoroughly on the morning of that day and found a few crown bolts leaking, but when he left his hands the locomotive was in first class condition.

George Strange, also of Niagara Falls, said the mechanism was working freely and the water gauge was half full.

J. Wansley, locomotive foreman, supervisor of the locomotive department at the Falls, said that the condition of the boiler after the explosion led him to believe that it was lack of water in the boiler, as the plate was drawn inwards and the crown bolts were forced out. When asked by Mr. McClement if he had ever heard of six engines of a similar type to this one being called in off the road he said no.

Driver Whistley, who responded to the call with the ambulance, described the condition in which he found the deceased and in the speed excited in conveying him to the city hospital.

The jury were out about 45 minutes, when they returned with the above verdict.

January 11

1913

H. S. peetator



FRIDAY NOVEMBER 15 1912

## ENGINE BOILER BLEW UP; TWO BADLY HURT

(Continued from Page 1)

An engine was sent out to clear the line. The ambulance and police patrol were waiting at the station, and Cook and Sauli were rushed to the hospital. An auxiliary was sent out to clear the line.

### AN OLD EMPLOYEE

Engineer Cook is one of the oldest employees of the G. T. R., having been in the company's service for thirty years, and is regarded as one of the best and most capable men in its employ. Engine 1912, which exploded, was one of the two wheeler Mogul type, and had been coupled to passenger train No. 11 about two hours previous to the accident at Niagara Falls, Ont., where all engines are changed, and fresh engine crews take charge. The spot where the accident happened is located in a deep cut with high embankments on either side. While the boiler was blown completely clear of the trucks, and thrown some distance ahead of the engine, and the cab thrown about 30 feet in an opposite direction, and twisted wreckage was thrown in all directions, it was a peculiar fact that none of the engine wheels left the rails. The force of the explosion carried pieces of the wreckage into adjoining fields above the high embankment. All portions of the engine and boiler were badly twisted and broken, and judging from the condition as viewed shortly after the accident it is a wonder that either engineer or fireman escaped with their lives. Immediately under the draw heads between which Fireman Sauli's right leg was crushed, there was a large pool of blood, which had trickled down to the track before he was released.

### TRACKS NOT DAMAGED

The tracks were not damaged in any way, even the ties not being torn or broken, the force of the explosion apparently being upward, which would account for the wheels remaining on the track and the dismantled trucks running some distance after the explosion. It is supposed that Fireman Sauli was in the act of shoveling coal into the fire box at the time, and, being in a stooping position immediately in front of the open door, was blown backwards and upwards, going completely over the large coal tender and dropping between the tender and baggage car, where his body was shot through the door of the baggage car, his limbs hanging outside, in which position he was found by Conductor Stoddart a few minutes after.

Concerning the probable cause of the explosion many reasons were given, but in the twisted and heaped wreckage it was almost impossible to determine positively the exact cause.

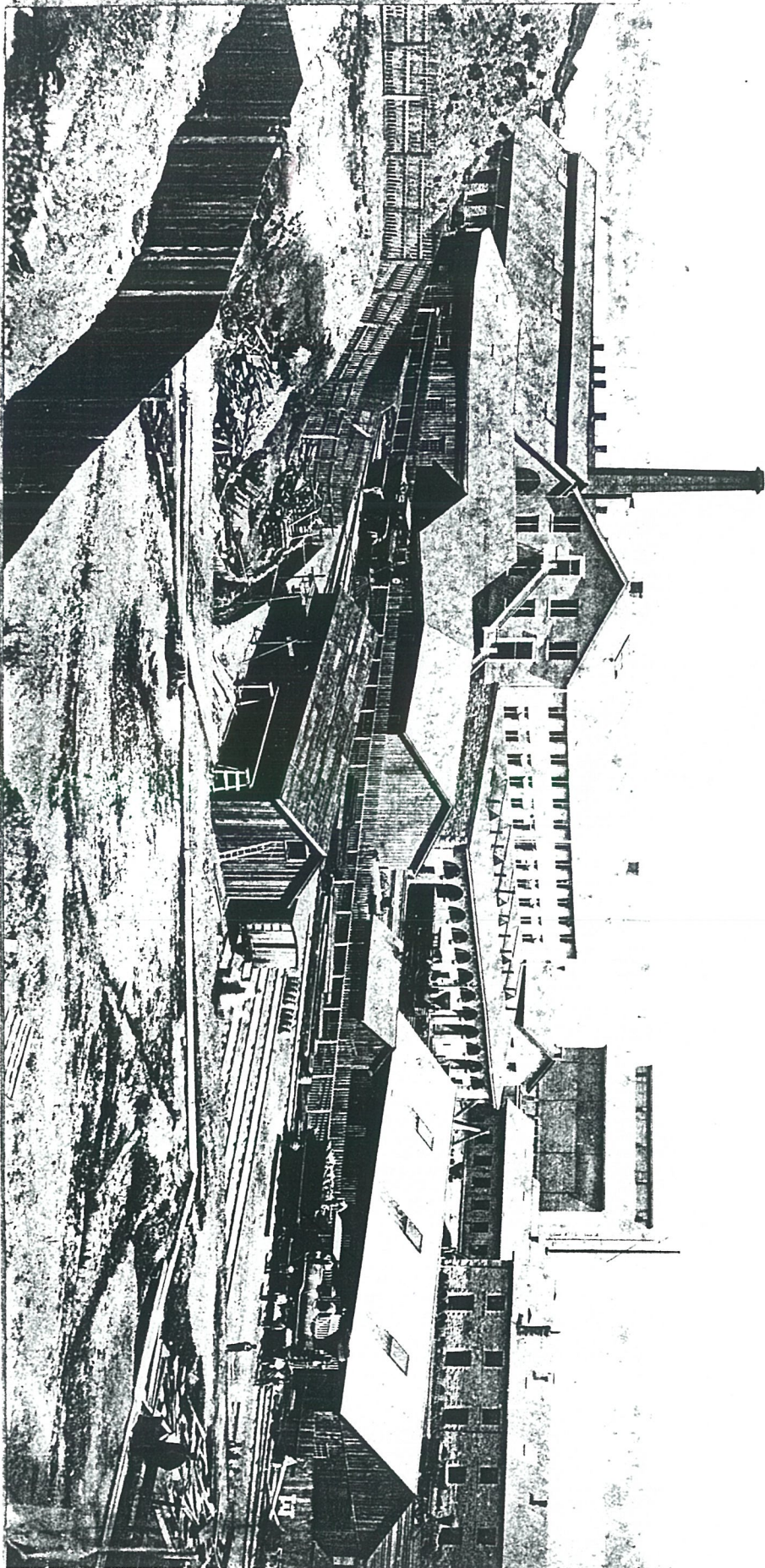
There are many reasons which might be given, but it will be hard to say which is right until a thorough investigation is made, said an official of the G. T. R., when asked by a spectator reporter concerning the cause.

Immediately following the explosion and the removal of the two injured men, the wrecking crew was sent to the scene of the accident, and the wreckage cleared from the west-bound track so as to allow delayed passenger trains to proceed, which was done in about an hour, both tracks being clear for renewal of regular traffic about noon.

November 15  
1912



Alumina GWR shops STRATFORD-PERTH ARCHIVES





WEATHER Fair and Cool.

# ENGINE BOILER BLEW UP; FIREMAN DEAD

## Hurled Over Tender Through Baggage Door

## Engineer Badly Hurt, Passengers Also Shaken Up

Samuel Sault, the injured fireman, died at the city hospital at 1.30 this afternoon. Coroner Anderson ordered an inquest and the jury will view the remains this afternoon. Sault was unmarried.

Three men were frightfully injured, one probably fatally, and several people severely shaken up, when the engine of Grand Trunk train No. 11, an accommodation running between Niagara Falls and Windsor, exploded at the "Y" near the Desjardins canal shortly after 8 o'clock this morning.

Those seriously injured were: George E. Cook, engineer, Niagara Falls, Ont., age 55, badly scalded about the breast, face and hands, lacerated around the shoulders and suffering badly from shock.

Samuel Sault, fireman, Niagara Falls, N.Y., age 38, right leg crushed and had to be amputated at the knee; skull fractured; terribly scalded about upper portion of body.

The doctors hope to save Cook's life. Sault will probably die. With his terribly mangled leg and the flesh about the upper part of his body parboiled, the poor fellow, within a few minutes of the accident, was placed on the operating table at the city hospital, where physicians did what they could to alleviate his sufferings.

### BOILER BLEW UP

The train left Hamilton at 8.10, practically on time, and proceeded to the junction cut, where it slowed down to take the switch. Just after entering the cut, and as the train began to pick up speed, there was a heavy explosion, which lifted the big boiler off the tracks and pitched it thirty feet ahead of the framework of the engine. The explosion automatically threw on the emergency brake, and the concussion, as the boiler went up, drove the engine cab back against the baggage car. The rebound tossed members of the train crew, who were standing up at the time, along the aisles and jolted passengers out of their seats.

### HURLED OVER FENDER

Sault, the unfortunate fireman, was hurled through the rear of the engine cab and over the tender, his head going through the baggage door and the lower part of his right leg got caught between the timbers. Sault, the fireman, was shot through the side of the cab window and was found about fifteen feet up the side of the embankment. After the accident, the trucks of the engine ran along the tracks about thirty or forty feet.

### PASSENGERS SHAKEN UP

There was a mild panic in the passenger coaches following the report of the explosion and the jar with which the train stopped. George Stoddart, the conductor, whose home is in Windsor but who formerly resided here, was thrown half way down a car aisle. J. Whitaker, of Windsor, the brakeman, was also pitched down the aisle and then thrown back on the rebound. Al P. Liddy, messenger of Windsor, was catapulted down the baggage car and thrown against a trunk.

### RUSHED TO HOSPITAL

Conductor Stoddart found Sault, the fireman, jammed between the tender and the baggage coach, and, with assistance, cleared him. Cook, the engineer, did not lose consciousness, and with the aid of a man on either side was able to talk a little. Hamilton was immediately notified of the

(Continued on Page 17)



extent except near the cab was hurled twenty feet. The wrecking crew worked all morning to clear the line. Several trains, both freight and passenger, coming from and going to the west, were delayed and it was not till noon that the line was in shape for traffic. The rails had been twisted somewhat and the force of the explosion was so great that a huge hole was torn in the ground and some of the ties loosened. The engine was a mass of twisted steel and iron.

The train which engine 1913 was drawing was brought back to the Stuart street station and held there till long after 10 o'clock. Another engine and crew was supplied and the train then pulled out only to be held up at the cut, which is familiarly known as the "Y."

#### THE PROBABLE CAUSE.

Engineers and firemen in the employ of the G.T.R., when asked as to the possible cause of the explosion, stated that there was a chance that the gauge which shows how much water the boiler contains was not acting. One of the engineers said there was no possible chance of an explosion if the boiler had been properly supplied with water. The engineer had filled his tank here, but in all probability some matter had interfered with the gauge and led him to believe that his tank was well watered. Just before the explosion the fireman fired up in preparation to making the steep grade which leads to Dundas.

#### CONDUCTOR STODDART.

Conductor Stoddart was terribly upset as a result of the accident. He was at a loss to explain, but said that possibly the gauge showed water in the boiler by reason of a blocking up of the instrument, which would not allow the water in the gauge to drop with the lowering of the water in the boiler. He stated the train stopped as danger signals were displayed at the curve. The fireman coaled up, and just as the train had started a terrific explosion occurred. The cars did not back up as the brakes were put on automatically. Mr. Stoddart stated if the train had been travelling at top speed when the accident occurred the result would have been more serious.

#### AN OLD EMPLOYEE.

Engineer Cook had been on the same run for thirty years. He was at one time a fireman, and was regarded as a faithful employee and had never figured in any serious wreck. He was looked upon as being a very careful man, and for that reason it is thought the defective gauge theory is correct. His fireman had also been on the run for some time and was a good man.

#### THE SISTER ENGINE.

A peculiar feature of the accident is the fact that the sister engine, No. 1913, suffered a similar fate in Buffalo two

city of Hamilton investigate the matter of building a belt line around the city and operating it by city power, thus selling an extra 2000 horse power and reducing the rates to citizens and also relieving the congestion in the manufacturing districts and other residential districts of the city due to inefficient car service or total lack of service in certain districts.

"I don't say that such a move would be advisable, or that I would support it, but it is something that I am determined to investigate," said his worship. "It appears to present great possibilities. The Hydro-Electric commission would, I feel sure, help us in every way in estimating on the building of such a line, estimating the cost and the probable returns. A line along the baseline, up Kenilworth avenue to Delaware, along there and through to the west limits of the city and back down through the west end to the base line would, no doubt, prove a great relief. This is just a rough idea of what I will bring up."

Mayor Lees was asked if there was anything new with regard to the election to hydro-electric commissioners in this city, and said that there was not; that the advice given to the city was definite and that the commissioners when elected would not need to take office until the legislature set their position forth correctly at its February session.

About what salary would you advocate paying commissioners for the administration of the local hydro-electric plant," his worship was asked. Would you suggest \$3,000 or \$4,000 such as other cities pay?

"I would not," he said, "I think that \$1,000 a year would be plenty at first. The controllers draw \$200 a year each.

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September  
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## The Vice-Regal Progress.

### Visit of the Marquis and Princess to Niagara Falls.

#### A Strictly Private Journey,

#### And a Disappointed Populace.

##### Departure from Ottawa.

OTTAWA, Jan. 21.—The Governor General, Princess Louise and suite left by special train last night for Niagara to visit the Falls. They travel *incog*.

##### At Toronto.

TORONTO, Jan. 21.—Shortly before noon the Marquis and Princess reached the Nipissing station, at the foot of Berkeley street, where a G. W. R. engine was in waiting. The special car containing the Governor and party was detached from the G. T. train and taken up by the G. W. engine, and proceeded westwards after a delay of only a few moments. There was very little demonstration, although a good crowd was around, but neither Marquis nor Princess gratified the assemblage with a glance.

##### At Hamilton Station.

It was announced in the *SPECTATOR* a week ago that the Vice-Regal party would pass through the city on their way to the Falls. Society—but more especially the feminine portion of the community—have been in a flutter of excitement ever since, and when it was definitely announced in the *MORNING HERALD* that the Marquis and Princess would assuredly pass through Hamilton this afternoon at 1.45 p.m., nothing would content from 500 to 1,000 of our citizens, but they must go to the depot and see the distinguished party. It was not enough to assure them that the Marquis and Princess had determined on maintaining a strict *incognito*, and that very likely the train would not even make a stoppage at Hamilton. "In that case," said the enthusiasts, "the Princess will surely look out and show us her face, and the Marquis will doubtless come on the platform of the car and wave us his compliments."

Early in the morning engine No. 151 of the G. W. R. left Hamilton, drawing the Directors' handsome official car and a baggage car. It was driven by Mr. John Holt, one of the most experienced drivers on the G. W. R. system, the conductor being Mr. Richard Thorpe, who has for many years been an express train conductor and is well and favorably known to the general public. Mr. Stiff, General Superintendent of the G. W. R., Mr. Domville, Locomotive Superintendent, and Mr. Hobson, Chief Engineer, were on board and accompanied the party through to the Falls. At Toronto the Intercolonial Official car and the Pullman cars in which the Vice-Regal party had come from Ottawa were joined to the G. W. R. cars, and a start was made at 12.46 p.m.

About 1.45 the loud whistle of a locomotive in the vicinity of the Desjardins bridge had the effect of causing quite an excitement amongst the crowd on the platform, everyone evidently affirming "They're coming!" But it was a false alarm, proving to be the pilot engine, which had preceded the special by ten minutes. The engine was driven by Mr. Charles Domville, son of the Locomotive Superintendent, and was suitably decorated with the national arms of Canada, small bannerets, &c. A small stoppage was made by this engine, only sufficiently long to inform a portion of the crowd that the Vice-Regal train would rush right through—intelligence which spread like wildfire, and caused universal disappointment.

At 1.54 p.m. the train passed through the yard at the rate of about 25 miles an hour—a speed not sufficiently slow to permit of any one on the platform catching more than a glance of one or two of the suite who sat at the side of one of the cars nearest the platform. We are informed that the Marquis expressed himself favorable to a much slower rate of speed than is customary, and hence the length of time taken between Toronto

January 21

1879

H. Spectator



## Passenger Terminal at Hamilton for Canadian National Railway.

The location and general layout of the passenger station to be built at Hamilton, Ont., by the Canadian National Ry., a preliminary account of which was given in Canadian Railway and Marine World for July, pg. 418, are shown in the accompanying plan, which also shows the location of the present station, just north of Stuart St., near the foot of Caroline St. The new station will occupy the area, shown in hatching on the plan, between James and Hughson Sts., in a line with Stuart St. produced easterly. It will be south of the main line tracks, and the plans, as developed at the time of writing, provide for a stone structure of about 90 x 180 ft., together with a concourse, 140 x 50 ft., to

capacity of each individual track being marked on the plan. There will be 3 passenger and 3 baggage and express platforms, arranged alternately, the passenger platforms to be 20 ft. wide and the others 14 ft. wide. It is probable that the tops of platforms will be at rail level. The platforms will be quite long, extending from McNab St. on the west, with the two longest ones going beyond John St. on the east. They will probably be of concrete construction.

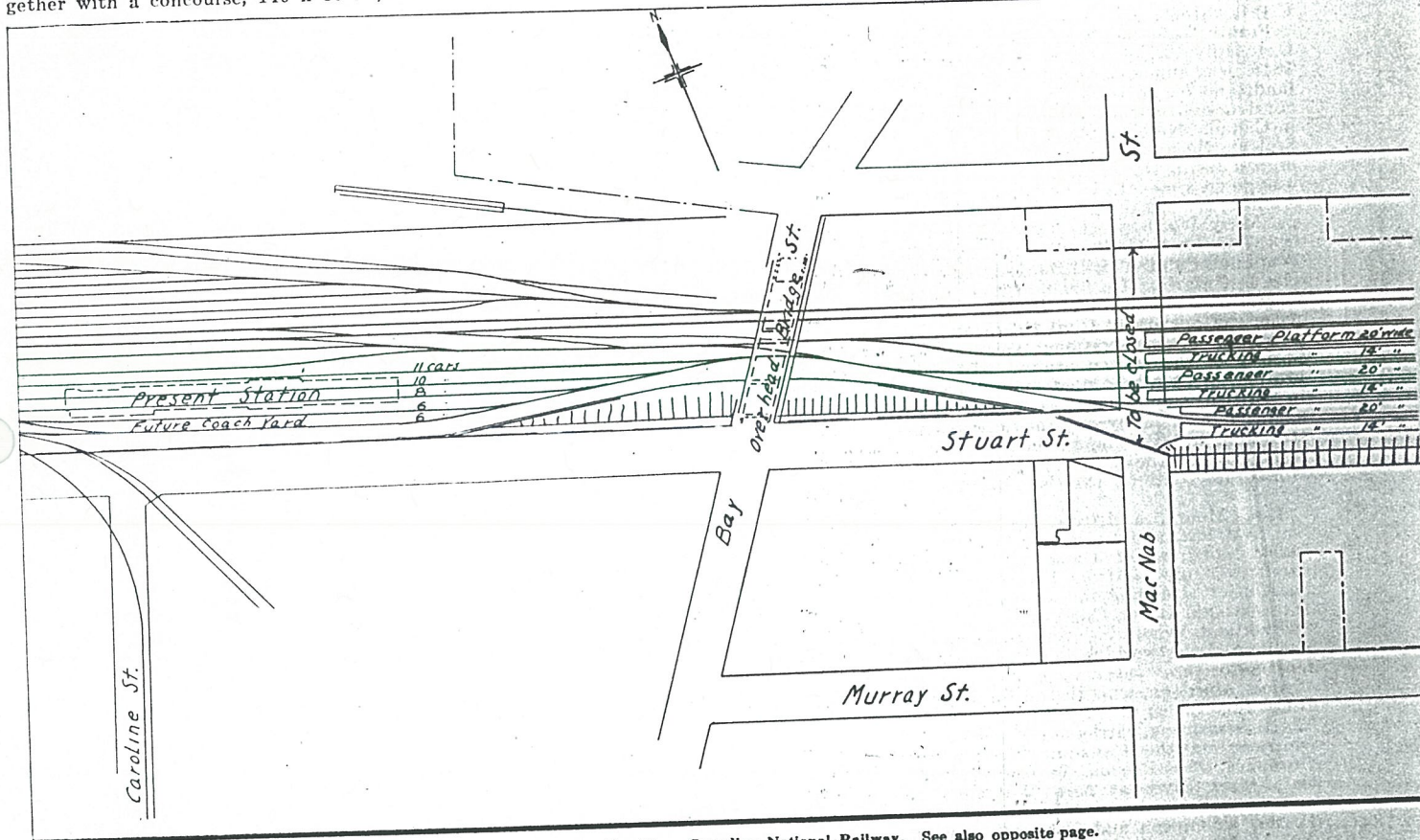
To provide for the building of the station, MacNab and Hughson Sts. are being closed between the limits shown, by arrangement with the city. To carry the other streets, viz., Bay, James, John,

terminal, west of the present station.

All of the present construction season will be required to complete preparations for the construction of the new station. The building itself will be gone ahead with in 1929. The Board of Railway Commissioners passed order 40,949, June 19, approving the new station's location.

On completion of the new station, the present one will be removed, and a passenger car yard will be provided in the area occupied by it, to have 5 tracks with total capacity of 41 cars.

**United States Railways' Financial Results.**—U.S.A. class 1 railways' gross operating revenues in May were \$510,714,148, compared with \$519,569,844 in May, 1927, a decrease of 1.7%; operating expenses were \$381,836,287, compared with \$391,-



General Layout New Passenger Terminal at Hamilton, Canadian National Railway. See also opposite page.

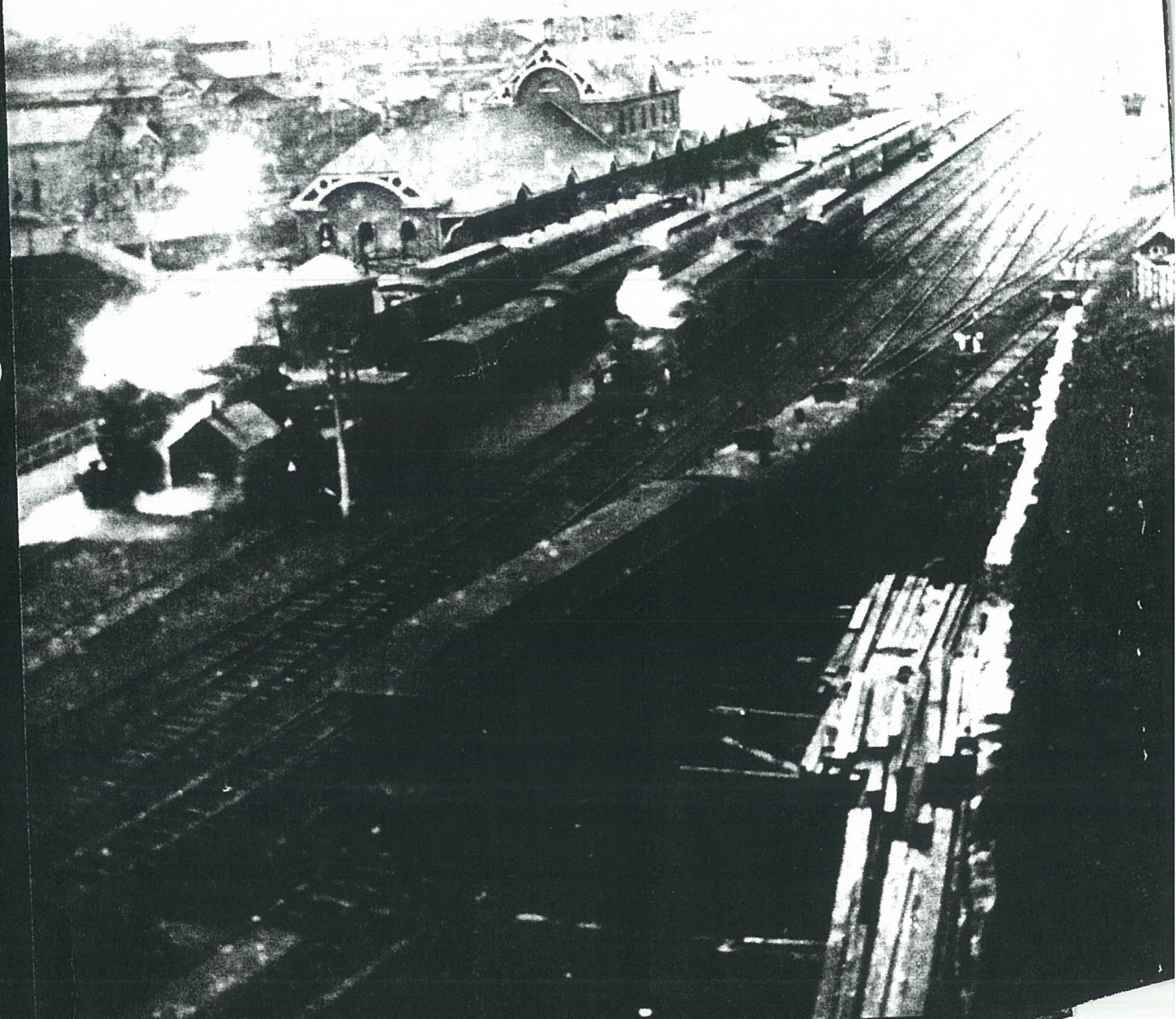
extend northerly from the station building proper. The area to be occupied by the concourse is also shown hatched on the plan. The C.N.R. tracks, at that point, and for some distance east and west, occupy a very deep cut, the south embankment being indicated by the slope lines on the plan. The station building will be on the solid ground to the east of and immediately adjacent to James St., and the concourse will extend out over the station tracks and platforms, the concourse to be about 18 ft. clear over the tracks. Immediately to the south of the station building will be a large vehicle parking area, on land owned by the railway. The lower floor of the station will be used for handling baggage and express matter, and access to that floor will be by a road running west off John St., with a 5% fall to the west, as shown on the plan. The station will be operated wholly on the through track principle, and there will be 6 station tracks, the most northerly to have capacity for a locomotive and 20 passenger cars, and the others to be of more limited capacity, the

Catherine and Mary, across the cut containing the tracks, overhead bridges are to be built, concrete ones at James and John Sts., and steel ones at Bay, Catherine and Mary Sts. A temporary bridge, of timber construction, will be provided at the west side of James St., to serve during the construction of the station.

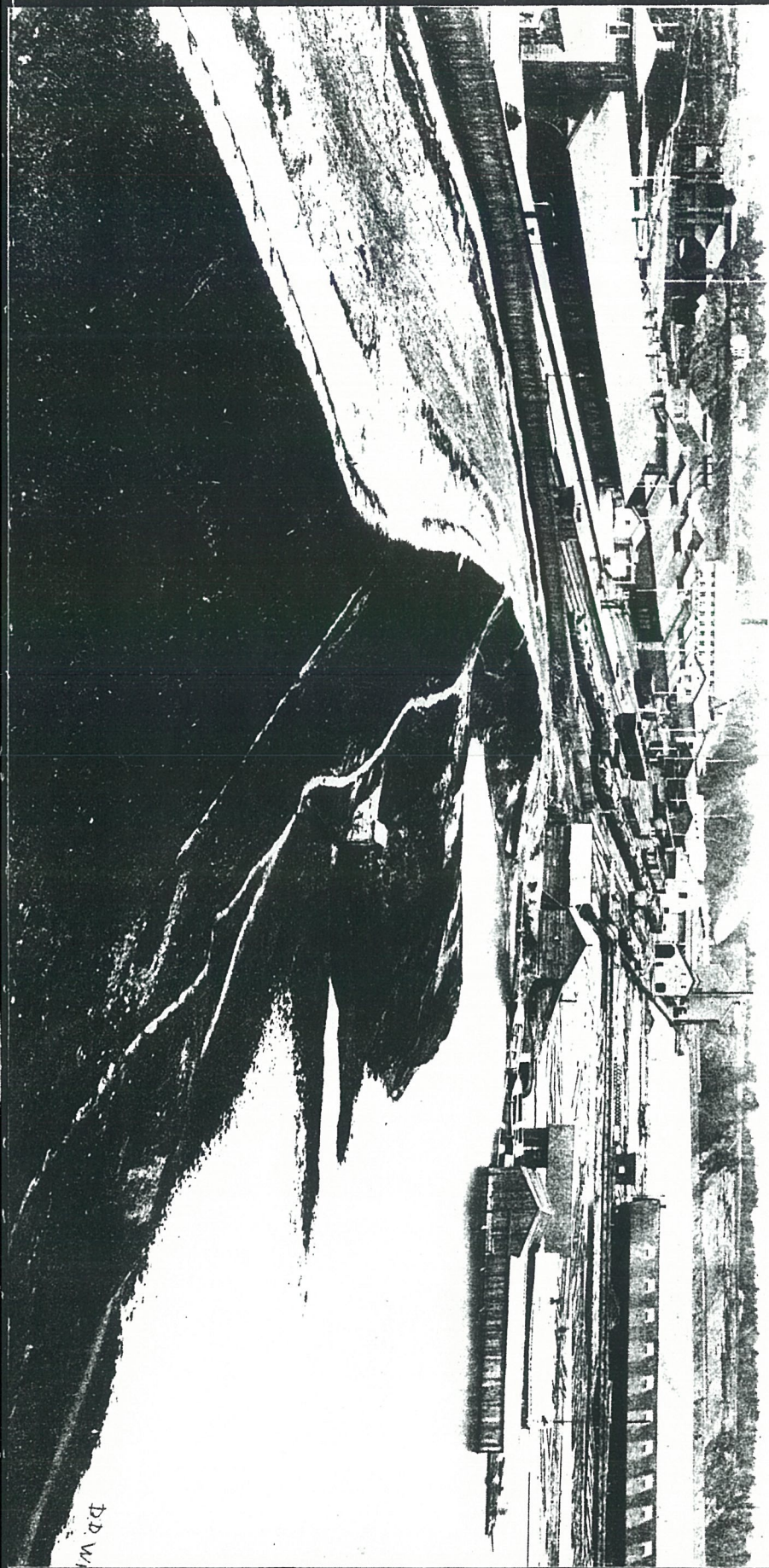
As stated in our July issue, the C.N.R. management gave Hamilton Wrecking Co., Hamilton, a contract for the removal and disposal of the buildings, fences, etc., on the land to be used in connection with the station, and at the time of writing, July 13, the work is practically completed north of Stuart St. A contract has been given Huffman Construction Co. for the grading and excavation work and construction of the bridges, and at the time of writing a steam shovel is being moved in and preparations are being made for active prosecution of the work. Excavation at the station site and grading in the vicinity will involve the movement of about 800,000 cu. yd. of material. This will be dumped in the bay, north of the C.N.R. locomotive

555,475 in May, 1927, a decrease of 2.5%; and net operating income, which is what is left after the payment of operating expenses, taxes and equipment rentals, but before interest and other fixed charges are paid, was \$88,179,013, representative of an annual return of 4.71% on property investment, compared with \$86,007,707 in May, 1927, representative of an annual return of 4.7% on property investment. The net operating income for the first 5 months of 1928 was \$376,027,819, which was at the annual rate of 4.41% on property investment, compared with \$385,045,081, representative of an annual return of 4.62% on property investment, in the same part of 1927. The eastern U.S.A. railways, in the first 5 months of 1928, earned at the annual rate of 5.10% on property investment, compared with 5.65% in the same part of 1927; the southern U.S.A. railways at the annual rate of 4.18% on property investment, compared with 4.7% in the same part of 1927, and the western U.S.A. railways at the annual rate of 3.71%, compared with 3.42%.





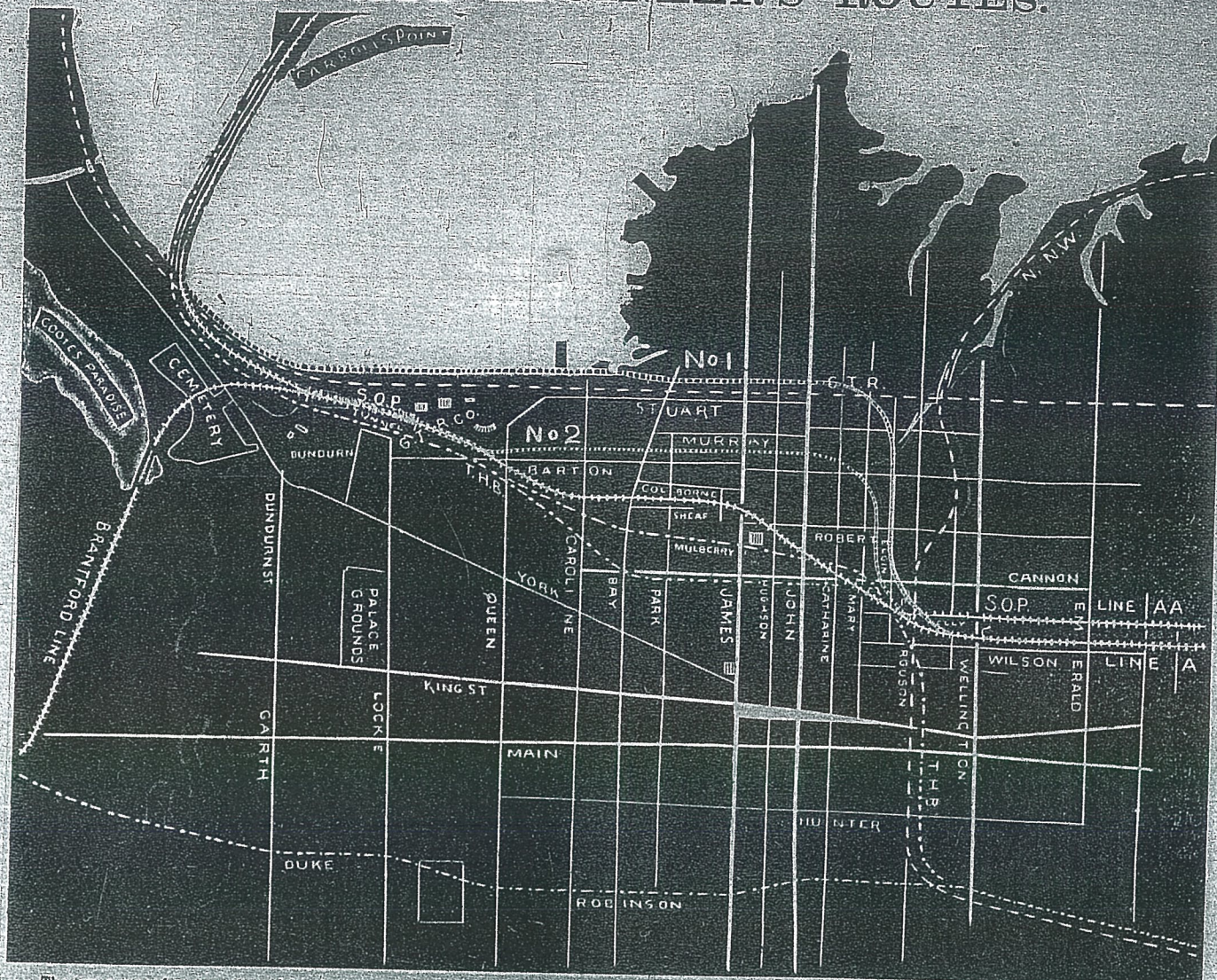




DB W



# THE CITY ENGINEER'S ROUTES.



The two routes shown on the above plan marked No. 1 and No. 2 are the alternative routes referred to by the city engineer in his report. As will be seen by comparing the routes No. 2 comes into the city on the T. H. and B. route to Queen street, and joins the same line again at Wilson street, in fact, all seem to be agreed on the suitability of Wilson street as an exit from the city. No. 1 comes over from Carroll's point, but instead of tunneling under the heights passes north along the present bay front of the Grand Trunk on piles, and to a point between Strachan street and the Grand Trunk to Elgin street where it turns south to Cannon, and crosses into Wilson street. The report makes no reference to the location of the station.

suggest that the railway committee meet on Wednesday afternoon and consider the matter.

At the close of the meeting the aldermen and railway officials crowded about the plans and discussed them.

Mr. Young, of the T. H. and B., said to a reporter after viewing the routes: "The only objection we have to the routes proposed is the heavy expense of construction as compared with our route."

## THE POWER OF DRINK

As Exemplified in the Case of a Well-Known Citizen.

Alexander McKenzie was brought up on remand at the police court yesterday charged with the theft of two dressed chickens a week ago on Saturday night from a King street store. He pleaded guilty. Standing in the dock, unkempt and unshaven, shaky and unstrung, the

authors in poetry, history and romance, a large variety of pretty and unique designs in inkstands, fancy stationery, etc. Wait till you see their display of Christmas cards. It will be a revelation to you of all that is beautiful in art. Address opposite the new city hall.

## HAMILTON ART SCHOOL

Prizes To Be Awarded to the Students This Year.

## MUSIC AND THE DRAMA.

### BOOTLES' BABY.

A fine vein of humor, pathos that is not mawkish, wholesome sentiment and natural, racy dialogue are features which combine to make Bootles' Baby a very good play to see and hear. The audience which saw and heard it last night in the Grand opera house seemed to think so too, for seldom has a new play pleased a Hamilton audience so well as Bootles' Baby did.

November 12  
1889



Registered in Accordance with Copyright Act



ROW

load of Pianos  
for the

# 16th Anniversary Piano Club

## FACTS

Price of the Piano **\$360**

the Club Price

This gigantic piano deal, with which to celebrate our 16th anniversary, was for one hundred Pianos, and twenty-five Player-Pianos. There is an average of 15 Pianos to a carload. This

February 10/14



# DRIVING ROD BROKE

## Accident to G. T. R. Engine Caused Big Delay Wednesday Evening

But for the prompt action of the engineer on the Grand Trunk train leaving this city at 7.45 o'clock Wednesday night for Buffalo in bringing the train to a sudden stop as it was passing Victoria avenue, an accident might have resulted in serious if not fatal injury to the passengers and crew. As it was, the passengers were subjected to a delay of almost two hours, and those desiring to make connections at Buffalo for New York suffered the inconvenience of remaining in the former city until yesterday morning. The accident was attributed to the breaking of one of the heavy drive rods on the engine. Fortunately, the engineer was forewarned of the impending danger, and had brought the locomotive to slow speed when with a crash that could be heard for blocks, the drive rod snapped in half.

~~At the time the engine was reaching~~ its highest speed, and when it had been brought to a stop so suddenly that all the passengers were thrown from their seats, they were positive that a collision had occurred, and were about to make a hurried exit. The train crew, however reassured them and they remained in their places until the arrival of another engine from the yards. Meanwhile the train stretched across Victoria avenue, and completely blocked all vehicular traffic. Later a gang of repair men were sent out to the broken down engine and succeeded in bringing it into the roundhouse about nine o'clock.

January 2



at 1:32, but not completed then. He telegraphed Burlington to hold No. 843 for orders and then received a repetition of the order sent to the junction out and at 1:35 p.m. telegraphed the junction "correct," which made the order correct. The order sent to the special freight at the junction was: "All due in. Meet 843 at Burlington, 29 at Oakville, avoiding regulars, to Queen's wharf." At 2:35 he had received a repetition of the order back from the junction and wired them correct. All due in means that all trains are in which were due up to the date of the order. The orders are equally binding on an engineer and conductor. There are three manifold copies of each order taken, one of each being given to the engineer and conductor and the other remaining on file in the operator's office.

Cross-examined by Mr. Orerar: The express was due at Waterdown at 1:36 p.m., and when Conductor Vince reached the junction at 1:27 he should have known that the express would not leave Waterdown until nine minutes later. Waterdown is 1½ miles from the junction switch and she would reach the junction about 1:40. The freight had no orders against the express except that it was to avoid regulars not then due. Those in charge of the freight should have known that when they left the junction at 1:38 that they were bound to meet the express, because it was not due to arrive for two minutes yet. The distance from the junction telegraph office to the switch which let the special freight out on the Toronto branch is 523 feet.

Q. Whose duty was it at the junction out to see that the express had not come in? A. It was the duty of everyone who was there. The express was four minutes late at Waterdown station. There is a book kept at the junction telegraph office, in which the passing of each train is recorded and dated. When the operator saw the train going out, and knowing that the Toronto train was not due for two minutes, it was his duty to make an effort to stop the train, and if the conductor refused to stop at his verbal order he could put up the signal on the line and stop the train.

To a juror: Conductor Vince received the message "All due are in" at 1:35, and he could not think it referred to the express which was not due there until 1:40. The main line can be seen from the telegraph office, but could not be seen from

engine and both the engineer and fireman were on it. When he opened the switch it was 1:42 p.m. by his watch. If he had been at the switch all the time and knew No. 5 had not gone past he would not have opened the switch, even if the conductor had come to him with the orders in his hand, but, as a matter of fact he was the servant of the conductor, and it was not for him to reason why.

John O. Robinson, engineer of the special freight, sworn: Before leaving the junction he got a duplicate of the order read. They arrived at 1:30 p.m. and left at 1:45. He looked at his watch just as he went out. The conductor is supposed to register the time he leaves in the same book that he registers his arrival, but it is usually left to the operator. He looked at his watch to see if No. 5 was due in, and he found she was due at Hamilton station at that minute. If it is a place he could see he is supposed to know when a regular train passes, but in this case he had been away up the switch to get water, and he did know whether the express had passed or not. But he asked the conductor before starting if No. 5 was in, and he replied "Yes, all right, go ahead." Then he looked over to see if the switch had been opened, and started out. He did not see the semaphore rise before the accident. He was about 30 or 35 feet from the semaphore when he struck the express. He had left the Y two train-lengths behind before he saw the express. The train was running about 15 miles an hour. After the accident he asked the conductor, "Why did you tell me, Dave, that this train was in?" He said he had thought she was in, and the witness retorted, "You should not have thought, you should have made sure." The conductor was sober.

Q. The map shows that the semaphore is several hundred yards from the place the collision occurred? A. I think it was about the distance I named, but I am not very sure. It is about that distance.

Examined by Mr. Teetzel: The train dispatcher says that the news of the accident reached him at 1:43. Did you compare your watch with the regulating clock? A. No, but my watch was exactly the same as the conductor's. I compared my watch with a regulator at Stratford the day before, and my watch usually kept good time.

David Eames, brakeman on the special freight, sworn, said: Thought of No. 8



# THE CORONER'S QUEST

## INVESTIGATING THE CAUSE OF THE RAILWAY DISASTER.

**Conductor Thought It Was In Vince Seems to Have Caused the Calamity—Why the Telegraph Operator Failed to Prevent the Train From Leaving.**

The inquest into the cause of the recent collision at the junction out on the Toronto branch commenced in the police court room on Saturday afternoon before Dr. A. Woolverton, coroner. There was quite a crowd present, most of them being witnesses. John Orerar watched the case for the crown, and J. V. Teetzel, barrister, was present on behalf of the Grand Trunk company. When the names of the jury were called Wm. Melody failed to turn up, and kept the court waiting about half an hour. The names of the jury present were: John Smith, Dominion immigration agent, foreman; J. Pocock, H. Fairgrieve, P. H. Keller, F. Grainger, Wm. Larkin, W. Smith, John Forman, A. Coutts, W. A. Howell, R. Rissman, James Somers, W. F. Gilmore, J. S. Dunn.

As will be seen by the evidence Conductor Vince acknowledged before several witnesses having been solely to blame for the disaster. During the progress of the examination much difficulty was experienced through the want of an accurate map of the locality. A map put in by Mr. Stiff showed the semaphore as being about 300 yards east of the scene of the accident, while two witnesses swore that it was much nearer. If the semaphore had been raised in time it would have been seen by the express driver before he arrived at the curve, and also by the freight engineer.

James Blair, train dispatcher on the Toronto branch, was the first witness. The collision occurred between the No. 5 express from Toronto and No. 254 special freight from Point Edward. He described the make-up of the two trains, and gave the names of their crews. The freight left the junction at 1:38 p.m. The order was sent at 1:32, but not completed then. He tele-

very fast, because it is a down grade there.

Q. Where was the conductor then? A. He was on the caboose.

Q. Did you not see him? A. He was inside and I did not see him until the caboose had reached the main line.

Q. When the caboose passed your door could you not have shouted to the conductor in the caboose? A. No. I went round to the other side of the platform and pulled up the semaphore, which I thought was the safer way.

Q. Even if you were dead sure the trains were going to collide, is there nothing else you could have done? A. No.

Examined by John Smith, foreman of the jury: Who is responsible for seeing that the express has gone past? A. Conductor Vince should have ascertained that No. 5 had passed. When he comes in for his orders he is supposed to look that all regular trains are booked in the office, or if not booked he is supposed to wait there until the regular trains are booked and he gets an order against them.

Charles Hull, the switchman at the junction who let the freight out on the Toronto branch, was the next witness: He did not know when he opened the switch that No. 5 had not passed because he had just come down from the other end of the cut. When he let her out the conductor either had ordered against No. 5 or that she had passed. He did not ask the driver or anyone if No. 5 had passed. It was about a minute after the freight passed the switch the collision occurred. From the position he was in at the switch he could not see Waterman. Conductor Vince spoke to him after the accident and said: "My God, what have I done!" and he then ran towards the telegraph office. No other hands on the freight train spoke to him. He is instructed by the conductor when to open the switch, and he has no power to refuse him unless he knows a train due has not passed. He looked at his watch when he opened the switch, and by his watch if No. 5 was not late she would have passed. He went to the other end of the line to let the train in and had also to go back with the freight engine to get water. He rode both ways on the engine and both the engineer and fireman were on it. When he opened the switch it



November 15 1912

LAST EDITION

# THE HAMILTON HERALD

TWENTY-FOURTH YEAR

HAMILTON CANADA FRIDAY NOVEMBER 15 1912

PROBABLE WEATHER—Fair and colder today and to

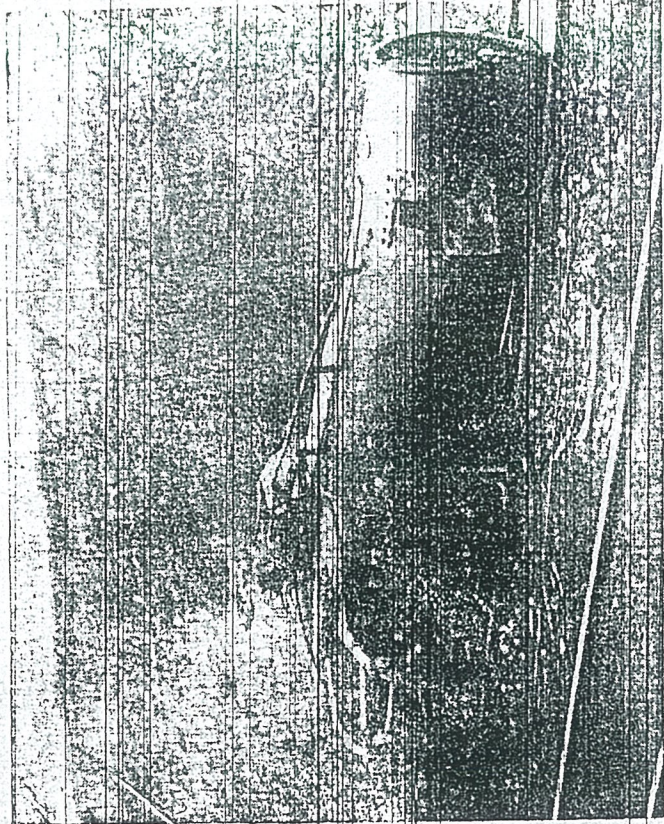
## BOILER EXPLODED AND ENGINEMEN WERE HURT

Engineer Cook and Fireman Salt, of Niagara Falls, Were Blown From Cab and Fireman May Be Fatally Injured  
Accident, Which Blew Engine to Pieces, Happened at the Junction  
Cut—No Passengers Were Injured

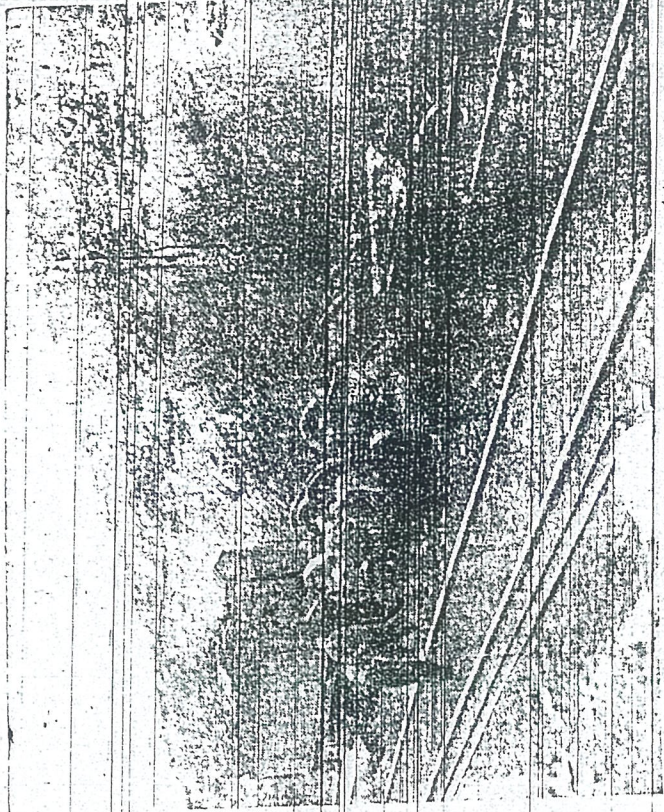
Engineer—Salt died at the city hospital shortly before 3 o'clock. He did not revive from the operation.



HIP boiler of G. T. engine, number 1512, drawing train number 11 from Niagara Falls to Windsor, exploded at the junction of the tracks at the city of Niagara Falls, was fatally injured, his body being literally torn from his body, while fireman Cook, and another man, were badly injured. His injuries are not known to be fatal, however. Fireman Salt died.



HOW THE BOILER OF G. T. ENGINE NO. 1512 LOOKED AFTER IT HAD BEEN BLOWN NEAR THE JUNCTION.



THIS PICTURE INDICATES THE FORCE OF THE THERMAL EXPLOSION, WHICH LIFTED THE BOILER FROM THE TRACKS AND THREW IT ACROSS THE TRACKS.

### FISHERIES TREATY

Canadian Prime Minister, Washington, Nov. 15.—Secretary of State Borden and American Secretary of State Lansing have signed a treaty providing for an adjustment between Great Britain and the United States of the fisheries controversy. The treaty provides for a commission to pass upon the boundary between the waters, and there and had completed shortly.

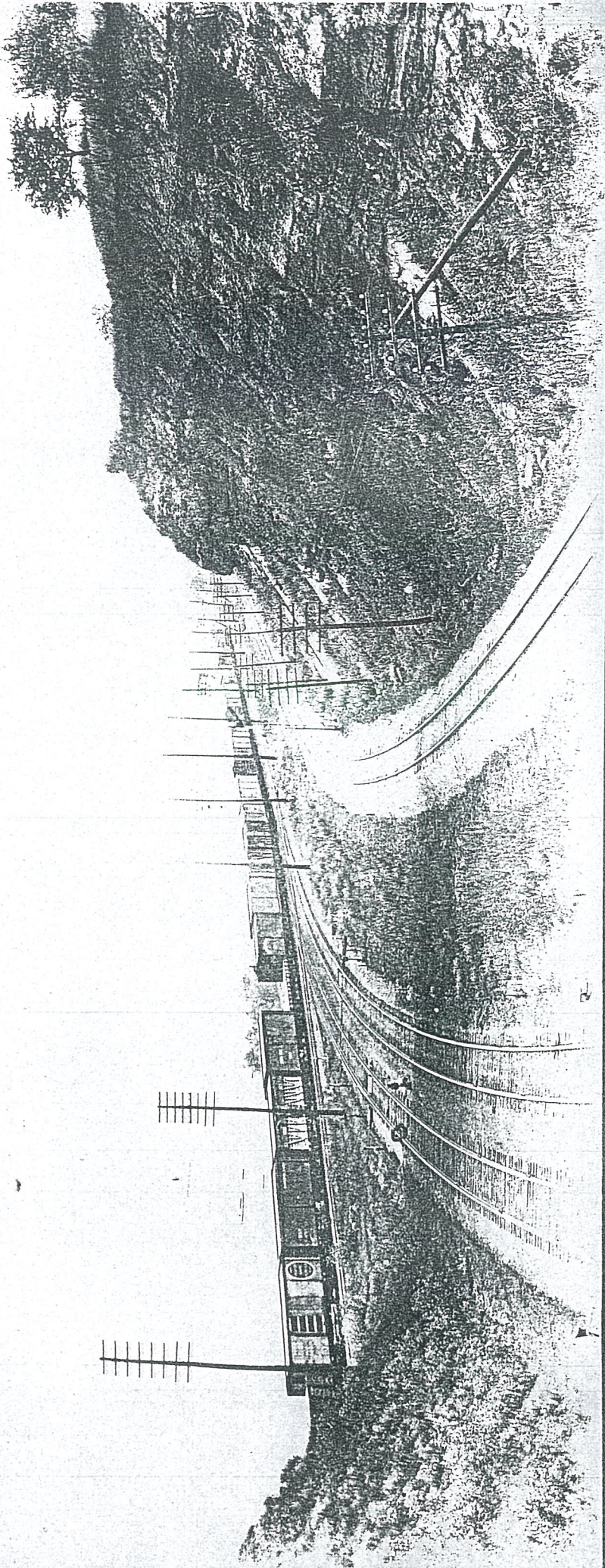
the reasonableness of local Canadian and Newfoundland fisheries regulations.

### REPAIRED THE ROAD

The Herald has even made reference to the fact that the road at the junction of the tracks was repaired. The morning a party of men passed on the job and had completed shortly.

BULGARIA AND TURKEY  
SIGN AN AGREEMENT



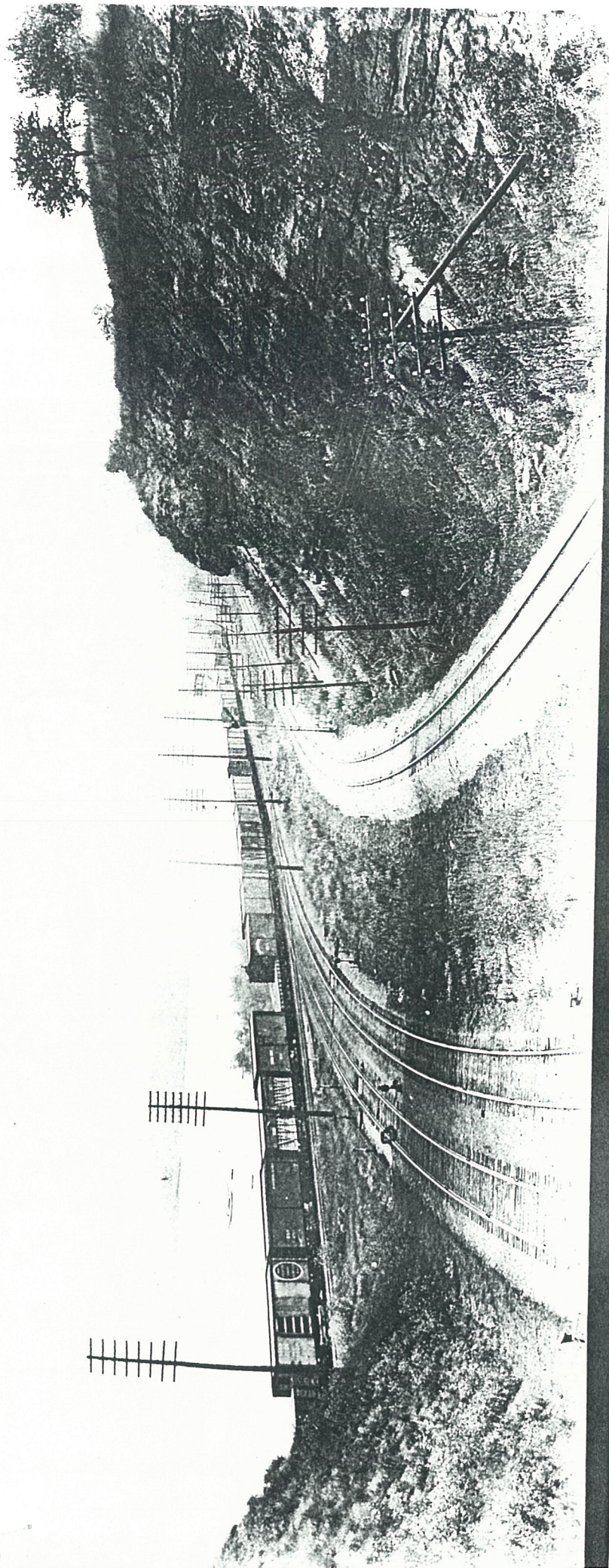


Hamilton Junction  
1918

Newick District  
Archives

BK 2-48





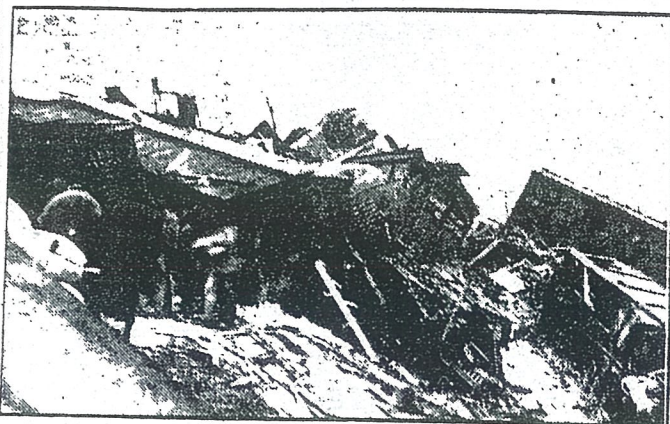
Hamilton Junction  
1918

Norwich District  
Archives

BK 2-48



# SCENE OF GRAND TRUNK WRECK



This picture was taken a few minutes after the big engine plowed through the end cars of the standing freight.

## COSTLY FREIGHT WRECK ON THE GRAND TRUNK

Occurred a Short Distance  
West of This City

Engineer and Fireman  
Jumped to Safety

Great Damage to Rolling  
Stock and Merchandise

The air-brakes refusing to respond are held responsible for one of the most costly freight wrecks that has occurred on this section of the Grand Trunk Railway system in many moons. Shortly after 3 o'clock yesterday afternoon word reached the city fire department that two freight trains had collided with disastrous results west of the city. Chief Ten Eyck responded in his speedy motor-car and found that the accident had happened at the point where the Grand Trunk bridge crosses the Guelph road, about a mile and a half west of the city cemetery. Nobody was seriously injured, but the wreck presented one of the most formidable spectacles that has ever met the gaze of the railroad auxiliary crew.

### ENGINE CREW JUMPED

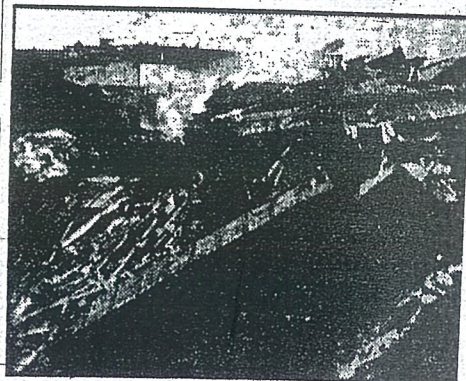
According to the railway officials, a heavy freight train, coming from the west, was brought to a standstill at this point to await orders or a favorable semaphore. While at a standstill the big mogul engine 563, in charge of Engineer William Oldfield and Fireman Bruce Rao, both of Sarnia, rounded a sharp curve with sixty-five heavily-laden freight cars behind. Upon seeing the stalled freight train a short distance ahead, Engineer Oldfield immediately applied the emergency brakes, but they seemed to have no effect. The steam was shut off, but there being a slight down grade, and enormous weight behind, the big engine plowed forward. When Oldfield and Rao saw there was no chance of avoiding a collision, they both jumped. Oldfield fell and scraped his face rather severely, while Rao escaped without a scratch.

### COLLIDED WITH AWFUL FORCE

With terrific force the monster engine crashed into the rear of the standing freight train, telescoping some of the cars, pushing others over the embankment on either side of the track, and piling wreckage up as high as 25 feet in the air on the center of the roadbed. It was one of the most complete wrecks ever witnessed by men who have had wide experience viewing such scenes, and the loss in rolling stock and

(Continued on Page 2.)

## CARS SMASHED TO SP



Another view of the Grand Trunk wreck west of this city, giving some idea of the terrific impact.

MAY 11

1918



# COLLISION.

A Fearful Catastrophe on the  
G. T. R.

PASSENGER TRAINS COLLIDE.

Three Locomotives Piled on the  
Track.

SMOKING CARS TELESCOPED

Two Men Killed and Nine Per-  
sons Injured.

A COOL-HEADED SECTION-MAN.

One of the most disastrous accidents ever known in the history of the Great Western division of the Grand Trunk railway took place about three miles west of this city shortly after 5 o'clock last night. The management of this road has been so excellent that the traveling public has felt a great feeling of security in passing over it, and the infrequency of serious accidents on the line has justified them in their belief that the Great Western division is a perfectly safe line to patronize. The accident of yesterday is but that unfortunate exception which proves the rule.

Train No. 7, generally known as the Pacific express, through train from New York to Chicago, left Suspension Bridge yesterday afternoon, drawn by an engine in charge of Engineer Temple of this city, and with Conductor James Hamilton, of Suspension Bridge, in charge. When the train reached this city it was about two hours late. Trains going west have the right of way, and when the Pacific express reached here, the day express from the west not having arrived, in some way not yet explained, the engineer and conductor of the Pacific express, took out their train. It appears that the day express, in charge of Engineer Hafford and Conductor Thorpe, was eight minutes behind time, but was not stopped by orders at Dundas, and both trains proceeded on their way toward each other.

## ON THE SAME TRACK.

The Pacific express train, when it left Hamilton, was composed of a pilot engine driven by Engineer Ed. Mason, of Locke street, of this city, second Engineer Temple, a bonded express car, a way baggage car, a smoking car, and passenger and sleeping and dining cars to the number of sixteen. The two mighty locomotives pushed along the steep grade between this city and Dundas at a good rate of speed, endeavoring to make up for lost time. Meanwhile, the day express, also endeavoring to make up for lost time, and having only one baggage car, a smoking car, and three passenger cars, rattled along the down grade at a terrific pace toward Hamilton. On and on the trains rushed, rapidly nearing each other, yet hid from sight by the hills which surround this city and around which the track winds. The passengers of the Pacific express, all unconscious of the impending danger, composed themselves for the long run between Hamilton and London, and many of them settled down for a comfortable nap. The travelers in the day express, many of whom were nearing home, were beginning to gather books and wraps together, and making preparations for leaving the cars and disembarking at Hamilton to receive the warm greeting of relatives and friends when suddenly there came a

## FEARFUL CRASH.

and in a moment the scene was one of indescribable confusion. Shrieks of frightened women and groans of wounded men filled the air. The trains had collided with terrific force at a point about three miles west of this city. The engines were piled across the track, the baggage car of the day express was thrown off its trucks half way into the ditch. A through express car on the Pacific express remained with one truck next the tender on the rails, but the rear truck was pitched to one side and the car was badly smashed. But while the day express escaped injury to a great extent, the Pacific suffered severely.

engines puffed and blew as they strained at the great cable attached to the day express baggage car. A tackle was rigged, and attached to a tall pine tree, and with this purchase the baggage car was dragged from the track. The auxiliary force continued at work all night, and expected to have the track clear by daylight. To any one not a practical railway man, it would have seemed impossible to remove the debris in less than a couple of days. Instruments clicked away in a telegrapher's box at the side of the track, and a large gang of men under the direction of Mr. Hobson, chief engineer, Mr. Domville, mechanical superintendent, Mr. Nelson, track inspector, Mr. Archibald and other heads of departments, went to work systematically to clear the track for waiting trains. The baggage which was saved was placed under guard at the side of the track.

The collision took place about midway between Hamilton and Dundas, on a steep grade up the mountain. It was about a quarter of a mile from the point where the track crosses the York road. The accident occurred in a small cutting, and not far from an embankment about forty feet above the little valley through which the track passes after leaving the cutting. Had the accident occurred a quarter of a mile nearer Hamilton there would have been a terrible loss of life.

## A COOL HEAD.

A section man named Baker, working on the track near the York road bridge, saw the two trains approaching in opposite directions, and knew that he might possibly avert the collision. There was no one near him, and he could not flag both trains. He ran towards the down train, and signalled. His signal was seen and the down train was slackening its pace more he could probably have prevented the collision. As it was, his prompt action undoubtedly lessened the loss of life.

## OUT OF THE WRECK.

At the depot a reporter interviewed Frank Conover, of Skaneateles, N. Y., one of the passengers out of the wreck, and obtained from him the following story: I was on the smoker, and my experience when the collision took place was so thrilling that I'll never forget it. I had just left the smoking car, and it was a lucky thing for me that I did. There was a heavy crash and a rebound, and the passengers were thrown violently forward. Then the cars came to a standstill, and a terrible noise. I rushed out of the car with the other passengers who escaped uninjured, knowing that some fearful accident had taken place. The scene was one of the greatest confusion, but the cries of the people in the smoking car next to the baggage car attracted my attention first. I noticed before I left the smoking car that a party of five German immigrants occupied seats in the rear end of the car, and other men were seated in different parts of the car smoking. When the collision took place the hind baggage car telescoped the smoker, crowding the seats and the passengers in one heap in the end of the car. The seats were packed together like shingles on a house, and the passengers were wedged in between them. Their cries for help were heart rending. In rescuing the people from their terrible position it was necessary to use a crow bar, and when we moved the pile of seats the poor people wedged between them would shriek. The German immigrants, who were unable to speak a word of English, were under the heap, and it was with great difficulty they were rescued. While more terror to the awful state of affairs, the telescoped car took fire from the upset side of the track and thus procured water returned to the work of rescuing the Germans, who were pinioned by the feet between the seats. One man was held down to the floor under the debris and we could not see his hands and head. He endured the terrible torture he must have been suffering, like a martyr. He did not cry out but moved his hands evidently to let us know that he was alive. Beside him lay a dead man whose head had been crushed flat. We at length extricated the injured passengers and laid them on the bank.

On the Pacific express was Mr. J. B. Armstrong, of Guelph, who was returning from Niagara to Guelph. As far as Hamilton Mr. Armstrong sat in the smoking car with Mr. S. L. Beabe of Toronto and a Spectator reporter. At Hamilton Mr. Armstrong left the smoking car and sat in another car. The seat which he vacated was the one after-

railway officials and physicians. The most heart rendering scene was when Mrs. Barnard, the daughter of the dead engineer, arrived at the depot and throwing herself on the neck of a friend sobbed bitterly.

## TRAFFIC UNINTERRUPTED.

The passengers on the train bound east were transferred to the auxiliary and sent on to the Bridge. In order that the passengers on the train going west might not be detained in Hamilton a train was made up and sent back to the Bridge to go west over the Air Line. This is a proof of the promptness of the officials of the road and their care for the comfort of their patrons. Although the passengers were greatly put about on account of the accident grumbling was a thing unheard. The faces of those who came out of the wreck unscathed were radiant with gratitude. All seemed to take it that it would be flying in the face of a merciful Providence to find fault.

Two Toronto men were an exception, however. They were taken from the east bound train with the other passengers and transferred to the city on the auxiliary. They had intended to take the train for Toronto and when they found upon being safely landed at the depot that the Toronto train had gone an hour or more before, they proceeded to pour out their indignation upon Stationmaster Armstrong. If a special train had been ordered out for their express accommodation they would not expect that was more than they deserved.

## THE DEAD.

The body of the man who was killed in the smoking car as described by Frank Connor was brought to the city with the wounded and carried into the baggage room at the depot where it was identified as Charles Douglas, of Guelph. Dr. Stark examined the remains. The head was crushed into a shapeless mass. In the pocket of the dead man's clothing were found a draft for \$1,800, \$108 in cash, a photograph, supposed to be of the deceased, and other papers. He wore an elegant gold watch and chain. Douglas was a commercial traveler for Barnes & Skinner's furniture manufactory in Guelph, and was a step-son of Ellis, proprietor of the American hotel of that city. Douglas purchased his ticket at Niagara for Guelph. He went to Niagara on business Wednesday morning. Douglas was about 30 years of age, and a first-class business man.

Edward Mason, the driver of the pilot engine on the Pacific express, was scalded and crushed to death. When his fireman, Frederic Williams, jumped from the engine, the driver remained, and stuck to his post to his death. The body was taken to Dundas and remained all night at Dundas station. It was very much scalded by steam, and there was a deep gash on the forehead. The dead driver was about 50 years old, and had spent 28 of them in the service of the company. He was accustomed to run the pilot engine with heavy trains up the grade as far as Paris, returning with his engine to Hamilton. For fellow, he has gone where the Great Pilot led him. He was considered a careful and capable driver. The dead driver lived on Locke street, and leaves a wife and five daughters, the youngest a mere child in arms. They will have the deepest sympathy of the dead man's fellow employees, and his large circle of friends.

All sorts of exaggerated rumors were current about the accident last night, and some people placed the number of killed at twenty. When the smoking car was started for Hamilton it was said that there were other dead bodies in the telescoped cars, and one railway hand said: "They're all afraid to talk to reporters, but I believe there are four more dead people there."

## AN INQUEST.

Dr. White, coroner, who was present when the body of Douglas was brought to the city, decided to hold an inquest. The remains were placed in a coffin and conveyed to Blenheim, where they will be viewed by the coroner's jury. Engineer Mason's body will be brought to the city from Dundas, and the inquest will be held jointly.

## NOTES.

Major Moore, of the Salvation Army, was on the Pacific express, bound for Chatham, but had to return to the city. The Pacific express ran into a hand car before reaching Hamilton. Near Stony Creek the train caught the hand car, and knocked it to pieces before the men could remove it from the track. The three men on the hand car threw themselves into snow bank, and escaped. One of the persons who came out of it

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1883



## THE COLLISION.

Further Particulars Concerning the Accident.

## MISTAKEN IDENTITY

The Coroner's Inquest on the Bodies.

The railway accident on the Grand Trunk railway Thursday evening has created intense excitement in the city, and yesterday morning's edition of the Spectator, containing a full and graphic account of the disaster, sold rapidly on the streets.

All night long the trainmen worked at the wreck, and early this morning a train was sent west. Various reasons for the accident are given. When engineer Hoffard, of the day express, noticed the section man Clarke, standing on the track waving his flag, he reversed his engine, whistled "down brakes," and he and his fireman, John Sheehy, jumped for their lives as they saw the Pacific express right on them. The baggageman of this train was thrown out of the car into a snow bank and was not hurt.

Fred Williams, fireman of the pilot engine driven by Mason, the engineer who was killed, says he had just been firing up, and was standing at his own side of the cab, smoking, when he noticed a black form looming up directly in front of them, and realizing in less than a second that a collision was imminent, he shouted to Mason, "Look out, Teddy," and rushing across the cab jumped out head first into a snow bank. Mason was sitting with his leg lying along the side seat of his cab, and had just pulled over the lever, and had no time to jump. He was thrown from his seat by the force of the collision against the glass of the gauge, thereby receiving a fearful gash in the head, and the escaping steam and water parboiled his flesh in patches all over his body. A special train was sent to Dundas yesterday morning to bring in Mason's body, which was taken, with that of Douglas, to Blackford's undertaking establishment.

The loss to the Grand Trunk company must be very considerable. A jewelry dealer on his way from Boston to Chicago said he valued his stock in the express car at \$40,000. He recovered his property. Edward Currie, jr., of Toronto, lost some silk samples. He was going west. The three engines will be good for nothing but old iron. The total loss will probably foot up \$150,000.

The London curlers who had been playing here wanted to go on the Pacific express, but the conductor would not take their curling stones and they were left behind, and a very lucky thing for them.

Among the passengers from London and vicinity at the accident were Hon. John Carling, Mr. Geo. Macbeth, Mr. E. W. Harris, Mr. Chas. Trebilcock and Mr. Moore, of the Tecumseh House, who was on his way to Toronto.

Mr. Chas. Trebilcock, of London, told a clear story of the accident when he reached London Thursday night. He said to an Advertiser reporter:

A young man, living in the vicinity of where the accident transpired, told me that he thought from the great noise and vibration of the ground that a part of the mountain had fallen. When Mason's body was picked up I was informed that an order was found in one of his pockets to pass No. 8 at Dundas. The engineer of No. 8 said that he had orders to pass No. 7 at Hamilton, so that a fearful blunder must have been made somewhere. I was informed by a young man who works on the track that they knew in the Dundas station that an accident was inevitable. The train dispatcher at Hamilton had telegraphed to the London office that No. 7 had left the former place at a certain hour. The dispatcher at London telegraphed to Dundas to hold No. 8 until No. 7 had passed westward. But before that message reached Dundas No. 8 had gone and was rushing towards the place of destruction and death. Those in Dundas station therefore, knew that the two trains must meet, but they were utterly helpless, and the only hope they had was that the men on the respective engines might hear or see each other in time to prevent the calamity. From what I could learn, said Mr. Trebilcock, in conclusion, I am inclined to the belief that the collision would have taken place even had there been no fog and the day clear.

jaw. So far as external examination goes, parts of the frontal parietal and temporal bones of the right side of the head were fractured and driven in, evidently the result of direct violence. The right ear was torn off, with other flesh and scalp wounds. The injuries were of such a severe nature that death must have taken place shortly after they were received. In the case of Edward Mason I found a large scalp wound, extending backward from the forehead several inches, the scalp being reflected some distance from the line of the wound. The body and legs, more particularly on the right side, severely scalded. From the examination I have made, I am of the opinion that the probable cause of death was inhalation of steam, the external injuries alone not being sufficient to cause immediate death.

## THE JURY.

Following are the names of the gentlemen summoned to serve on the coroner's jury: J. C. McKeand, R. F. Keays, George H. Young, W. J. Waugh, W. Morden, Adam Zimmerman, Chas. E. Morgan, Thomas Marsden, Jos. Philp, J. A. Orr, Thomas Lees, W. H. Finch, R. F. Mitchell, A. J. Taylor, T. McKay, J. Hoodless and A. Henderson.

## THE TRAIN MEN.

The baggage cars being those which were the most wrecked the baggagemen must have been in the greatest danger, next to the men on the engines. Alexander White, baggageman on the day express, doesn't know how he escaped; he found himself in a snow bank after the crash. Just before the accident he stepped into the rear end of the car to speak to the express messenger. While he was in the express compartment the trains struck and the trunks rattled about the car like hailstones.

William Rogers, baggageman on the Pacific, was not on his regular train, but was taking the place of Adams, the regular baggageman. His arm was not broken as thought at first, but was severely sprained. Rogers' father and uncle were killed in railway accidents.

The firemen on the Pacific express engines were Frederick Williams and Charles Bredin, the latter of London. The fireman on the day express was William Sheehy of Windsor. All jumped in time to escape the fate that met Mason, who probably never saw the train approaching in the fog.

## REMOVING THE WRECK.

The wreck was removed and the track was clear for traffic by three o'clock in the morning. The engines which were destroyed were Nos. 2, 7 and 51.

## A FATEFUL SPOT.

The accident occurred at the spot marked by the 47½ mile post. It was here that the body of Joseph Poole was found last year. Poole was supposed to have been murdered before his body was placed on the track.

## THE DEAD DRIVER'S FUNERAL.

The funeral of Edward Mason will take place from his late residence on Locke street tomorrow at 8 p. m. It will be in charge of Strict Observance Lodge, G. O. O. F., of which deceased was a member. Gore Lodge, No. 88, Ancient Order of Workmen, and Maple Leaf Council No. 3 order of Chosen Friends will also attend the funeral.

## FRASER

The Commissioner of Public Works Speaks to a Grit Audience.

## A FORLORN HOPE.

A mass meeting in the interest of Grit candidate No. 1, Mr. J. M. Gibson, was held in the Grand Opera House last evening. On the platform were a number of the old stand-bys of the Grit faction in Hamilton. The chair was occupied by Mr. John Hall, who in a short harangue which was several times interrupted, introduced Hon. C. F. Fraser, Commissioner of Public Works.

Mr. Fraser said he had hoped the issue in the coming elections would have been on a high and great plan, which would sweep away all appeals to sectarianism or bigotry. He thought there were many Conservatives in the Opera House.

A voice—Two to one; three to one. Mr. Fraser referred to a campaign sheet which he said had been circulated among his fellow Roman Catholics, and characterized it as appealing to bigotry, and severely con-

February 17  
1883



CNR,GTR, GWR

DUNDAS

C. H. RIFF



# RAILROAD WRECK IN FOG CAUSED DEATH OF TWO

## Engineer Walsh and Fireman Ramsay, of Sarnia, Died in City Hospital of Injuries.

Thomas Ramsay, fireman, Sarnia, died in city hospital.

William Walsh, engineer, Sarnia, died in city hospital.

Several passengers slightly injured.

This was the toll at an accident on the G.T.R. at Stony Creek this morning, at 5:04, when a passenger train and an extra freight collided. The freight was proceeding in the direction of Hamilton from Fort Erie, and at

Stony Creek pulled into a siding to give the passenger train No. 7 the right of way. The freight was then started to go on its journey, and passenger train No. 8, from Chicago to New York, ran into the side of the freight at the switch points. The engine of the passenger train was thrown over a steep embankment and turned over, reducing the big locomotive to scrap, hardly a part of the engine was left together, and how the engineer and fireman escaped instant death is too deep for anyone to understand. The passenger train was carrying two express cars of shells, and these are scattered around the ground. Loads of merchandise were ruined.

(Continued on Page 10.)



CNR,GTR, GWR

SARNIA

WANSTEAD TO  
LONDON,

C. H. RIFF



# TRAINLOAD OF DEAD TO PASS THROUGH CITY ON WAY TO U. S. WEDNESDAY

## Ten Baggage Cars Will Convey Soldiers Who Gave Lives In France

Another trainload of American overseas dead will pass through the city early Thursday morning, bound for the Western States. The train will consist of 10 baggage cars, containing the bodies, and one Pullman, with a detail of American regulars as guard of honor. The train will leave Suspension Bridge about 10 o'clock at night and will pass through London in the early hours of the morning.

This is one of several similar trains which have passed through the city within the past few months bearing the bodies of American soldiers killed overseas to friends and relatives in various parts of the United States. This contingent is the largest which has gone to Western points passing through London.

All of the bodies on this train are consigned to points in the Northwestern States and the bodies will be taken in charge by relatives at the point of destination.

London F. P.

August 9

1921



For the Brant Expositor.

## Trip on the Great Western Railway to Port Sarnia.

"There was a man born in Corsica, and his name was Napoleon Bonaparte." There was a man who left the Paris Station of the Great Western Railway at 11.50 A. M., one day last week, for the West. He intends presenting to the readers of the *Brant Expositor* his "Pencillings by the way."

"All aboard"—the whistle blew a blast—a shrill ear-piercing blast—that would have frightened Tam O'Shanter out of his muddled senses, if the same had been blown in Alloway Kirk on the night Tam beheld Clontie Sark, and heard the skirl of "Auld Nick's" infernal bags.

The district between Paris and London is so well known, and so justly baptised the "Garden of Canada," that we abstain from comment on that theme.

Having no "train attendant," our wits were not loathered about the safety of ribbons, boucles, bonnet-boxes, and crinolines. Like Rantin' Rovin' Robin, we turned our attention to "Hymns and Spiritual Songs"—

### SONG OF THE RAILWAY TRAVELLER.

We rattle onward o'er the rail,  
Unmindful of the blust'ring gale;  
Through the glen, we sweep the bridge—  
Cleave the snow-clad, pine-clad ridge,  
Skate through wreaths of powd'ry snow—  
Onward, onward, on we go!

The trees have doff'd their liv'ry, green;  
Win't'ry all each changing scene;  
The branches glist'ning ice-gems wear,  
Like diamonds in a lady's ear.

The birds are mute, their voice is still,  
Entombed 'neath snow are lake and rill—

February 11  
1859



and wages, and consequently the bill for that purpose was lost on second reading by a vote of 42 to 69, or in other words it received a six months hoist.

In the Upper House the government was again beaten, on the bill introduced to prevent the recurrence of the double shuffle-dodge. This is the third time they have been beaten in the Upper House since the commencement of the Session, and did they not continually hold over their cringing, cowardly supporters in the House of Assembly, the threat of a dissolution, they would not remain in power three days. They sustain themselves solely by a system of official berne and terrorism. The House adjourned about 11 o'clock.

For the Brant Expositor.

### Trip on the Great Western Railway to Port Sarnia.

Continued.

The principal place we reach, after leaving London, is Strathroy—a village containing three or four hundred inhabitants. The

country around is pretty well cleared, and the land is of a better description than that found in the vicinity of London. The hard-

wood trees rise tall and majestic; a sure evidence of a rich and bountiful soil. There

is, however, in this district of country, little or no rolling land. It is flat as the table

rock of Niagara Falls, or, to use a more homely metaphor—"flat as a pan-cake."

We reach the Watford Station. "This will be the Ophir of Canada," exclaimed a

Yankee Scotsman. "In a few years the Kanucks will import no Tobacco; her smokers will smoke the weed that grows upon

Canadian soil, and this claim will be the tobacco plantation, I calculate."

We gain the Lambton Station. The country presenting the same monotonous appearance.

Before reaching Port Sarnia, an Indian Reserve was pointed out, containing 10,280 acres. The same complaints are made regarding the torpidity of the Indians (so to

speak) that we hear in Brantford, viz:—good and fertile lands, encumbered with woods, where the sound of the woodman's axe is

never or rarely heard—few places only show the faintest signs of cultivation.

The slothfulness inherent in the Indians will never be eradicated, until they are compelled, in a measure, to rely upon themselves.

The Government allots them lands, which they rarely or never cultivate—retarding the progress of the section of the country in which they reside. The Government allows them presents. They build their hopes upon these presents from day to day, and from year to year. A poor and petty dependence, forsooth! They put their trust in the Government, rather than trust to themselves. The good rule of "Depend upon

yourself," applies well as an advice to a white man; we cannot see why the same rule should not as aptly apply to the aboriginal. We look upon the government as the

bane of the Indian race. Self dependence and a sliding scale of rights and privileges with their white brethren, will, in our poor opinion, be their only antidote or cure.

The Stations, at the different places on the line, are strong and substantially built. In these buildings we observed no needless

squandering of capital—such as is too often to be deplored in Canada and elsewhere.

Dark and murky clouds began to gather in pyramids of majestic grandeur, towering towards the zenith. The ruddy rays of the setting sun streaked and illumined the western horizon; like a dream they faded unperceptibly

away; and then came over the earth a similitude of a Milvian line.

"No night, but rather darkness visible." The Train stopped.

Port Sarnia. The next morning, after our arrival, we

found them to the brose and the porridge. But the Doctors affirm that

Do ye think the Doctors would recommend Oatmeal? They look for ways for Sunda. An oatmeal prescription (as a Doctor) would just be taking a stick to beat the

own backs—their physis would stand and require to follow some useful calling. Doctors recommend brose—that would be like tying a ribbon on a sow's tail with expectation of getting it washed, bleached and ironed.

Myself—"But?"

But! just look to the men folk ye may pitch upon one or two that have kind o' cleverness about them; but afore y meet in wi' a third ye may rule from here!

Look again at the district that hail from. We can brag o' Thompson, author of the Seasons; Leyden, Sir Walter Scott, Jamie Hogg, and Thomas Pingle. They were all nas doubt fed upon porridge and what does Burns say in one of his letters to his father, "My meal is done, but I will borrow till I get more." What would his poetry have been without the meal—just hash o' neither one thing or another?

Myself—"But Canada is a young country."

But—"She's auld enough for all that good she has ever done. The only thing that will ever regenerate her, is the use o' substantial and healthy food. But I must bid ye good day; I doubt I must hire the girl, though I should knock down the house to let her in. I must just be like Lucky Fairgreive—she took what she could get, and she never wanted. Good day, sir—good day,"—and the oatmeal regenerator of Canada stalked out of the room.

To be continued.

Canadian Railways.

The London Correspondent of the Toronto Leader, under date Feb. 3rd, 1859, writes as follows:

The Buffalo and Lake Huron Railway Directors have to congratulate themselves in possessing a wealthy proprietary. Only think of their raising £250,000 in the space of three days. This speaks volumes! With such devoted shareholders who would not wish the Company success?

It is to be fervently hoped that the depressed condition of Canadian matters is only temporary, and that the time is not far distant, when a recovery will take place.

The prospectus of the "Chicago, Detroit, and Grand Trunk Junction Railway Company," with a capital of £150,000 sterling, has just been issued. With such names as Baring, Glyn and Hodgson, all M. P.s and eminent in their sphere, the money is certain to be raised. You are too well acquainted with the particulars for me to dwell on the subject longer than is necessary. It is however quite clear that this new branch is a blow aimed at the Great Western, whose shares are flat and drooping. The Grand Trunk, by means of the Buffalo and Lake Huron and the Michigan Central will be able to compete with the Great Western for the Chicago trade down to Boston and New York. This identity of interests now bears upon the importance of the International Bridge at Buffalo. The projectors of this structure, if they are wise, will not lose a moment in bringing their scheme before the public. They should strike the iron while it is hot and it will meet with support in England, provided always, that they form a Direction in London. It is no use without. They would only lose their time.

The shares of the Grand Trunk fell from 39 to 33 1/2, or int. The cause, the old story, is falling off in the traffic. The same may be said of the Great Western.

It was rumored a few days ago

February 25  
1859



# TRAGEDY RECALLS WANSTEAD WRECK ON GRAND TRUNK

Late James Kerr Was the Man  
Who Gave the Fatal  
Orders.

**EXPRESS WAS WRECKED;  
30 PEOPLE WERE KILLED.**

Dispatcher Carson Claimed Mr. Kerr  
Had Sent Message to Allow Train  
To Pass.

The late James Kerr, who met so tragic a death this morning, was the dispatcher who gave the orders to the Grand Trunk train, No. 5, on the night after Christmas, 1902, when over 30 persons were killed at Wanstead. The night of the accident was a stormy, wild night, just as bad as the storm of yesterday and this morning.

The rush of Christmas travel was on, and No. 5 left London an hour late.

When it reached Watford, Dispatcher Kerr, of London, sent a wire to Station agent Andrew Carson, at Watford, instructing him to hold No. 5 for orders. The signal was placed against the train, but Carson later let it go through. He claimed that Kerr had sent him a wire to "bust" the other order, and on this ground, he allowed the express to go. Kerr maintained that he had given no such order. Just after No. 5 had passed the semaphores at Watford, Kerr started to give Carson orders regarding the train, and was horrified to learn that it had gone west. A freight was coming east on the line, and a collision was inevitable.

## ONLY ONE CHANCE

The operator at Kingscourt might stop the flying express. Feverishly, he called the operator there, to stop No. 5. For several minutes he called, and the operator, a young lad, who was on duty for the first time, could not recognize the call. In a few minutes he got to the keys and reported to Kerr that No. 5 had passed.

While the dispatcher was trying to raise the operator, he gave orders to have the auxiliary ready and the staff sent a call for the doctors.

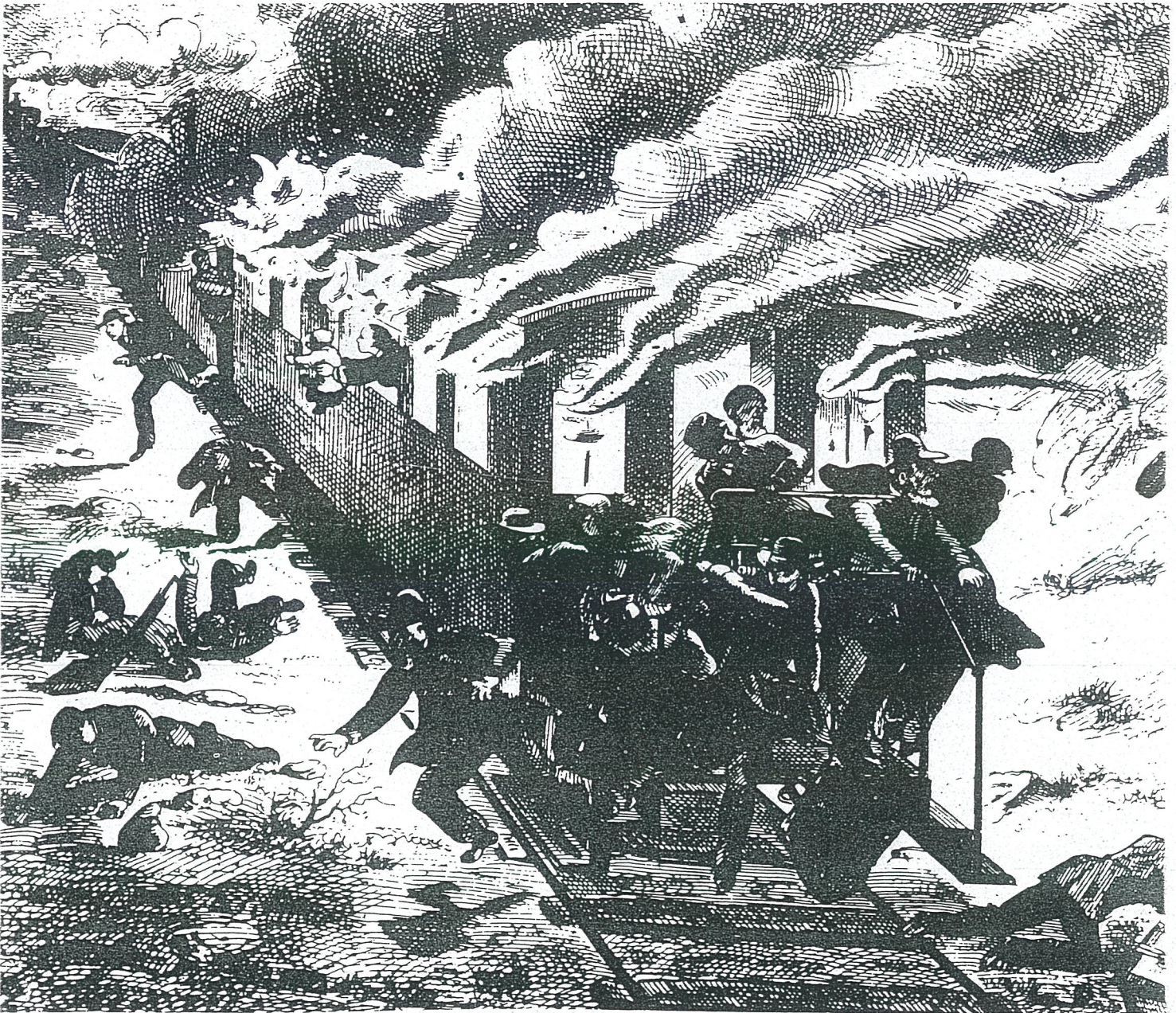
## A FORLORN HOPE

There was still one chance. A forlorn hope, it might be, and it was that Operator Wes Young, at Wanstead, might be in his office. He called Wanstead, but there was no response. Kerr then knew that hope had fled, and he waited for the terrible tale.

Young was in his home, and happened to be asleep. He was awakened by the

London F.P.  
November 10  
1913







# WANSTEAD, SCENE OF FORMER AWFUL WRE ADDS THREE VICTIMS TO ITS GRUESOME RE

**Three Men Trapped In a Caboose and  
Were Burned To Death Following a  
Rear-End Collision On the Railway  
West of London.**

**THREE WOUNDED EMPLOYEES RUSHED TO  
VICTORIA HOSPITAL THIS AFTERNOON**

**London Men Suffered Terribly In the Accident  
---An Awful Story of Death and Disaster.**

## BURNED TO DEATH

**Conductor William Moffatt, married,  
Sarnia Tunnel;**

**Brakeman Stapleton, unmarried, Sar-  
nia Tunnel;**

**Brakeman Holleran, unmarried, Sarnia  
Tunnel.**

## INJURED

**Engineer W. H. Hall, 12 Ridout street,  
London, perhaps fatally;**

**Fireman H. Holding, 356 Rectory  
street, wrists and hands broken;**

**Brakeman William Rickman, William  
street, London, perhaps fatally.**

As a result of Sunday's terrible blizzard four Grand Trunk railwaymen are dead, three having met horrible deaths in a rear-end freight collision on the Sarnia branch, between Wanstead and Wyoming, at 5.10 this morning; while the fourth, Dispatcher James Kerr, of 497 King street, London, was struck and instantly killed by express No. 3, near Hyde Park, at 11 o'clock this morning.

A completely demoralized system kept news of the Wanstead wreck from the company's offices at London until shortly before 2 o'clock this afternoon, when train No. 46 from the Tunnel, due here before noon, arrived with Hall, Rickman and Holding, who were speedily rushed to Victoria Hospital in ambulances.

## TRAPPED IN CABOOSE.

The collision was one of terrible consequences, the dead men having been trapped in the caboose of a stalled train. The upturning of the stove in the little bunk car fired the wreckage, and while three or four who were not pinned helpless in the debris escaped to the snowbanks, the Sarnians were cremated in a horrible manner.

The story of Fireman H. Holding, of London, who left with Engineer Hall on a freight at 3.10 this morning, was of the most ghastly character.

## CALLED AT MIDNIGHT.

He, with other members of his crew, was called at midnight to take a freight train to the Tunnel. All responded, and after a wait of a couple of hours in London yards they started westward, the crippled dispatching system rendering scant protection to any trains in the storm.

The men proceeded with caution, and perforce moved slowly toward their destination. They had No. 675, one of the big compound pigs, which under ordinary circumstances is capable of handling the heaviest trains on the road without trouble. The heavy snow impeded progress and when Komoka was reached the crew was compelled to accept defeat at the hands of the storm king and practically abandon the train. With the last few remaining pounds of steam pressure the heavy load was lugged into a siding and left. Shortly afterward a second section of one of the through freights pulled up behind and was signalled to a halt. She was likewise in difficulties.

## TRAIN LAID UP.

"After we got into the siding the train following pulled up and the crew concluded that it would be impossible to proceed further with that load." Holding told a Free Press reporter a few minutes after his arrival in London. "They released 14 cars and picked up our engine dead, as part of their train. Our crew got into the caboose of the second freight and we left Komoka. We stopped at Kincardine Junction for a time in an effort to get a little better steam pressure for the next night, and then proceeded on to a point east of Wyoming between Wyoming and Wanstead and about 10

miles from London. Our engine was up against it for coal and water and we could not hope to bring the train through. We decided then to cut off the live engine and try to pay the next coal and watering point. The train was then laid up on the main line. I was sleeping in one of the bunks in the caboose and we had been standing for quite a time.

## A RASH OF DEATH.

Suddenly there was a roar and a terrific crash. In an instant all was confusion. I was hurled from my place through the door in the forward end of the car and I could hear men groaning. Continued on Page Two.

## Train on Huron and B Stalled in Drifts for

**Sarnia Train Found It Impossible To Make Connection  
Crossing—Boats Are Overdue on Lake Huron  
Blown Out of Their Course.**

From London to the northern end of the Bruce Peninsula the storm which yesterday demonstrated its fury all over the province is continuing with unabated force. Stalled trains, crippled telephone and telegraphic service and impassable highways are only slightly to be considered in the chapter of incidents that have made the damage of the storm prodigious. From here to Kincardine, every place had new stories of the night's hurricane to tell, as the Bruce train plowed its way to London this morning through drifts that for size are often rare in February.

## IMMENSE DAMAGE DONE.

A tempest of wind accompanied yesterday's storm and continues its violence to-day. In Goderich, Wingham and Kincardine the gale alone did immense damage in destruction of property. Fences were razed, chimneys fell and windows in scores broke before the force of the wind.

So strong was the gale the snow was wet and in part it was drifted into so deeply that trains to make their regular

## STALLED IN ADRIFT

A passenger train at Kincardine at 6 o'clock got miles from its starting to rest in a drift. An engine from Wingham the rescue and pushed to Kincardine again. Bruce train started as ham, and in spite of a covered the track all a depth of from one to a good run as far as Here it met the un the motive power of manipulated the drifts of an hour or so for Continued on 1

## Weather Forecast

Monday, November 10  
FAIR AND COLD.

## LOCAL.

IT'S JUST AS EASY  
TO SMILE ON A  
RAINY DAY  
AFTER YOU GET  
THE HABIT.



Westerly to northerly gales, colder, with local snowfalls and flurries. Tuesday—Decreasing northwest to north winds, generally fair and cold.

## NOTES.

A severe storm which has passed northerly from the Gulf of Mexico is centered over Lake Ontario, causing gales from Lake Superior to Newfoundland. Rain has fallen very heavily in the Southern and

Eastern portions of Ontario, while snow has occurred in the Northern portions.

## TEMPERATURES.

The following are the temperatures taken between 8 o'clock last night and 8 o'clock this morning:

Stations.	High.	Low.
LONDON	37	27
Victoria	52	32
Calgary	50	32
Winnipeg	29	16

## PRESIDENT SENDS A NOTE TO

**Says That Under  
stances Will Have  
Be Recogn**

**BRITAIN WILL N  
UNTIL M**

British Statesmen Rese  
representation of  
Attitud

LONDON, Nov. 10.—  
ambassador, Page to-day.  
British foreign office  
from President Wilson  
of which is that similar

STREET RAILWAY TO HAVE DOWNTOWN



TARIO, MONDAY,

# DEATH ON THE G. T. R.; FATAL WRECK IN STORM

## WFUL WRECK, KILLED SOME RECORD

## JAMES KERR WAS INSTANTLY KILLED ON THE G.T.R.

## TERRIFIC STORM OF SLEET RESULTS IN LOSS OF LIFE AND DAMAGE TO PROPERTY

### FROM MEDICINE HAT

Well-Known Dispatcher Was Hit  
By Express Train As He  
Jumped From a Caboose.

### WENT TO HYDE PARK TO REPAIR THE WIRES.

Blizzard Resulted in Death of a Popular  
Railway Official This  
Morning.

Grand Trunk Dispatcher James Kerr, of 497 King street, this city, was instantly killed by express train No. 3, at Hyde Park at 11:21 this morning, having been struck as he leaped from a caboose in which he went with an engine to supervise the repairing of wires which were broken down during the blizzard which has raged in this district for the past 24 hours.

### KOMOKA MAN INJURED

W. Marsting, of Komoka, a married man, employed as a section hand, jumped with the dispatcher from the caboose on the east bound track just as No. 3 passed westward. He was also struck and was hurled a considerable distance but sustained only a fracture of the hip.

The body of Mr. Kerr was viewed by Coroner Dr. C. C. Ross, of Hyde Park, and was brought to London on express No. 4 at 20 this afternoon. The remains were removed to Harrison's undertaking parlors. Dr. Ross later held a conference with Crown Attorney McKillop and concluded to hold an inquest. The date has not yet been decided upon.

### TELEGRAPH TIED UP

The telegraph service west of London was completely tied up over night and at 4 o'clock this morning Mr. Kerr was notified by Chief Dispatcher Rutherford

Train Service on the Railways Demoralized—London Street Railway Practically Out of Business for Hours—Lighting Service Interrupted—Men Meet Their Death on the G. T. R. West of London.

The terrible storm of Sunday and today, the worst in recent years, carried in its wake serious loss of life and property. Four men were killed on the Grand Trunk and others were injured. The telephone and telegraph lines were put out of commission throughout practically Western Ontario. The street railway here was badly demoralized. Large sections of the city were in complete darkness night, owing to breaks in power lines and in other ways, much loss and a great deal of inconvenience resulting. At 3 o'clock the storm was abating, but it will be some days before the wires of the telephone and telegraph companies are working properly.

### A TERRIFIC STORM.

The storm started early on Sunday morning and continued for more than 30 hours.

In the earlier hours sleet and wet snow, with a 30-mile-an-hour gale, made it im-

possible to get about. Later it turned colder and a blizzard caused destruction and worry.

The Bell Telephone Company's long distance service was put completely out of business, particularly west of London. There is no communication between London and Windsor or Sarnia.

The telegraph companies were in almost as bad condition. Many important poles were cut off, but a reasonable service was maintained this morning.

### G. T. R. SUFFERED.

The Grand Trunk Railway suffered severely. Their wires were torn off and communication was impossible. A passenger train has come in from Sarnia to day. No trace of some of them could be found. The dispatchers here finding it impossible to get in touch with them. No train at night was lost for three hours and it was discovered by the C. P. R. on the other side of Komoka. Engine from Komoka to London.

Continued on Page Two



## Huron and Bruce in Drifts for Hours

It Impossible To Make Connections At Lucan  
As Are Overdue on Lake Huron and  
Run Out of Their Course.

thern end of storm which fury all over with unabated piled telephone and impassable ly to be con- inc' at that the n pro- care... every ie night's hur- a train plowed rling through ncare in Feb-

So strong was the gale that even though the snow was wet and heavy for the most part, it was drifted into the railroad cuts so deeply that trains found it difficult to make their regular runs this morning. STALLED IN ADRIFT.

A passenger train starting from Kincardine at 6 o'clock got a bare half dozen miles from its starting point and came to rest in a drift. An hour later a freight engine from Wingham forged its way to the rescue and pushed the stalled train to Kincardine again. The southbound Bruce train started as usual from Wingham, and in spite of heavy snow, which covered the track all the way down to a depth of from one to three feet, made a good run as far as Lucan Crossing.



## TRAGEDY RECALLS WANSTEAD WRECK ON GRAND TRUNK

Late James Kerr Was the Man  
Who Gave the Fatal  
Orders.

November  
10  
1913



## A. G. T. R. BLOCKADE.

INCIDENT TO INCREASED FREIGHT TRAFFIC  
AND LACK OF YARD ROOM.

Since the alteration effected some time since in the method of running freight trains over the Grand Trunk Railway there has been a great increase in the volume of freight passing eastward via the Sarnia branch, G. W. R. and Loop Line. Very frequently the number of trains upon the line is so large that in order to facilitate their despatch over the road several trains follow each other almost too closely, and this occasionally leads to some confusion and danger. About half past five o'clock yesterday evening, a number of these trains were following one another into the yard here from the west, the rear being brought up by the wood train. As the train which was in charge of Conductor Temlinson arrived near the semaphore the driver observed that the danger signal had been displayed by Mr. Mason, the man in charge, there being three trains ahead between the depot and his train. The semaphore is situated about one hundred yards east of the overhead bridge on the Wharnccliffe road, and upon discovering that the signal was set against him the driver promptly brought the train to a standstill, while a brakeman was sent backward to flag the next train. This happened to be the Sarnia mixed, in charge of Conductor McLean, and the driver believing everything clear was making good time. Before the flagman had passed over any distance the mixed came around the sharp curve, and although every effort was made to stop it the momentum of the cars on the down grade forced them along, and the engine crashed into the caboose of the wood train, smashing it and several cars considerably and also damaging the engine severely. The caboose was telescoped, and the sleeping car used by the wood gang was thrown upward and came down upon the summit of the engine, but fortunately none of the gang were injured, and the trainmen also escaped unhurt. The track was blocked up for nearly six hours, causing much annoyance to the travelling public, but the express train was sent around by the Loop Line and St. Mary's branch, thus accommodating many. The auxiliary was promptly dispatched to the scene and rapidly cleared off the track, so as to resume traffic as speedily as possible. No blame can be attributed to anyone, as the affair was a pure accident, that could not well have been avoided.

London I. P.

December  
5

1883



11, 1913.

## 3 BURNED TO DEATH IN WANSTEAD WRECK

Dread Scene of Years Ago Again  
Figures in Disaster  
Report.

### G.T.R. MEN LOSE LIVES

A Rear-End Collision of Two  
Freight Trains Owing  
to Storm.

(Canadian Press Despatch.)  
London, Ont., Nov. 10. - Conductor Moffatt, of Sarnia Tunnel; Brakeman Holloran, of London, and Brakeman Stapleton, of Sarnia, were burned to death, and Brakeman Ryckman, Engineer Hall, and Fireman Holding, of London, were seriously injured in a collision on the Grand Trunk at Wanstead, Ont. early this morning. The three killed met death when a freight train ran into the caboose of another train returning to the city deadhead. The accident occurred a few miles west of Wyoming close to the scene of the disastrous wreck of some years ago. The crash occurred shortly after five o'clock this morning, and was the result of the storm which has been raging since yesterday. The men in the caboose were asleep at the time.

#### Burned to Death.

A few minutes after the collision, fire broke out in the caboose, and the three Sarnia men were burned to death before they could be liberated.

The moans and screams of the men as they lay pinioned under heavy beams and trucks could be heard for a distance, and as the fire reached them they begged piteously to be killed. One man kept calling for someone to strike him over the head with an axe or something else. The members of the crew who were not injured worked frantically, but they could do nothing, and were forced to stand helpless and watch their comrades die.

The tracks were torn up for a considerable distance, a number of the freight cars were totally demolished, and Engine No. 153, the one which struck the rear end of the freight, lay on its side across the tracks.

Word was sent by relay to station after station, only to learn that the wires were down all along the line. Finally it got far enough to get in touch with London.

Immediately ambulances were notified and physicians were called.

#### Doctors Hurried To Spot.

Doctors Drake and Seaforn hurried to the Grand Trunk station, but they had to wait for a long time before Grand Trunk express No. 46 from Sarnia, five hours late, arrived in the city, carrying the injured in the baggage car. Dr. Brandon of Watford, accompanied the injured men to this city. He and two other physicians from that section of the country hurried to the scene of the wreck early this morning and did all possible for the injured men. The people from nearby were at the wreck in hundreds in a short time, but too late to prevent the cremation of the three men.

The London auxiliary was ordered, and with Superintendent W. H. Davidson aboard left for the scene of the wreck. No assistance could be had from Sarnia, as Chicago express No. 4, due in London at 3.53 a.m., ran into a telephone pole stretched across the tracks near Sarnia and was derailed. The line in that section was tied up for a considerable time. Express No. 6, also from Chicago, due in London at 11.55, but over two hours late when it arrived in the city, was re-routed and arrived in London ahead of the other trains.

REV. T. F. DICKIE RETURNING

November 11  
1913



# Nearly Thirty Souls Launched Into Eternity in the Twinkling of an Eye— Not the Slightest Warning Given the Holidaying Passengers— Wanstead Horror Grows More Awful with Each Re- Telling — Complete Story of the Affair.

December 902

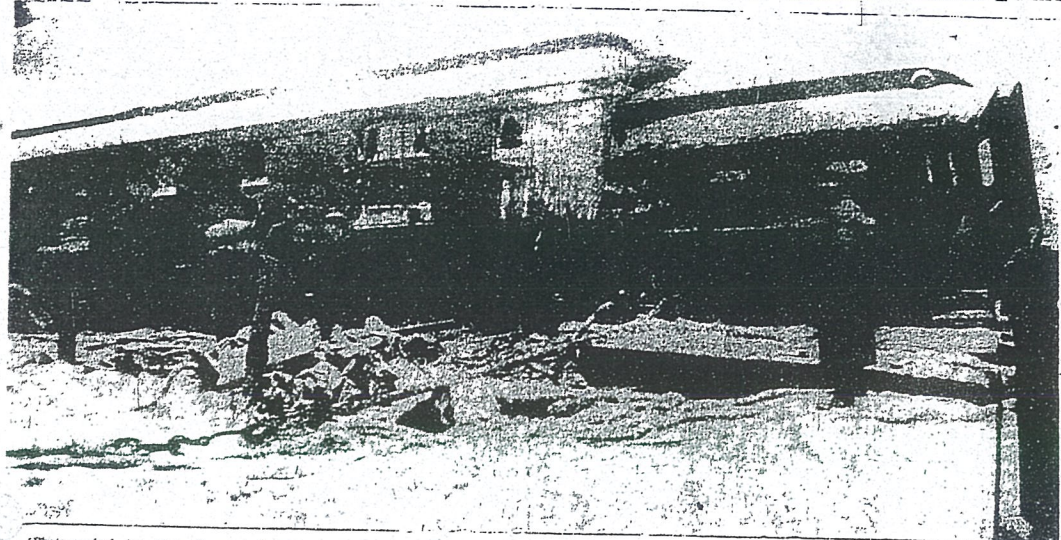
The disaster on the Grand Trunk at the little hamlet of Wanstead was terrible in its effects. The calamity has appalled the whole country. The simple error of a trusted old railway employe in credited with having produced a catastrophe so dread-

agony to the sufferings of those who survived. Fire broke out in the wreck and to the horrors of the accident was added that of the fire itself. Only one, second in hurrying through the work of the trainmen and passenger-

but north, wind and the whirling snow, with the mercury at zero. It is not surprising that so many survived. The Pacific express was made up of six cars. There were two each of baggage cars, and day and Pullman coaches. The passengers of the forward day coach sustained the whole

that a collision had occurred was discovered because of the shock. It was owing to the uproar that followed and the stopping of the train. From some cause the baggage car ahead of the wrecked passenger coach was lifted from the tracks to a point where its floor reached the upper work of the coach. Through this comparatively unresisting part of the car it tore with death-dealing force. Nearly all the injured, whether fatally or otherwise, were sustained by passengers to the head, and this was due to the floor of the baggage car striking them as they stood in the aisles or rested in their seats. The car was crushed, not only all the seats being taken, but several persons having to stand.

THE TELESCOPED PASSENGER CAR.



[Photographed by Free Press staff at let.]  
Showing the Complete Manner in Which the Baggage Car Rode Through the Upper Works of the Passenger Coach. The Floor of the Baggage Car Rested Upon the Seats of the Coach, and Went the Whole Length of the Latter to Within Three Windows of the Rear End.

but its like has not in many years been known to the border States or the Province. In the twinkling of an eye, twenty-six lives were wiped out, and thirty-six other persons were injured—two so terribly, they died during the succeeding day. Others are still in a very dangerous condition. Thirteen were seriously hurt, and complications have set in in numerous cases, due to exposure. The accident brought to a conclusion the holiday outing of its victims. The greater number of those who were killed and the injured as well were returning from visits to friends with whom they had been spending the Christmas holidays. The day was the last upon which a certain description of holiday rate tickets would be accepted, and the train was crowded. The collision was between the splendid Pacific Express and a fast beef freight. The express was running at an unfinished speed of probably 50 miles an hour. The freight was scarcely moving. The engineer of the express was so confident that the freight was standing on a siding he made no attempt to stop his train, and crashed into the locomotive of the freight under a full head of steam. Occurring in the midst of a raging storm and far from where help could be secured without delay, the disaster could not have happened anywhere in this well-settled district, under worse circumstances, than was the fact. The storm claimed its victims from among the blood-covered and the maimed, and it added untold

who escaped injury saved the pinion and imprisoned travellers from being slowly roasted alive. The railway authorities did everything that was possible to relieve the exposed to all the severity of the

and there telegraphing in all directions for doctors and wrecking trains. But in spite of the company's effort, human beings were compelled to remain exposed to all the severity of the destructive effect of the awful crash. Strange as it is, the people in the succeeding coaches did not sustain so much as a scratch. A few were thrown from their seats in the second day coach, but in the Pullmans the fact

Only one Londoner was among the killed. He was an old and honored citizen, Mr. Nicholas Jeffery, a commercial traveller. Several who are numbered among the dead, however, were former residents of the city, and were leaving friends here for their respective homes, after having spent Christmas with them. The great majority of the dead and injured were local people. The Pullmans naturally contained the greater number of through passengers. The local interest attaching to the terrible affair was increased by the fact that the bodies of the dead and all the injured were brought to this city. The latter are being cared for at Victoria Hospital. The remains of the dead have in every instance but two or three been forwarded to the places desired by their friends. The others will follow at once upon receipt of requests from the stricken relatives. The bodies have all been identified but that of one woman, and it is not expected that any difficulty will be experienced in discovering her identity. The remains of George D. Southern, of Lockport, N. Y., were the last to be identified. Southern was returning from a visit to his mother at Wyoming, and her anxiety had not been awakened until late yesterday. She made inquiries that led almost immediately to the heartbreaking discovery. Continued on Sixth Page.

ANOTHER VIEW OF THE ILL-FATED CAR.



[Photographed by Free Press staff at let.]  
The Photograph Shows the North Side of the Passenger Car. While the Baggage Car Tore Out the Whole of the South Side of the Coach, it Did not do so on the Other Side. The Passengers on the South Side Suffered Death in Nearly Every Instance. The Few Who Escaped Serious Hurt Were in the Rear of the Car and on the North Side. It Will be Noted That the Snow Storm Still Prevailed When the Photograph Was Taken.

- CUTHBERTSON, FL.  
Huron, Mich.  
COOTE, MRS. THOMAS  
HARVEY, BASIL C.  
LAMONT, J. A., Wyer  
MORSE, WM. M., Carni  
MORSE, MAMIE, Earn  
QUINN, RUSSELL, CI  
RAMPLIN, J. A., Tori  
STACEY, GEORGE, W  
STEWART, MRS. J. N.  
SYRNES, MRS. J. N.  
COLE, W. H., Flint, M  
COLE, MRS. W. H., F  
COOTE, THOS. Chica  
CUMMINGS, MRS. S.  
Huron, Mich.  
GEDDES, BEATRICE,  
GOTT, MRS. WM., Lor  
GOTT, MISS, London  
JACKSON, R. Petrol  
MCDONALD, R. K., St  
MORSE, MRS. W. M.  
NORTHEY, HATTIE, Ont.  
NORTHEY, JAMES R., Ont.  
PUGLEY, MRS. LOUI  
STEWART, ALEXAND  
ham, Ont.  
STEWART, EARL, O  
STEWART, HOBART  
SINCLAIR, ANNIE, K  
SHOWLER, J. W., St

## SUNDAY A BAD SOME OF THE PATIENT

Sad to relate, the yet known by the p to the full effects t experience may hav unfortunate passeng ing on beds of pain Hospital. "It is not until twenty-four to hours after such a perience that we discover just who injured and who i a physician to the last night. "Often a patient i appear to be in bed rival at the hospita in twenty hours t velope symptoms c proach of pneumon perature going u bounds. "And when pue in the case becomes grave." "In the cases of ed in this wreck." "The exposure was dreadful, many of people lying out in hours. "Under such circ is not at all surpris of the patients are show alarming sign vent of pneumonia, that the result w cases prove lament "Mind, I do not that the patient in ( if pneumonia does i complicates matte ingly " Sunday morning patients seemed t easily. Many of t refreshing sleep a bright and cheerful, slow hours of the s night passed, they restless, and fever heightened tempera ed the dreaded re worse. When the obtained a final night, nearly all of "Seriously injured said to be not so v afternoon, the cor most every case bad just now." When complicat pneumonia set in, ate patient is cal withstand a doubl on his vital fo of the poor creati fering enough fro wounds to tax all resources. Yet to be added the effect exposure to the bl and dread pneumo its insidious assa feeble bodie What will bo who can say."

## MORNING REPO

This morning th good report was ailing. In every co there were signs of improvement.



1902  
AILY FREE PRESS, LONDON, ONT., TUESDAY, DECEMBER 30

# A CONFLICT OF TESTIMONY AT THE INQUEST.

## Stories of Dispatcher and Agent Disagree.

### WANSTEAD'S HORROR

Being Investigated by a Coroner's Jury—Agent Carson Tells Why He Gave the Express a Clearance at Watford—A Chain of Unfortunate Circumstances—Stop Signals for the Freight at Wyoming—The Train Overran the Switch at Wanstead, Involving Some Delay—Conductor Graham, of the Freight Relates His Experience.

Special from Our Own Reporter. Wyoming, December 29.—The coroner's inquiry into one of the most disastrous railroad wrecks—that which occurred at Wanstead on Friday evening last—was commenced in the old Temperance Hall here this morning, and by 8 o'clock in the evening eight witnesses, all employees of the Grand Trunk, had been called. These comprised the majority of the persons who are to be examined in the endeavor to lay the blame for the terrible catastrophe on the right shoulders.

Dr. Harvey, of Wyoming, is conducting the investigation, and he has a jury composed exclusively of Wyoming residents—and a quartet of them are clergymen stationed here. The jurymen are: Wm. Coghill, Simon Casey, G. G. Hartley, Wm. Culbert, James M. Wilson, Pierce Parker, Jno. Gibson, Rev. J. M. Gunn, Robert Rae, Rev. E. J. Haines, Rev. G. W. Andrews, Rev. W. G. Richardson, C. H. Smith and J. W. Smith (foreman.)

As was anticipated there was a strong conflict of testimony on most important points between James G. Kerr, the London dispatcher, who sent the order to Watford for No. 5 to meet the extra east freight at Wanstead, and Andrew Carson, the agent at Watford, who received the order but instead gave the conductor of the express a clearance. The evidence of Kerr and Carson was the most important of the day, and it pointed clearly to a misunderstanding by Carson of what passed over the wire after he had received the order for the express. With the testimony of the half dozen other employees examined, it showed what efforts

then, he was subjected to a severe cross-examination by counsel for the latter. In his direct examination, Kerr said that on leaving London, the express had an order to run an hour late to Watford and 50 minutes late from there to Sarnia Tunnel. Fifteen minutes were lost when Strathroy reported her arrival, but he could not say that she was not the hour and fifteen minutes behind when she left London. The train arrived at Watford two minutes sooner than was expected. The order wired to Watford for the Conductor and Engineer was as follows: "No. 5, engine 950, and extra east, engine 773, will meet at Wanstead." The order was issued at 9:46 p. m., and the O. K. came for it at 9:48. It was repeated back by the operators at both Wyoming and Watford, and Wyoming completed it by signing the freight conductor's name to it at 9:49.

#### DELAY AT WYOMING.

Seven or eight minutes later, Wyoming called the dispatcher and said the freight was not getting out, and on being told that he did not know the cause, Kerr asked the operator to hold the train. Kerr's next move was to call Watford, where he inquired if No. 5 was coming. The reply was in the affirmative. Kerr told Watford to hold a minute that he "may bust it." He then endeavored to get Wyoming and after several attempts got the operator, who said the freight was going and wanted to know if he would stop it. Kerr said no, let it go. He instructed Watford to sign the order for the express to meet the freight at Wanstead. Watford replied that No. 5 had left. Kerr called Wyoming and on getting an answer he asked him to stop 773, and the reply came that he could not. "You must," said Kerr, who then started to call Kingscourt Junction, continuing until the operator there interrupted and reported that No. 5 had passed.

"How long were you calling him?" was asked.

"From the time the train left Watford until he reported it passed. That would be about seven or eight minutes," said the witness.

Kerr then called Watford to know why he let No. 5 go and Watford answered that Kerr had told him to "bust it," to which Kerr said "Oh, my, no." A few minutes after the train should have reached Wanstead, the operator at that place asked Kerr if a train was to come there for No. 5. Kerr replying that there was, and asking the operator to stop the express. The operator further said the train was at the west switch—and he thought there was trouble, as he heard a noise when in his house and just ran over to the depot. Later, Mr. Costello called for the auxiliary.

There was no night operator at Wanstead, the day operator there remaining on duty until he is released by the dispatcher. The operator at Watford was always supposed to wait for No. 5. Asked what the effect would have been if Wanstead had a night operator, Kerr said he did not know that it would have been any

## UNITED STATES NEWS.

### DEATH OF EX-CONGRESSMAN.

Dayton, Ohio, Dec. 29.—Hon. H. L. Morey, former Congressman for this district, died to-day at his home in Hamilton from apoplexy.

### BROWNED WHILE SKATING.

Detroit, Mich., Dec. 29.—A special from Grand Rapids, Mich., says Albert Hultgreen, aged 16, and Henry Faulkerson were drowned in Halfmoon Lake yesterday. Hultgreen broke through the ice while skating, and Faulkerson got in while attempting to aid his companion.

### SUICIDE AT NEW HAVEN.

New Haven, Conn., Dec. 29.—Capt. Francis C. Beach, a prominent citizen of New Haven, died at the general hospital to-day from a pistol shot wound, self-inflicted at the Country Club, Dec. 4, during a fit of temporary aberration, resulting from illness. Captain Beach graduated from the Yale Law School in 1885.

### CRASHED INTO A SIDE-TRACKED ENGINE.

San Bernardino, Cal., Dec. 29.—The Santa Fe east-bound overland train which left San Francisco at 9:30 a. m. yesterday crashed into a light engine side-tracked at Syam, killing Engineer Chas. Hayward, and seriously injuring Fireman A. Arkilis. Two other trainmen were hurt.

### 55 MILES AN HOUR.

Indianapolis, Ind., Dec. 29.—Train No. 1, the west-bound continental limited on the Wabash, has made a run of 112 miles, from Montpelier, Ohio to Logansport, Ind., in 40 minutes. Between New Waverly and Logansport one mile was made in thirty-nine seconds, and one mile in thirty-eight seconds, the latter being at the rate of nearly ninety-five miles an hour.

### TO ESTABLISH BOER COLONIES.

Monterey, Mexico, Dec. 29.—General Samuel Pearson, the former Boer commander, is in Monterey as the agent of thousands of his countrymen who purpose establishing colonies either in South-western Texas or Northern Mexico. He is now locating a route over which he will conduct a commission of Boers who are expected to arrive in New Orleans Jan. 15.

### FOUR BODIES RECOVERED.

Fayette City, Pa., Dec. 29.—Four bodies have been recovered from the Little Red Stone mine, two miles above here, where the explosion occurred last night. There may yet be another victim beneath the pile of debris in one of the entries. The dead are victims of their own carelessness, it is claimed by the mine officials, because they deliberately postponed a danger signal while carrying naked lamps.

### THE ORIGINAL TOPSY DEAD.

New York, Dec. 29.—Imogene Tracy, one of the best known of soubrettes of a generation ago, is dead as the result of a fall down stairs at her home in this city. Miss Tracy took up the part of Topsy in "Uncle Tom's Cabin" after the role had been created by Marie Bates, and played it for many years. She was the one chosen to play the part in Europe at the time a fund was raised to have the play produced there.

No 5  
engine  
980  
and  
extra east  
No 773



四

**4%**  
per annum allowance  
and upwards, for term  
to five years.

THE  
**Canada**

TO-MORROW'S WEATHER.  
 Breeze, light; weather, fair and cool.

LONDON, ONT., SATURDAY, DECEMBER 27, 1902.

ONE CENT.

**Pacific Express Crashes Into a Freight at Wanstead, Forty Miles From this City, and Scene of Horror Follows---Dead Coaches Filled with Holiday Travellers, Telescoped by Two Baggage Cars and Passengers Piled in a Heap Beneath the Wreckage---Dead and Dying, Women and Children and Men Pinned Down---Horrors of Fire and of Ice-Cold Blizzard Add to the Awfulness of the Scene**  
---Cause of the Accident---Where the Blame Is Placed.

**THE KILLED SO FAR IDENTIFIED.**

Following is the official list of the dead who had been identified up to 3 p.m. to-day. Eight or ten more bodies are at the freight sheds awaiting identification. People who had friends on the Pacific Express should visit the freight sheds as soon as possible, so as to clear up the identity of the unfortunate:

1. Mr. Alexander Stewart, Petrolen.
2. Mrs. Alexander Stewart, Petrolen.
3. Mr. A. Ricketts, Sarnia. Tunnel (drowned extra 73).
4. Mr. J. Gillies, Sarnia Tunnel (engineer, extra 73).
5. Mrs. Trotter, Petrolen.
6. Mr. Lawrence, Watford.
7. Mr. F. S. Friedman, Oil Springs (Hensall, Ont).
8. Mr. Nicholas Jeffery, London.
9. Mr. Clem. Bodley, Port Huron, Mich.
10. Gay De Fench, Iketeket Lacrosse, Washington.
11. Dr. Penwarden, Iketeket Petrolen.

Others named as the wife of Dr.

WOMEN.

MRS. J. J. CUTHBERTSON, Port Huron—Wound of head and face.

LOTTIE LYNCH, Port Huron—Internal injuries and shock. Not expected to live.

MRS. THOS. COOTE, Chicago — Bruises.

MRS. SAMUEL CUMMINGS, Port Huron—Cuts of head and face.

MRS. J. N. STEWART, Oshkosh, Wis.—Fractured jaw (very severe) and laceration.

MRS. HATTIE NORTHEY, Young's Point—Bruises.

FLOSSIE CUTHBERTSON, Port Huron—Bruises.

MAMIE MORSE, Sarnia—Fractured leg.

Miss Mayon wishes the annual report made that on Sunday afternoon will be allowed in the water tower.

[illegible]



# LONDON PEOPLE ON FAST TR

## PASSENGERS ON THE FLYER RELATE THEIR EXPERIENCES

Special Sent Out From London Brought Back Score of Tired and Shaken Up Travelers, Bandaged and Propped Up With Pillows—Herbert Biggar, News Agent, Does Some Rescue Work.

### CONDITION OF THE INJURED

CHATHAM, Sept. 27.—MISS EFFIE LAFFERTY, spine injured and lower part of body partially paralyzed, cut on head, her recovery is extremely doubtful. At General Hospital.

MRS. A. W. HASTINGS, Alpena, Mich., injuries to face and shoulders. Not serious. At General Hospital.

MRS. ROBERT MEAD, Kent Bridge, right arm bruised, suffering from shock. Not serious. At St. Joseph's Hospital.

MISS ADA SHARP, Burlington, Ont., ear cut, muscles in neck and shoulder strained. Not serious. Left hospital this morning.

MISS BESSIE TURNBULL, Hamilton, general bruising about shoulders and arms. Left hospital this morning.

J. E. RICHARDS, Chatham, cut on head over right eye and general bruising. Not serious.

MRS. J. E. RICHARDS, general bruising, especially about shoulders, cut on upper right arm. Not serious. At home.

MRS. ROBT. COYLE, Chatham, sprained right wrist, bruises on hips. At home.

MISS KINSSELLA, Crawford street, Toronto, severe scalp wounds.

MRS. A. FENNINGS, Chatham, cut on left ear and left eye swollen and bruised. Suffering from shock.

MISS GRACE RICE, Chatham, right eye bruised and right arm bruised, left thumb sprained.

MRS. DON, MCGREGOR, Chatham, cuts on top of head and below right eye and general bruising. At home.

PETER FURLONG, Ypsilanti, Mich., general bruising.

MRS. CLOHECY, Hamilton, left hand and wrist sprained.

MRS. PORTEOUS, Ottawa, muscles of shoulders and neck sprained.

MISS COX, Toronto, cut on forehead, also suffering from shock.

Such is the authentic list of the injured in the wreck on the Grand Trunk last night near Ringold. In addition to this number there are many, perhaps a score or more, who received a general shaking up and less severe injuries, but their condition did not warrant medical treatment. The list was compiled by R. V. Bray, the company's surgeon, who had the work of rescue in charge last night, and is caring for the injured to-day.

Shortly after one o'clock this morning the special train sent out from London to Prairieiding to bring in the passengers of the wrecked express from Detroit arrived in the city, and those passengers who were not too tired made a mad rush for the depot restaurant. Others, who had been badly shaken up, stayed in the coaches, propped up with pillows, and warm drinks were carried into them.

A Free Press reporter, waiting for the train to arrive, stepped aboard and saw many pathetic sights. In one corner was an old man with holes dented in his hat which was all covered with cinders and dust, trying to snatch a little sleep by resting his head on a window sill. In another sat a tired-looking young mother, with a little baby clasped to her breast. Women with bandages on their heads, faces and arms, and men walking with a limp, or holding a bandaged arm were walking up and down the aisles or attempting to take a little rest on the seats.

Some were willing to talk of the accident, but others still seemed to have the horror of it upon them.

One Young Hero.

"If there is one hero in the crowd, it was that young man over there," said a last-dreaded Toronto physician, who re-

fused to give his name. He pointed to a young man who was busy carrying hot coffee to some of the injured passengers in the coaches.

The young man was Herbert Biggar, of 259 Talbot street, a "news agent" on the train, but when accosted in the coach where he was giving the coffee to a woman with a huge bandage around her head and blood all over her neck, he would not talk.

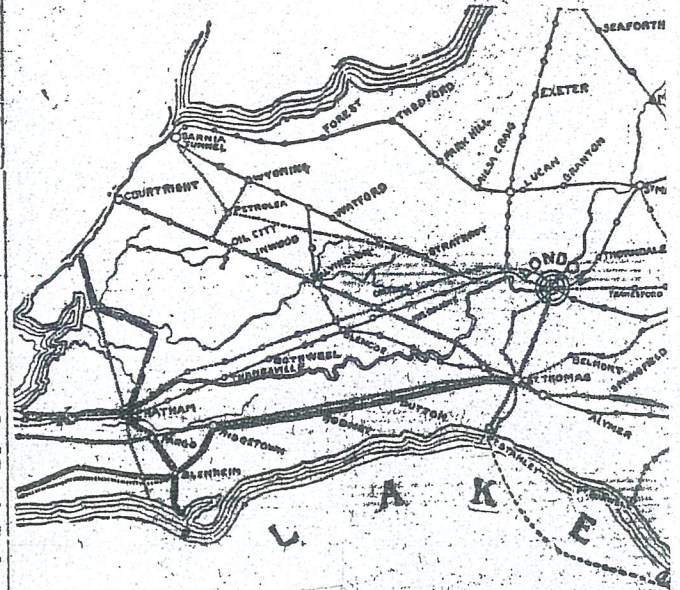
The physician, who was in Chatham when the news of the wreck was telegraphed, and who went to the scene on the relief special, after hearing the young man refuse to say anything about himself, told how when he arrived on the scene Biggar, with his coat off and his arms covered with blood from passengers whom he had helped to carry from the coaches, was working away like a beaver, endeavoring to liberate a woman who was pinned underneath a seat and who afterwards proved to be Miss Lucy Cox, of Toronto, who received a deep gash in the forehead and a badly wrenched back.

He also told of Biggar assisting himself to get Miss Lafferty, the Chatham school teacher, who was the most seriously injured, out of the car.

"When I reached him," said the doctor, "he was endeavoring to liberate Miss Cox."

Continued on Page Seven.

### WHERE THE EASTERN FLYER WAS WRECKED.



### IN WRECK OF FLYER



HERBERT BIGGAR, news agent, who did some good work in rescuing passengers from wreck of Eastern Flyer.

September 27  
1912

## LONDON PEOPLE IN LAST NIGHT'S WRECK

Quite a Number from This City on Train But None Injured.

### BAROLD JARVIS PARTY IN WRECKED DINER

Engine Hit a Mile from Coaches After Wreck Shows Train's Speed.



## BROKEN BRAKE BEAM CAUSE OF WRECK

Railway Men Say Spread Rail Did Not Send the Eastern Flyer Off.

"They say that wreck was caused by a spread rail, but believe me, there is nothing to that story," said one of the passengers of the wrecked express on the special train which arrived in this city



# THE LONDON EVENING

TWO CENTS—EVENING EDITION.

LONDON, ONTARIO, THURSDAY, FEBRUARY 26, 1914

## G.T.R. FIREMAN KILLED WHEN FREIGHTS COLLIDED; A FATAL SMASH AT MANDAMIN, NEAR SARNIA

Grey and Villa, P

Engine 560

Engine No. 560 Sideswiped Train No. 673 As the Latter Was Backing Out of a Switch.

15 FREIGHT CARS WERE KNOCKED INTO SPLINTERS.

Man Riding With Fireman Symes Escaped Injury in a Bad Accident at 2.30 This Morning.

### "The Broken Melody"

BRANTFORD, Feb. 26. "The broken melody" was recalled here at late hour last evening when George R. Yates, union bricklayer, collapsed in the middle of an instrumental number and fell dead. He was called on during the program at the annual banquet of the Bricklayers' and Masons' Union here at the Teapot Inn last night, for a mandolin selection. He responded and was about half way through when he fell dead. Heart failure is given as the cause.



Brickman, Cheslure, of Sarnia, sat on the high cab seat of Grand Trunk compounder 560 as the monster pounded through Mandamin, hauling a fast west-bound freight for Sarnia Tunnel at 2.30 this morning. With him, and engaged in jovial conversation, was Fireman Charles Symes, of 115 Shepherd street, Sarnia, a single man of 25 years.

Suddenly, with a crash that aroused the occupants of ten houses for a mile around, No. 560 sideswiped amidst extra east-bound freight No. 673, backing out of a switch. No. 560 was wrecked completely in its plunge that reduced to debris 15 freight cars.

Symes was hurled from beneath the wreckage dead, but across his body was found the prostrate form of Cheslure, who had escaped without injury by some peculiar trick of fate.

#### THE WRECK

Train No. 673, in charge of Engineer Durnan and Conductor Charles Curran, of Sarnia, was running ahead of Express No. 1 when Mandamin was reached and crossed into a passing track to allow the passenger train to go ahead. The long freight was being backed across the main lines to resume its journey when No. 560 roared into view and in the inky blackness of the night the obstruction was not discernible until too late to avoid a crash.

Cheslure's escape from sharing Symes' fate is considered miraculous in view of the fact that they were seated within a couple of inches of each other and were hurled beneath the wreckage in a position from which they were extricated with the greatest difficulty.

#### ALL OTHERS ESCAPED

None of the other members of the train crews were hurt and all gave their best endeavours to release Symes and Cheslure. The former, however, was dead before the rescuers reached him. His body has been taken to Phillips morgue at Sarnia, where an inquest will be conducted.

Hamilton and London auxiliaries were summoned and had both lines open this morning. Prior to that time it was found necessary to detour passenger trains to London via Stratford and a stub service was operated between London and Sarnia on either side of the wreckage.

An investigation will be conducted by Superintendent Davidson of the Grand Trunk to fix responsibility for the accident.

AYLMER MAN  
SAYS NO BONUS

February 26  
1914



# LOCAL BRAKEMEN SEVERELY HURT

C. Berryhill Caught Between  
Train and Sheds

ACCIDENT NEAR SARNIA

Sustains Crushed Shoulders and  
Hips.

SARNIA, Oct. 31.—(Special to The Free Press.)—Clifford Berryhill, 62 Beaconsfield avenue, London, sustained a crushed shoulder and hip in a peculiar accident on the G. T. R. which occurred at 12:40 p. m. at Mandaumin, near here.

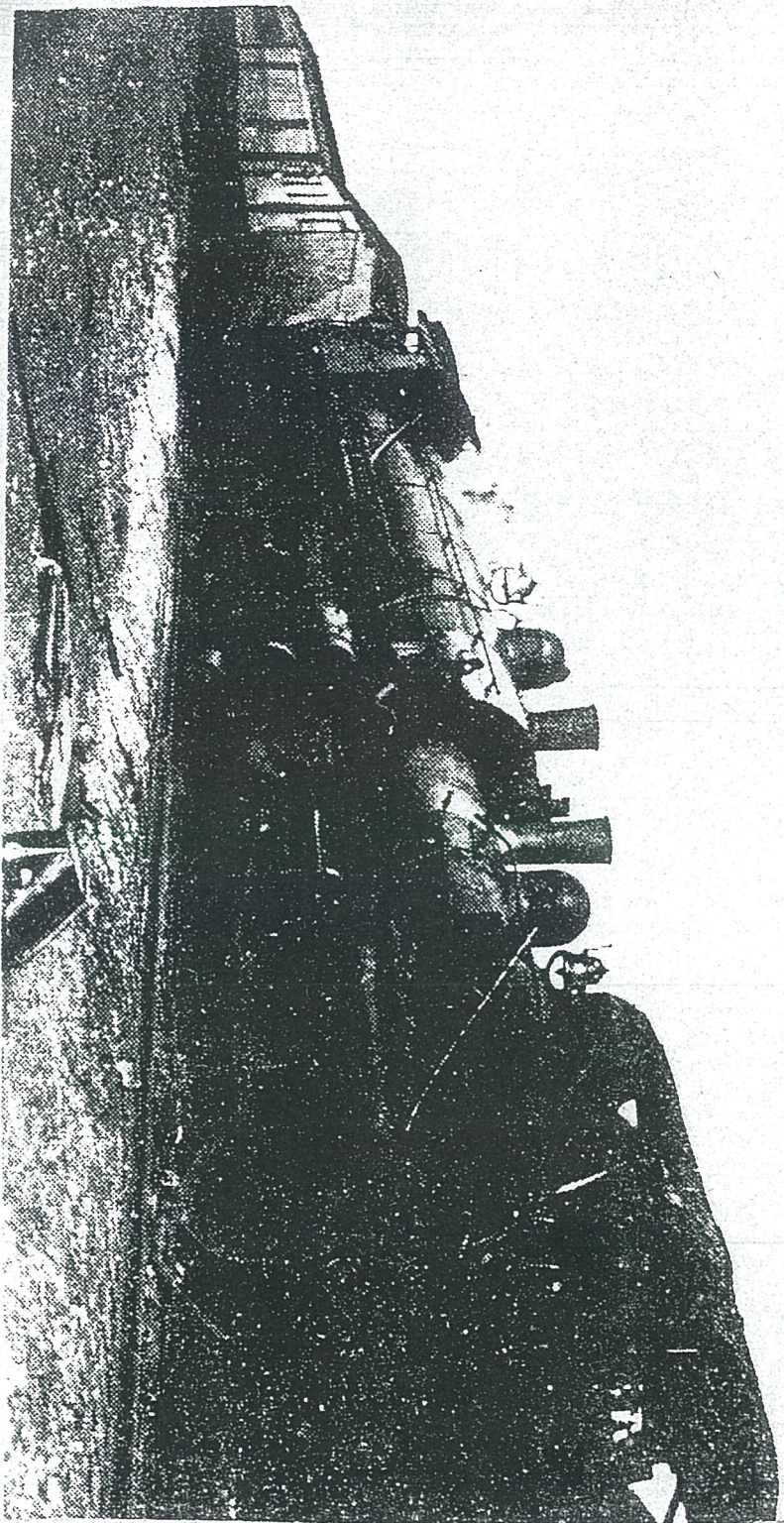
Berryhill, who is a brakemen, was standing on the rear end of a caboose which in some way became uncoupled from the main part of the freight train. The caboose, when disengaged, crashed into a freight shed to the rear and caught the brakeman between the car and the building.

His injuries were attended to promptly after he had been extricated from the smash-up and he was placed on the way freight which is due to arrive in London at 2:40.

Mr. Berryhill is well known in London, having been employed by the Grand Trunk for several years. It was stated on his arrival in London to-day that his injuries will necessitate his being laid up for some time.

October 31  
1922





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MAY, 1965

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GTR 1108

UCRS Newsletter

May 1965 088

Q1 Kinsma  
GTR 1915  
and 462



ONDON, ONT., THURSDAY

## LIGHT ENGINE HITS FREIGHT AT KERWOOD

Eight Cars Thrown From Track  
at 11 o'Clock and Line is  
Blocked Until Night

Engine No. 663, running light to Sarnia tunnel, piled into the rear end of through fast freight No. 93 yesterday morning at 9 o'clock. Eight freight cars were thrown from the track and badly damaged. No member of either crew, both from Sarnia tunnel, sustained any serious injury. The main line was blocked until 6 o'clock.

Kerwood is located about four miles west of Strathroy and it is supposed that the light engine came around a curve and was into the freight before its speed could be checked.

The cars were thrown in such a position as to block the line going west and all freight trains from the east for Sarnia were cancelled.

October 31

1907



Sarnia  
December 21 1868

## Opening of the Petrolia Branch of the Great Western Railway.

Tuesday last being the day appointed for the final opening of the Petrolia Branch of the Great Western Railway, those more specially interested in the project resolved to celebrate the event by a demonstration, which would not only give the work an *ecclat* which it would have taken time to accomplish, but, from the pleasing associations it would call forth, render the day a red-letter one in the calendar of future years. Cards of invitation were accordingly issued to a number of the prominent men of London, our Town, and other places in the neighborhood, to honor the occasion by taking a trip over the line, and partaking of a Dinner which was to be provided in the United States Hotel. Over one hundred persons, representing, or having an interest in the business which has given such a wonderful impetus to that region of country, assembled at the Hotel above named at the appointed hour: those coming from London arriving by special train, along with Mr. Swinyard, the Managing Director of the road, Mr. Wallace, the Traffic Superintendent, Gilbert Griffin, Esq., P. O. Inspector, and others; and those from Sarnia by the ordinary morning train from that place. Pressing business engagements having prevented us from availing ourselves of the invitation given by the Managing Director, through Col. Thomson, we were thus deprived of the pleasure which it would have afforded us to be present, along with the Mayor of the Town, the Member for the County, &c., &c.; but we avail ourselves of the excellent report of the celebration, published in the *Free Press* of Wednesday morning, to present our readers with as full a summary of the proceedings, as our space will admit.

The Dinner took place at noon, Col. Thomson, of Petrolia, occupying the Chair,—the number who sat down to dinner being about one hundred and twenty. After disposing of a portion of the good things liberally provided by the committee of arrangements, the usual loyal toasts were given and responded to, with all the honors. Mr. Swinyard, then gave "The President of the United States," which was received with cheers. The Chairman followed, with "The Governor-General of Canada," and "The Army and Navy,"—the latter being responded to by Col. Pencock, who referred to the high estimation in which the British forces were held in Canada, and the good old, English feeling which imbued the people, and expressed his gratification at being present on the occasion. After some allusions to the late Fenian raid, the Col. again thanked the company for the handsome manner in which the toast had been received.

Col. McGivern, M. P. P. for Welland, responded in a highly patriotic speech on behalf of the Volunteers; who, he claimed, were not inferior in discipline and patriotism to those of any other country.

The Chairman then proposed "The Legislative Council and Assembly."

A. Mackenzie, Esq., M. P. P., Member for Hamilton, replied. He hoped that the members of the two bodies of the Legislature had proved themselves worthy of the position they occupied, and that those British subjects who had emigrated to Canada would sustain the honor of the country which gave them birth. He had great pleasure in being a guest on the present occasion, the celebration of the opening of the branch road to the Petrolia wells, and which promised such excellent results. (Cheers.) He remembered the time, and that not many years since, when it took sometimes from twenty to thirty hours to go from Sarnia to London, but thanks to the Great Western Railway, that journey could now be accomplished in three hours. The enterprise and liberality of the Company were also shown in their construction of this branch of six miles.

ests of the public, as well as the railway company. I have always endeavored to encourage railway development as far as my abilities enabled me; but such extensions ought to rest materially with the people of the districts through which railway facilities are desired, who should do all in their power by giving right of way and station ground free, as was done in this case. With regard to oil production, and the various uses to which this rich mine of wealth may be turned, I may inform you that the Mechanical Superintendent of the G. W. R., at my instigation, is now making extensive experiments to bring about the use of oil for consumption in our locomotives. I am perhaps a little premature in making this announcement, but I feel it is my duty to you as oil men, as well as to the deep interests of the G. W. R., to seek to obtain by every means in my power, a good and profitable demand for the oil of this Province. Gentlemen, I refer to this matter with the greater pleasure because the oil interests from the want of markets, is now so depressed. I rejoice that I can hold out some hope to you that the day is not distant when your spirited enterprise will meet its reward. For not alone may you look to the locomotive as a great consumer of your oil, but to the success of the experiments which I learn are now being conducted on steamers, I believe, between Holyhead and Dublin, and also more immediately at home in the stationary engines in this very oil district. Then again, look at its importance in other respects. In its crude state it is a most valuable lubricator for all kinds of machinery, and as a generator of gas, bids fair to supersede coal gas. In its refined state, it is almost unequaled as an illuminator, whilst its other products—benzine, paraffine, and analine—are most important commercial commodities. Mr. Swinyard concluded his most interesting and frequently applauded speech by again thanking the Chairman and the gentlemen present for the honor paid him personally in proposing his health, and for the celebration of the opening by the G. W. R. Co. of the Petrolia branch, in so handsome and unexpected a manner, and sat down amidst long-continued applause.

The Chairman then gave "The Warden of the County," which was responded to in a neat speech by the Warden himself.

Next followed, "The Mayor and Corporation of Sarnia," which was responded to in an eloquent speech of some length by the Mayor himself. He remembered the time when Enniskillen was of very small account, and when oil lands now of enormous value, were sold for a mere trifle. The farm on which they stood had been purchased by himself some time since for \$1 an acre, and sold for \$2, and it was eventually purchased by the Hon. Donald McDonald, of Toronto for \$4500. This was a great chance he then let slip, but he knew the value of oil lands better now.

Next came "The Mayor and Corporation of London," which was responded to by W. G. McCreith, Esq., and M. Anderson, Esq. "The Mayor and Council of Ingersoll," responded to by Wm. Oliver, Esq., Mayor of that Town. Mr. Swinyard gave "The Health of Col. Thomson," which was drunk with three times three, and fittingly acknowledged by Col. T.

"The Press" was responded to by J. T. Gillman, Esq., formerly of the *Portland Press*, in a racy speech. Among other things Mr. G. had great pleasure in standing on British soil, and finding the feeling so prevalent that the bulwarks of the old and new world should dwell together in peace and harmony. He admitted that he had entertained a strong prejudice against John Bull, but was pleased to acknowledge his error. He hoped peace would prevail between the two countries, only those who looked for plunder could gain anything from a breach of the good understanding at present existing. The laws and institutions of Canada were liberal and not oppressive, and the people appeared very much about the same as the American daughter. He noticed, too, that the women here had much the same, they wore the same waterfalls, and their hair spread out on the shoulders the same as in the States. A son of an American gentleman expressed the gratification he had felt that, during a ten months' residence in Canada, he had never heard an unkind word of America. He had just that the time would soon come when all would know which

To the Editor of the "Observer."

Sir,—In your issue of the 7th inst. there appears a letter from Mr. Robert Young, his intention being, according to his own statement, to throw so light on the votes given by me as Deputy Reeve Moore. Few of your readers, I think, will give Young the credit of writing the epistle which appeared over his name, but as he has assumed responsibility of it, I will assume that he is the author, and treat the matter accordingly, even though pretty well satisfied that he drew his inspiration from another source than his own noodle.

The first charge is, that I voted in the County Council that Moore should lose \$300 through suspension of the Bank of Upper Canada, and that that vote was given against the opinions of County Solicitor, Mr. Flock, and others.

The whole amount lost by the suspension of Bank would be about \$300, which, when divided amongst the twelve municipalities, would amount to something near \$25, which would be the portion Township of Moore should pay. Other Solicitors gave a different opinion as to the liability of County, and even the County Solicitor said that might be a doubt as to a portion of the loss sustained having to be made good by the County. I voted my sense of right directed me, and, as I honestly believe, for the benefit of the County at large, as well as for the Township of Moore.

A little further back in the Minutes of the County Council Mr. Young lights up a matter in which he alleges was a very important one, and very damaging to the interests of Moore. He says I voted to give the Turnpike \$500 additional to his salary. Well, to this I plead guilty. I did say so, I would do so again, had I said so, on the ground that the laborer is worthy of his hire, and that a better, much better, to give competent men a fair remuneration for services as a deputy reeve, than to allow the ends of justice to be defeated, they have so frequently been, by suffering persons to break jail and make their escape, with nothing but the reward of their crimes. Mr. Young thinks he has made a point against me in this matter. Why he has not look round him a little, and dilate upon the faults and shortcomings of others. Four men, I suppose, does he not think that the ex-Deputy of the Township reeve from the Reeves and his wife's salary, and what the municipality of the County pay per cent on County Rates, amounting to about \$10 over above his salary, an item which does not appear in the accounts of the Township for 1867. As when the latter case was settled, does not Young know that the \$2000 arrived in law costs retained by the Reeves, Mr. Y's portion in his hand after the liquidation of the Bank of Upper Canada and was then paid to him by the Trustee but I was too busy then to have it ascertained as being paid to a certain party. When I asked for a Warrant for the costs, he said, "Oh, no, we will never do that; the people should know that we were paying law costs in this matter." I do not know whether the Reeves made anything, but I do know that the Township lost it.

Then comes a reference to the fact that I voted in the County Council that Moore should pay \$500 additional to his salary. I think the parties are so ignorant that I slip like a stone. I was not in the County Council at the time Moore was elected, and I was not elected by the County Council in 1867, and I was not elected by the County Council in 1868, and I was not elected by the County Council in 1869, and I was not elected by the County Council in 1870, and I was not elected by the County Council in 1871, and I was not elected by the County Council in 1872, and I was not elected by the County Council in 1873, and I was not elected by the County Council in 1874, and I was not elected by the County Council in 1875, and I was not elected by the County Council in 1876, and I was not elected by the County Council in 1877, and I was not elected by the County Council in 1878, and I was not elected by the County Council in 1879, and I was not elected by the County Council in 1880, and I was not elected by the County Council in 1881, and I was not elected by the County Council in 1882, and I was not elected by the County Council in 1883, and I was not elected by the County 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# TRAINMEN'S ESCAPE IN ENGINE'S WRECK

Struck by Freight Engine and  
Car Crashed Upon Roof—  
How They Were Saved

The switch which runs into the car shops yard was left open yesterday afternoon and engine 67 from Sarnia, pulling a heavy train east, ran into it crashing into yard engine 34, which was sent back into several freight cars. One of these was turned completely upside down and alighted upon the cab of the yard engine demolishing it. Engineer Tom Black was knocked in the head, but not badly injured, while Fireman Bert Anstle escaped unhurt. Had they jumped they would certainly have been seriously injured.

Engine Morris and Fireman A. O'Donnell manned the engine from the tunnel and neither observed that the "car shops lead" was not closed against them. They were running at a fair speed, and when they passed the switch the yard engine was struck a heavy blow and sent back against the freight cars.

When the impact came the first car was hoisted completely over backward upon the yard engine. Fortunately for the men they remained at their posts and neither was seriously hurt, although the engine was badly wrecked. The pilot was demolished, the smokestack torn off and the cab roof broken in.

Engineer Black was knocked flat when the car fell upon the engine, but further than a severe bruise on the head he did not suffer serious injury. His fireman was even more fortunate and escaped unscathed.

It is fortunate, as stated, that the men did not jump. Wreckage was piled about the yard engine and they would have undoubtedly been caught in it.

The men on the yard engine state that when they saw that the freight did not check its speed as it neared the open switch they blew the whistle, but the warning was evidently too late and the next minute the crash came.

November 12  
1910



# FOUR MEN MEET DEATH ON THE C THREE CREMATED IN WRECK

## WANSTEAD, SCENE OF FORMER AWFUL WRECK, ADDS THREE VICTIMS TO ITS GRUESOME RECORD

**Three Men Trapped In a Caboose and  
Were Burned To Death Following a  
Rear-End Collision On the Railway  
West of London.**

**THREE WOUNDED EMPLOYEES RUSHED TO  
VICTORIA HOSPITAL THIS AFTERNOON**

**London Men Suffered Terribly In the Accident  
—An Awful Story of Death and Disaster.**

### BURNED TO DEATH

Conductor William Moffatt, married,  
Sarnia Tunnel;  
Brakeman Stapleton, unmarried, Sar-  
nia Tunnel;  
Brakeman Holleran, unmarried, Sarnia  
Tunnel.

### INJURED

Engineer W. H. Hall, 12 Ridout street,  
London, perhaps fatally;  
Fireman H. Holding, 356 Rectory  
street, wrists and hands broken;  
Brakeman William Rickman, William  
street, London, perhaps fatally.

As a result of Sunday's terrible blizzard four Grand Trunk rail-  
waymen are dead, three having met horrible deaths in a rear-end  
freight collision on the Sarnia branch, between Wanstead and Wyom-  
ing, at 5.10 this morning, while the fourth, Dispatcher James Kerr,  
of 497 King street, London, was struck and instantly killed by ex-  
press No. 3, near Hyde Park, at 11 o'clock this morning.

A completely demoralized system kept news of the Wanstead  
wreck from the company's offices at London until shortly before 2  
o'clock this afternoon, when train No. 46 from the Tunnel, due here  
before-noon, arrived with Hall, Rickman and Holding, who were  
speedily rushed to Victoria Hospital in ambulances.

### TRAPPED IN CABOOSE.

The collision was one of terrible consequences, the dead men  
having been trapped in the caboose of a stalled train. The upturn-  
ing of the stove in the little bunk car fired the wreckage, and while  
three or four who were not pinned helpless in the debris escaped  
to the snowbanks, the Sarnians were cremated in a horrible manner.  
The story of Fireman H. Holding, of London, who left with En-  
gineer Hall on a freight at 3.10 this morning, was of the most ghastly  
character.

### CALLLED AT MIDNIGHT.

He, with other members of his crew, was called at midnight to  
take a freight train to the Tunnel. All responded, and after a wait  
of a couple of hours in London yards they started westward, the crip-  
pled dispatching system rendering scant protection to any trains in  
the storm.

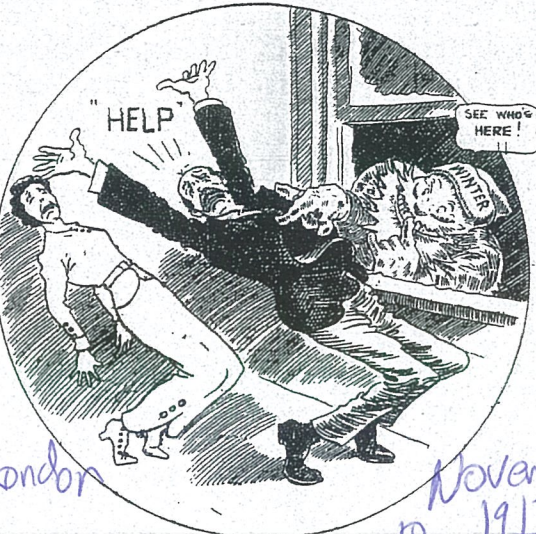
The men proceeded with caution, and perforce moved slowly to-  
ward their destination. They had No. 675, one of the big compound  
pigs, which under ordinary circumstances is capable of handling the  
fast trains on the road without trouble. The heavy snow impeded  
them, and when Komoka was reached the crew was compelled to  
accept defeat at the hands of the storm king and practically abandon  
the train. With the last few remaining pounds of steam pressure  
the heavy load was huddled into a siding and left. Shortly afterward  
a second section of one of the through freights pulled up behind and  
was signalled to a halt. She was likewise in difficulties.

### TRAIN LAID UP.

After we got into the siding the train  
following pulled up and the crew con-  
cluded that it would be impossible to  
proceed further with that load. Holding  
told a Free Press reporter a few minutes

### OUR GUEST FROM MEDICINE HAT

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## Train on Huron and Bruce Stalled in Drifts for Hours

**Sarnia Train Found It Impossible To Make Connections At Lucan  
Crossing—Boats Are Overdue on Lake Huron and  
Blown Out of Their Course.**

From London to the northern end of  
the Bruce Peninsula the storm which  
yesterday demonstrated its fury all over  
the province is continuing with unabated  
force. Stalled trains, crippled telephone  
and telegraphic service and impassable  
highways, are only slightly to be con-  
sidered in the chapter of incidents that  
have made the damage of the storm pro-  
digious. From here to Kincardine, every  
place had new stories of the night's hur-  
ricane to tell, as the Bruce train plowed  
its way to London this morning through  
drifts that for size are often rare in Fe-  
bruary.

### IMMENSE DAMAGE DONE.

A tempest of wind accompanied yester-  
day's storm and continues its violence  
to-day. In Goderich, Wingham and Kin-  
cardine the gale alone did immense dam-  
age in destruction of property. Fences  
were razed, chimneys fell and windows in  
scores broke before the force of the wind.

So strong was the gale that even though  
the snow was wet and heavy for the most  
part, it was drifted into the railroad cuts  
so deeply that trains found it difficult  
to make their regular runs this morning.

### STALLED IN ADRIFT.

A passenger train starting from Kin-  
cardine at 6 o'clock got a bare half dozen  
miles from its starting point and came  
to rest in a drift. An hour later a freight  
engine from Wingham forged its way to  
the rescue and pushed the stalled train  
to Kincardine again. The southbound  
Bruce train started as usual from Wingham,  
and in spite of heavy snow, which  
covered the track all the way down to  
a depth of from one to three feet, made  
a good run as far as Lucan Crossing.  
Here it met the up train, which with  
the motive power of two engines, had  
manipulated the drifts thus far. A wait  
of an hour or so for No. 11, the west-  
bound, continued on Page Two.

### Weather Forecast

Monday, November 10  
FAIR AND COLD.

### LOCAL.

ITS JUST AS EASY  
TO SMILE ON A  
RAINY DAY  
AFTER YOU GET  
THE HABIT



Westerly to  
northerly gales,  
colder, with local  
snowfalls and flur-  
ries. Tuesday—De-  
creasing northwest  
to north winds,  
generally fair and  
cold.

### NOTES.

A severe storm  
which has passed  
northerly from the  
Gulf of Mexico is  
centered over Lake  
Ontario, causing  
gales from Lake  
Superior to New-

**JAMES KERR WAS  
INSTANTLY KILLED  
ON THE G.T.R.**

**Well-Known Dispatcher Was Hit  
By Express Train As He  
Jumped From a Caboose.**

**WENT TO HYDE PARK  
TO REPAIR THE WIRES.**

**Blizzard Resulted in Death of a Popular  
Railway Official This  
Morning.**

Grand Trunk Dispatcher James Kerr,  
of 497 King street, this city, was in-  
stantly killed by express train No. 3, at  
Hyde Park at 11.21 this morning, having  
been struck as he leaped from a caboose  
in which he went with an engine to sup-  
ervise the repairs of wires which were  
broken down during the blizzard which  
has raged in this district for the past  
24 hours.

### KOMOKA MAN INJURED

W. Maratting, of Komoka, a married  
man, employed as a scullion hand, jump-  
ed with the dispatcher from the caboose  
on the east bound track just at No. 3  
passed westward. He was also struck and  
and was hurled a considerable distance  
but sustained only a fracture of the hip.  
The body of Mr. Kerr was viewed by  
Coroner Dr. C. C. Ross, of Hyde Park,  
and was brought to London on express  
No. 1 at 3.30 this afternoon. The remains  
were removed to Harrison's undertaking  
parlors. Dr. Ross later held a conference  
with Crown Attorney McKillop and con-  
cluded to hold an inquest. The date has  
not yet been decided upon.

### TELEGRAPH TIED UP

The telegraph service west of London  
was completely tied up over night and  
at 1 o'clock this morning Mr. Kerr was  
notified by Chief Dispatcher Rutherford



**MR. JAMES KERR, of 497 King street,  
who met death near Hyde Park.**

to turn out for repair work. He left his  
home shortly afterwards and pulled out  
of London at about 6 o'clock with an en-  
gine and a caboose which he occupied,  
with a couple of section men.

They proceeded to Lobo town line and  
stopped there while Kerr intended to do  
some testing. As the caboose halted he  
leaped from the steps and was imme-  
diately struck and instantly killed by No.  
3, a freight train from Wingham, which  
narrowly escaped injury in a similar manner  
while Maratting's escape from death was  
miraculous.

S. Falkner, who was also in the cab-  
oose, got out on the opposite side, but  
witnessed the accident. A man named  
Holzard, who was in the party but was  
uninjured.

### WITH G. T. R. 35 YEARS

Mr. Kerr entered the service of the  
G. T. R. about 35 years ago, at Warkworth,  
where he learned telegraphy. He after-  
ward transferred to Niagara Falls and To-  
ronto, and came to London in 1906.  
He is survived by his wife, two sons,  
Fred, T. Kerr, who is a motorcycle

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*The Sarnia Tunnel Station (built in 1889-90), c.1910*

and Niagara Falls. The large eaves were purposely incorporated in-  
to the station's design in order to provide shelter to awaiting  
passengers. Today, this building still serves as a passenger station.  
However, the slate roof, fluted chimneys and decorative painting  
have long since disappeared.

The Sarnia Tunnel Station was built in anticipation of accom-  
modating the passenger traffic that would travel along the rail-line  
that fed the St. Clair Tunnel. Its architectural style was unique to  
only a handful of stations built by the Grand Trunk Railroad dur-  
ing the last dozen years of the 19th century. Similar looking  
buildings were constructed in Chatham, Strathroy, Woodstock



CANADIAN  
NATIONAL  
RAILWAYS,-  
GRAND  
TRUNK,  
EX G.W.R.

HAMILTON AREA



## TO ADVERTISERS.

Copy for changes must be sent in before 3 o'clock p.m. to ensure insertion the following day.

### BRIEF LOCAL ITEMS.

—Special sittings of the county court this morning.

—Yesterday's temperature as registered at Robinson's drug store: 9 a. m. 45°; 12 noon, 46°; 3 p. m. 47°.

—John Mills, 91 Caroline street south, had some carpenters' tools stolen out of a house in the course of erection Sunday night.

—The scheme for an inclined railway to the mountain top, via James street, is being vigorously pushed at present, and may take shape sooner than is anticipated.

—The Grand Trunk has bought up all the negatives of the photographs of the collision wreck. The company does not want to scare the timid travelling public.

—The street car track gullies are doing the work of the sewers during the thaw, and the crossings at the corner of James and King streets are almost impassable.

—Mail matter delivered by the letter carriers of the Hamilton postoffice during the week ending Feb. 18: Letters, 43,190; newspapers, 18,009; registered letters, 597; letters collected from street letter boxes, 33,955.

—The other evening some 70 people, mostly members of Walter Dynes' Bible class in Gore street Methodist church, took sleighs and went across the bay to the residence of Mr. Smoke, where they were well received and hospitably entertained. They had a very good time.

—Several vessel owners, captains and mariners had an interview yesterday with Adam Brown, M.P., and Alex. McKay, M.P., relative to deepening Burlington bay canal, and also with reference to the extension of the south pier on the bay side, urging them to bring the matters before the government.

—While Mrs. McCarthy was going to early mass on Sunday morning she slipped on the ice at the corner of Caroline and Cannon streets and broke her leg near the ankle. No one was on the street at that early hour and it is said that she lay in the cold for nearly an hour before help

GTR  
bought up  
all the  
negatives  
of the  
Hamilton West  
wreck

February 22

1888



REMOVING THE DEBRIS.

A number of torches, from which black smoke poured forth continually, moved around among the crowd of busy, hard-working people, and the effect of the moonlight and the glaring fire upon the steam and smoke gave to the scene a wild, unearthly appearance which is very seldom seen anywhere. Nothing makes a worse looking wreck than an engine, and when parts of two engines and a car are scattered in fragments, nothing but a view of the ruin will give anyone an adequate idea of its awfulness. Half of the tender of the passenger express was inside the baggage car, having carried the front of the car in without injuring the sides to any great extent. The tender itself is a ruin. The sides are almost whole, but the floor is torn to pieces, heavy beams being split up into kindling wood, some of which, indeed, were used to feed the fire. The truck was left on the track, but the bars and beams were torn and wrenched and broken. The engine itself was fully one hundred feet away from the tender. There was just enough of the cab left to show that a cab had been there, and the floor was

PILED UP WITH DEBRIS.

The steam gauge, levers and small fixtures at the front of the boiler and fire box were battered and bent, some of them flattened out. The air box was thrown into the ditch at the left of the track. The boiler was not greatly damaged, the head, however, being taken off clean and smashed in pieces. Both cylinders were gone. Parts of them were scattered about the track among fragments of the smoke stack, cow-catcher, wheels, bolts and bars. The front truck of the engine was completely demoralized, the front pair of wheels having been thrown off the track while the hind pair were turned endways and pointed to heaven. After the collision the express engine continued its onward course for about 80 feet, driving the freight before it, although it was derailed while the tender was torn from it and driven backwards about 20 feet. A mass of debris—part of the express engine—was piled upon the tender of the freight engine. How the freight escaped demoralization cannot be imagined. It was backing at the rate of about ten miles an hour, and the express was making probably 25, yet the freight engine was not damaged enough to prevent it being run to help clear the track. The tender was

KNOCKED OUT OF SHAPE

and an impression of the head of the boiler of the express engine was left upon it. The trucks were uninjured. For a distance of almost 100 yards the track on either side was strewn with broken and bent bars, bolts and timber. R. Archibald superintended the work of cleaning up, which was hurried as much as it could safely be so that the traffic over the road would not be delayed. All the loose broken parts were thrown aside, into the ditches or upon the side of the embankments, wherever they would be out of the way.

NOTES.

The accident happened at 5:52.

An auxiliary train brought the passengers back to the city. They were sent on to Toronto over the N. & N. W. to Burlington and thence over the Grand Trunk.

A reporter asked Mr. Durden how fast the engine was backing towards the express. Mr. Durden couldn't say, but thought it was making better time than the train.

COLLISION ON THE G. T. R.

SERIOUS SMASH-UP ON THE TORONTO BRANCH. 1885

Dec 3  
Two Men Who Try to Steal a Ride Crushed to Death—Traffic Resumed Promptly—Mr. Durden's Narrow Escape.

Pilot engine No. 917 backed in from Waterdown last evening just in time to collide with the 5:30 Grand Trunk railway express for Toronto, about a quarter of a mile above Vint Little's wayside hostelry, and a few hundred yards beyond the junction. The express engine left the track. At least, all that was left of it did. The pilot engine stuck to the rails, though the tender was badly broken up. The collision occurred just by a steep ravine, and the chances for an accident of a very serious description were good. Fortunately, however, neither the express nor the pilot engine was going very fast, and beyond the damage to the engines and the baggage car, but little injury was done. If the train had left the track and

GONE DOWN THE STEEP EMBANKMENT

the result would have been wholesale death and damage. The great good luck of the Grand Trunk company, however, prevented anything so serious and made it light for the reporters. As soon as word of the accident reached Hamilton, Mr. Stiff, Mr. Wallace and Mr. Armstrong looked after things with that promptness and efficiency which is characteristic of them. Men were sent to the scene of the accident at once, and immediate steps taken to get passengers to their destination. Arrangements were made at once to carry them over the Northern and North-western to Burlington, and thence to Toronto. So excellently and expeditiously were these various arrangements made that the delay was very slight and passengers were loud in praise of the officials whose energetic promptness made it so. The men at the wreck worked hard, and in a few hours the track was cleared and through traffic once more established.

TWO MEN KILLED.

The dying shrieks of two men blended with the crash of breaking machinery and timbers, but no human ear heard them. They were stealing a ride on the front platform of the baggage car, and apparently were standing there when the collision occurred. The rear projection from the tender box caught them both in about the same place and jammed them clear through the end of the car. The end of the car went through too, and the men were covered up with bits of broken boards and boxes, and were not discovered for an hour or more. Though stealing a ride they were apparently not tramps. Both had money in their pockets, wore watches and chains and were comfortably and respectably dressed. One of them was rather tall and slim. Of a somewhat intellectual cast of countenance his face showed signs of dissipation. His hair was brown and parted in the middle over a high white forehead. A long, heavy, blonde moustache shaded a somewhat effeminate mouth. A pair of abbreviated side whiskers was the only other hair the barber had left on his face. He wore a brown cloth overcoat, a gray tweed suit of a small check pattern, a woolen shirt of brownish gray, with two suits of underclothes, one gray, the other red. Cloth shoes and rubbers, blue elastic braces and heavy woolen socks were indications of his attire. He wore a silver hunting-case watch, old fashioned, with a black silk guard free from trinkets. In his pockets were a pair of black silk gloves, a brown leather purse with between \$6 and \$7 in it and one of H. J. Geiger's business cards. Age apparently about 27.

THE OTHER MAN

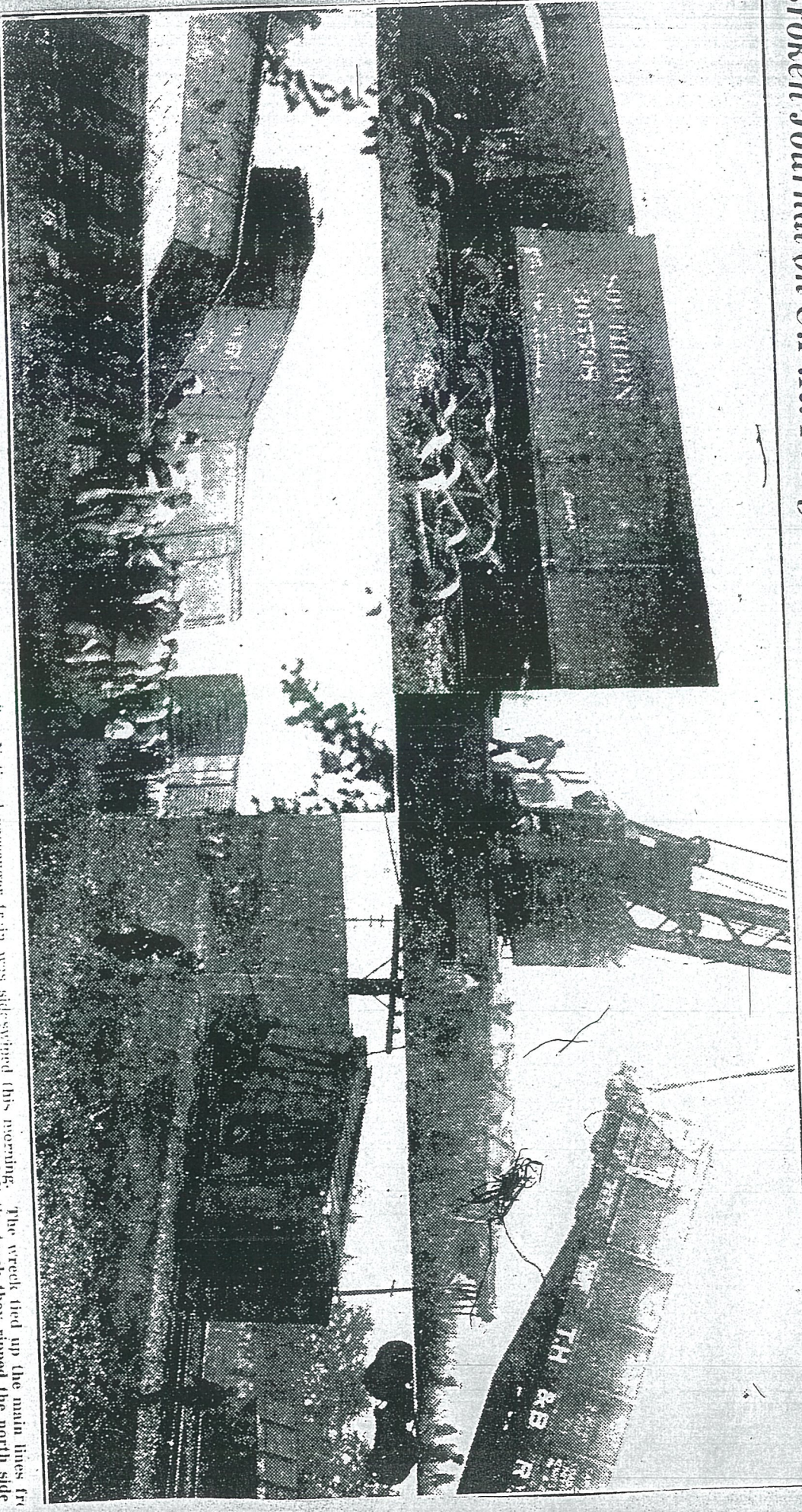
was shorter and stouter. Face smooth, complexion dark, in life was apparently healthy and ruddy and looked as if 24

December  
3  
1885  
Hamilton  
Spectator



HAMILTON CANADA THURSDAY OCTOBER 4 1928

# Broken Journal on C.P.R. Freight Train Responsible For Bad Wreck East of Aldershot



Five passengers were seriously injured and seven slightly injured when a Canadian National passenger train was side-swiped this morning. The wreck tied up the main lines from Hamilton to Toronto. The above photos show the manner in which seven cars of the freight train were thrown about. As the freight cars left the track they ripped the north side of the passing passenger train, and the fact that many lives were not lost is considered amazing by those who were on the job shortly after the catastrophe.

OCEAN HOLDS SECRET SAYS CITY CAN VICTIM DESCRIBES  
OF STRAMPEL'S FACTS COLLECT FINES RAILWAY ACCIDENT  
HON. P. J. VENIOT VISITED HAMILTON

October 4 1928







# ERS WORK

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## ADDITIONAL VIEWS OF WRECK NEAR ALDERSHOT



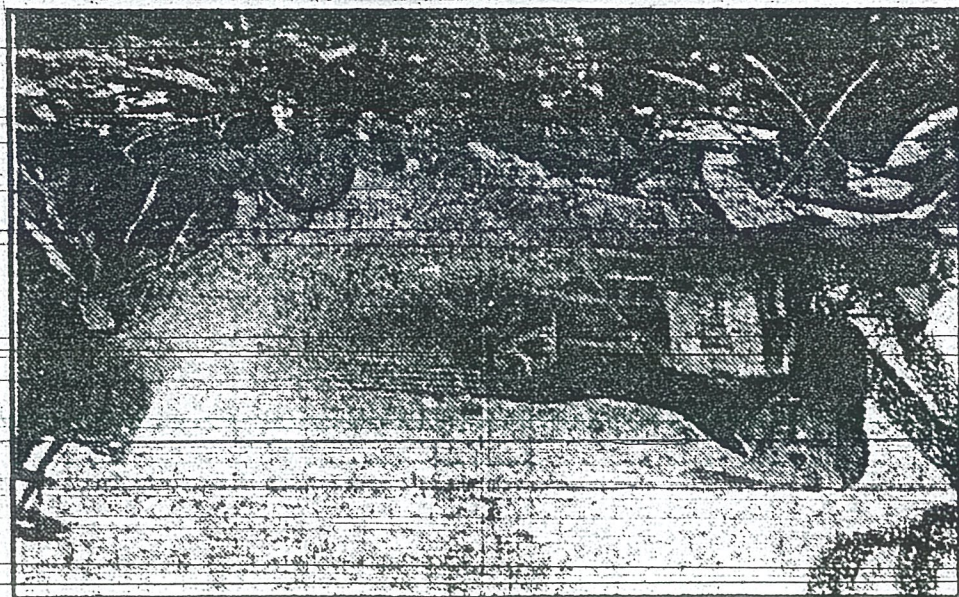
Wrecking crews were on the job immediately after the mishap working energetically to clear away the debris and open the lines for a resumption of traffic.

October 4 1928

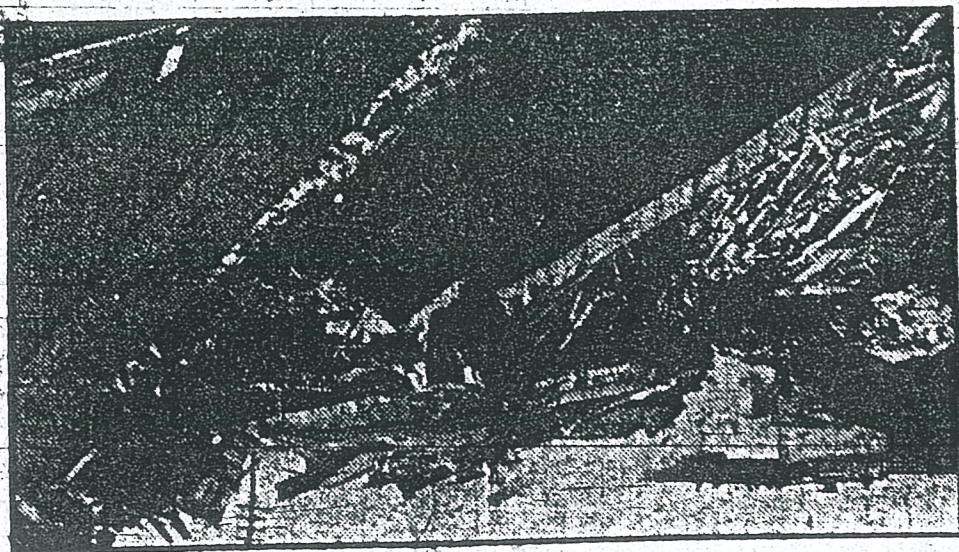


# TRAIN RUNAWAY ON

The big "mukado" locomotive on the through freight that plowed through several cars of standing freight train.



## ALL THAT REMAINS OF RUNAWAY ENGINE



## TRAIN NEAR THE Y

May 11  
1918  
Hampton  
Times



## Runaway Freight With Iron Ore Sideswiped Another Train

### 60 MILES AN HOUR

## Brakes Refused to Work— Thirteen Cars Wrecked —No One Hurt

Just as the factory whistles were sounding 12 o'clock noon today a runaway Grand Trunk Railway freight train of about 50 cars, carrying about 4000 tons of iron ore to the Steel Company of Canada from Sarnia, side-swiped another freight train which was just pulling out of the Simcoe street station. The following Sarnia crew were in charge of the train: Engineer Firth, Fireman J. Hamilton, Conductor Leslie and Brakesmen S. F. Smith and C. Foster. According to railway officials, something went wrong with the air arrangement soon after the train had left Dundas after loading stone, and the brakes refused to act.

### 60 Miles an Hour

It is stated that the train attained a speed of nearly 60 miles an hour as it rushed headlong to destruction down the mountain into Hamilton. Engineer Firth pluckily stuck to his post after trying vainly to bring his train to a standstill. The fireman jumped just before the progress of the freight was stopped when engine No. 562 crashed into the freight train leaving the station. About thirteen freight cars were piled on top of each other, the iron ore being scattered all over the tracks.

### Worst Wreck Here

Railwaymen say that the wreck is one of the worst and most destructive that has happened here. The crash which followed the collision could be heard from a distance of several hundred yards. The

248

June 20 1923



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#### Another Wreck

Owing to another accident at Canfield, on the Goderich and Buffalo line this morning, the Stuart street auxiliary was not available for several hours.



# HAMILTON HERALD

CANADA WEDNESDAY JUNE 20 1923

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## REPLY TO RUSSIAN NOTE

Agree to Con-  
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## DUCT AGENT

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## TRAINS IN COLLISION

Runaway Freight With  
Iron Ore Sideswiped  
Another Train

## 60 MILES AN HOUR

Brakes Refused to Work—  
Thirteen Cars Wrecked  
—No One Hurt

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runaway Grand Trunk Railway  
freight train of about 50 cars, car-  
rying about 4000 tons of iron ore  
to the Steel Company of Canada  
from Sarnia, side-swiped another  
freight train which was just pulling  
out of the Stuart street station. The  
following Sarnia crew were in  
charge of the train: Engineer  
Firth, Fireman J. Hamilton, Con-  
ductor Leslie and Brakesmen E. F.  
Smith and C. Foster. According to  
railway officials, something went  
wrong with the air arrangement  
soon after the train had left Dundas  
after loading stone and the brakes  
refused to act.

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as it rushed headlong to destruction  
down the mountain into Hamilton.  
Engineer Firth pluckily struck to his  
post after trying vainly to bring his  
train to a standstill. The fireman

## GRAB OUT

Harbor Board  
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to make the bay safe  
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## PRISONER CAL AND LOO

Watched Proceed



runaway Grand Trunk Railway freight train of about 50 cars, carrying about 4000 tons of iron ore to the Steel Company of Canada from Sarnia, side-swiped another freight train which was just pulling out of the Stuart street station. The following Sarnia crew were in charge of the train: Engineer Firth, Fireman J. Hamilton, Conductor Leslie and Brakesmen S. F. Smith and C. Foster. According to railway officials, something went wrong with the air arrangement soon after the train had left Dundas after loading stone, and the brakes refused to act.

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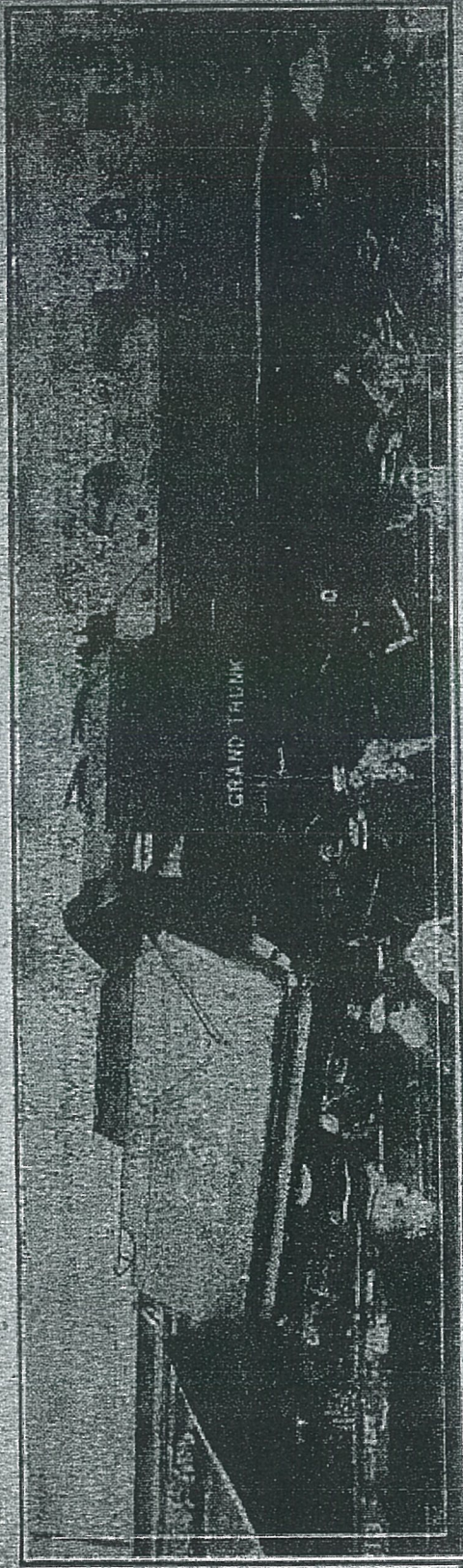
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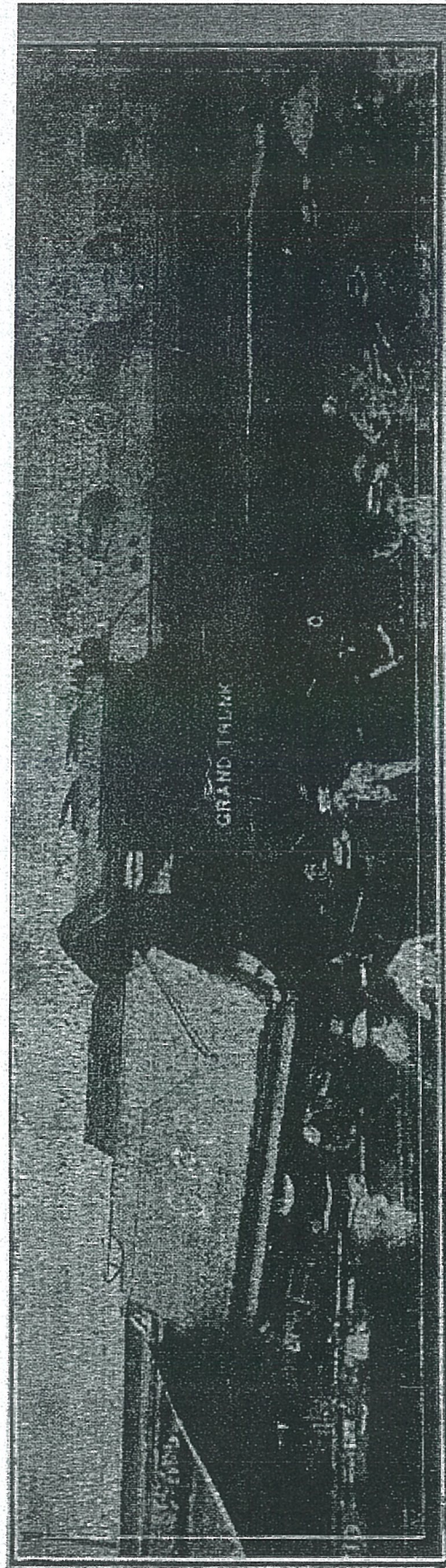
Scene at the wreck yesterday at the Stuart street yards when a runaway freight coming from Copetown crashed into another train. Damage to the extent of \$1500 was done and traffic held up for some time. No person was injured.

## SAID HYDRO CHIEF ISSUE LIBERALS HAD GOOD MEETINGS

## WATCHING FLAG RACES

If the Boston Braves continue today to frighten the Pirates of Pittsburgh with the sort of Indian signs they have made during the current series, the Cincinnati Reds will rise into second place tonight of their own dead weight and then tomorrow a tag and tangle for runner-up in the National League will be on for Cincinnati will open a two-game series in

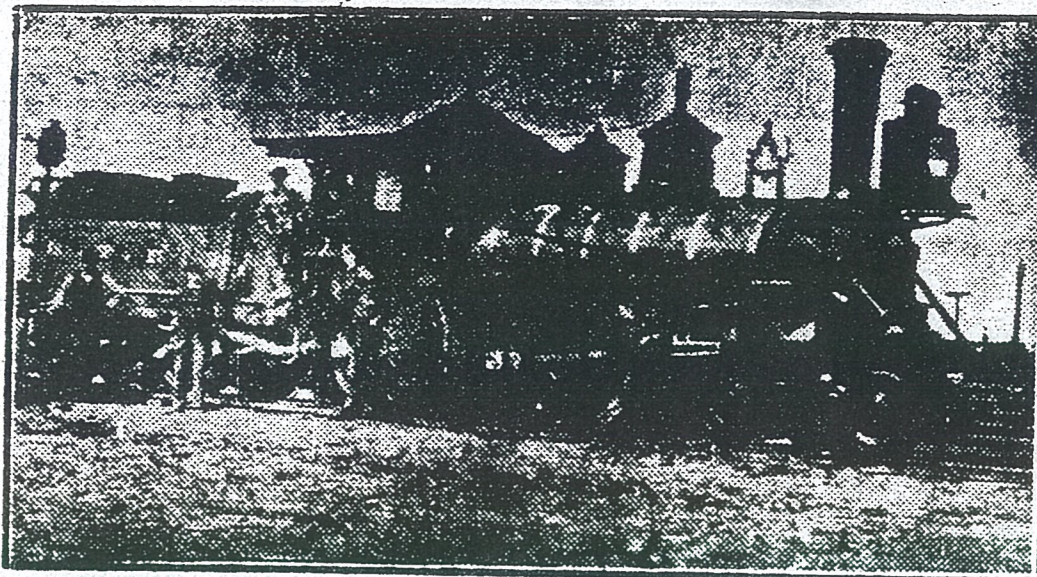




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# CROWDS CHEERED ARRIVAL OF THIS ENGINE AT DURHAM



Special to London Free Press.

DURHAM, May 16.—A photograph of the first train to enter the Town of Durham has just been unearthed and is regarded as a great curiosity. It shows the engine of the train as it arrived on the 16th of December, 1880. Beside it, in the photograph, are J. H. Hunter, M. P. P., through whose untiring efforts the railroad was extended from Palmerston to Durham, and W. E. McAllister, who drove the last spike in the track at Durham just before the arrival of the train. Big crowds had assembled and there were cheers as Mr. McAllister officially completed the construction work.

A week later freight began to arrive at Durham and special freight trains were inaugurated the following year.

Durham at that time was a very busy town, having several saw-mills, four hotels, two newspapers having large circulations and quite a number of stores, some of them being in upper town and others in lower town. The rocky Saugeen River flowing in the middle of the town made it imperative that both sides have separate establishments.

The Middaugh House, Durham, had a reputation far and wide for its hospitality, all the travelers patronizing it above the rest. With the advent of years Durham has, like many other busy towns, been submerged by the cities. The old Grey, Bruce and Wellington Railway was merged into the Grand Trunk, now part of the C. N. R.

MAY 17

1924

## Indian Relics Are Found In Great Profusion At Historic Red Bay, In Bruce Pensinsula

Far up on the shores of Lake Huron, in the County of Bruce, near the now

vicinity. The burying of weapons and tools with the bodies of deceased Indians seems to have been the custom