

CNR,GTR, GWR

MIMICO

C. H. RIFF

TRAINS CRASH NEAR CITY ENGINEER MCHARG VICTIM

Rear-End Collision on G.T.R.
at Clarkson's Sets Carload
of Pigs Free

"THE FOG" SAY OFFICIALS

Freight Train From London Hits Fruit
Train From Niagara Falls at 6.40
a. m.—McHarg Couldn't See
Train Ahead—Five Cars
Block Main Line.

Time—6.40 a. m. to 6.45.
Place—Clarkson's Corners,
about 15 miles west of Toron-
to on the G.T.R. line.
Injured—Engineer McHarg,
foot crushed.
Damage—Two freights wreck-
ed; five cars shattered; hogs
killed; fruit destroyed; traffic
between Hamilton and Toronto
suspended.

Veiled in the early morning fog,
Grand Trunk freight No. 418 crashed
into the rear of G.T.R. fruit train No.
76 at Clarkson's, at 6.50 a.m.,
throwing five cars off the rails and in-
juring Harry McHarg, of London.

McHarg, the engineer of the second
train, jumped just before the collision,
but crushed his foot badly. He was
brought to the city at once and placed
in Grace Hospital. Two of the crew
on the second train were slightly in-
jured also.

SOME HOGS KILLED.

One of the cars which was derailed
was badly smashed, and several hogs
which were inside were killed. The
rest of the fifty odd animals escaped
and are at present roaming about that
part of the country sampling the pro-
duce on some of the local truck farms.

FROM FALLS AND LONDON.

No. 418 is the night merchandise
train from London to Toronto, while
No. 76 is the fruit train from Niagara
Falls. Both were travelling about 12
miles an hour, and, according to the
local officials, the fog prevented Mc-
Harg from seeing the train ahead of
him until it was too late.

The main line to Hamilton and the
Falls was blocked all morning, and
the passengers on No. 4 from the Falls
had to be transferred at the scene of
the wreck and walk to the emergency
train, which was sent out to meet
them at this side of Clarkson's. The
passengers on the train for Hamilton
and Buffalo had to do likewise.

TRUCKS WERE TWISTED.

"The cars are all standing," said
Mr. G. Hess, who came in from Ham-
ilton on No. 4 at 8 o'clock this morn-
ing. "Both tracks are blocked by the
cars, which were thrown off the rails,
but none are completely smashed. The
iron work and trucks seem to be
twisted out of shape, while a couple
of them are smashed in at the side.
The earth is dug up all around where
the thing occurred, and the engine on
the rear train looks pretty badly bat-
tered up."

WON'T FIX THE BLAME.

Superintendent Gillen was on the
scene early with the wrecking crew,
and every effort will be made to clear
the line before evening.

The rear train was in charge of En-
gineer McHarg and Conductor Ingram
of London, while No. 76 was in charge
of Engineer Peart and Conductor J.
Battle of Toronto.

The local officials will say little
about the collision, except that the
fog is to blame, and will not say
whether either of the crews will be
held responsible.

HAD A CLOSE CALL.

GENERAL SYNOD OPEN

ANGELICANS AT OTTAWA

Mayor Scott Extends Welcome.
Which Archbishop Sweatman Re-
plies.—Business Meeting.

(From Our Own Correspondent.)

Ottawa, Sept. 23.—The fifth Gen-
eral Synod of the Church of England
in Canada was opened this morning
with a service in Christ Church cath-
edral, at which the sermon was preach-
ed by Bishop Esdell, of Minnesota.

The first business meeting was this
afternoon, but was preceded by an ad-
dress of welcome, presented by Mayor
Scott, and replied to by the Primate
of all Canada, Archbishop Sweatman,
of Toronto.

The chief business of the day will
be the appointment of a general sec-
retary and a prolocutor. It is expect-
ed that Rev. Dean Farthing, of King-
ston, will be selected for the latter
post.

Yesterday a committee was appoint-
ed to draft a resolution on the death
of Bishop Carmichael.

LEMIEUX ON C.P.R. STRIKE

POWERLESS TO HELP MEN.

Government Has Exhausted Its Re-
sources in Trying to Solve Pro-
blem—Hints That Men Should go.

(From Our Own Correspondent.)

Ottawa, Sept. 23.—Hon. Rodolphe
Lemieux returned to the city at noon
for a few hours but will leave again
to-night to be present at the political
baptism of Mr. King at Berlin to-mor-
row.

The Minister of Labor had his at-
tention called to a report from To-
ronto that at West Toronto last night
the Railway Brotherhoods had decided
to memorialize the Federal Govern-
ment to intervene in the C. P. R.
machinists' strike.

WHAT CAN GOVERNMENT DO?

"How can we interfere?" was the
minister's comment. "We offered our
services even after the Board of Con-
ciliation under the industrial disputes
investigation act failed of success,
but they were refused, and there is
nothing which the Government can
do. Personally my opinion is that if
the strikers would go back to work
unconditionally, they would receive
every consideration from both Sir
Thomas Shaughnessy and Mr. Mc-
Nicol, indeed I have assurances to that
effect. But it is only to be expected
that the company will not negotiate at
this juncture with men who are not
its employees. No one regrets the
present position more than I do. But
until public opinion in the country
reaches the point where compulsory
arbitration will be accepted by both
capital and labor, no government can
do more under similar circumstances
than we have done."

RECEPTION TO TEACHERS.

Canadian Touring Educationists are
Overwhelmed With English Welcome.

(Canadian Associated Press.)

London, Sept. 22.—The Canadian
and United States teachers were en-
tertained at a conversazione by the
London Teachers' Association. A
warm welcome was extended the visit-
ors by Cyril Jackson, chairman of the
London Education Committee, and
others. J. L. Hughes, of Toronto, re-
plied that they were overwhelmed by
the kindness of the teachers of the
motherland.

The National Union Teachers enter-
tain them to-morrow.

Mrs. Lee Jones, Plumstead, asked by
her husband to come to Canada and

Toronto
Telegram
September 23
1908

Snapshot of Sir Wilfrid in the midst of one of his eloquent sentences

REAR-END FREIGHT COLLISION IN DENSE FOG AT CLARKSON

Engineer and Fireman Injured,
and the Line Blocked for
Some Time.

ONE TRAIN HAD SLOWED UP

When the Other Crashed Into It—
Half a Dozen Cars
Smashed.

Special to The Star.
Clarkson, Ont., Sept. 23.—A bad freight wreck took place here in a heavy fog this morning, when a Grand Trunk freight crashed into the rear of another.

Driver McHarg, of the second freight, had his foot crushed, and was quite badly hurt; his fireman had his knee sprained.

The accident occurred at 6:30 a.m. The first freight was just about at the depot, its end being some distance west of the station, as it was going east. The fog was exceedingly thick. It is said that the first freight was slowing down because of fog signals on the track when the second came along. The crew could see nothing because of the mist until they were close to the van of the freight in front. The driver and fireman jumped, but were quite badly hurt.

Half a dozen cars were smashed by the engine, which was itself thrown across the track, thus completely blocking traffic. Fortunately the country at this point is fairly flat.

The scene presented a moment afterwards was one of chaos. The cars were terribly broken up by the impact, and at a late hour this morning the auxiliaries were still at work clearing the track, the injured having in the meantime been taken to Toronto. Passengers on early trains were transferred at Clarkson to a train ahead.

A Fruit Special.

The first freight was the morning fruit special, and there were a couple of express cars in front of the caboose. The van and one of these suffered from the collision. In the train behind there were a number of hog cars next the engine, and these were badly smashed, although the train was not going very fast at the time of the impact. A large number of hogs were killed.

The second train buckled in the middle, where a couple more cars were smashed. The engine was thrown crosswise, projecting far enough towards the north track to block traffic on it, though it was not damaged. Something must have been amiss with the block system or the freights would not have been so close together. There is a piece of straight track at Clarkson and under ordinary circumstances there would have been no danger of a collision.

It was hoped to have the tracks cleared before noon, and in the meantime the 6:30 train from Toronto took the passengers back to the city from beyond the blockade.

Caught as He Jumped.

The injured driver, Henry G. McHarg, of London, evidently caught his foot in something as he jumped, and it was partially crushed as he was not thrown clear of the wreck. It was expected that amputation would be necessary. Before leaving his engine he shut off steam and put on the brakes. The fireman lit on his back across one of the rails.

Driver McHarg arrived at Toronto about nine o'clock this morning and was taken to Grace Hospital, where he was put under chloroform. It was at first thought that amputation would be necessary, but later announced that his foot could likely be saved. He is a married man and resides at London. Dr. Thomas attended him.

Saw Injured Father Arrive.
Mr. C. W. McHarg, son of the in-

jured engineer, is a ticket agent for the C. P. R. at the Union Station. He was among the first to hear of the accident, and was on the station platform when the train bringing his father arrived.

"My father was scarcely able to speak a word to me, as he was being placed in the ambulance," said the young man. "He could tell me nothing of how he was injured, except that after he had shut off the steam and applied the brakes he jumped. His foot must have caught in something. He said he could move it a little, and hoped the doctors would not amputate it."

Officials Not Talkative.

Little definite could be learned at Superintendent Gillen's office at the Union Station. "It was train No. 418, hauled by engine No. 811, which ran into the rear end of the other train," said the chief clerk. "It was in charge of Conductor Ingram, while the second train was No. 76, engine No. 647, and in charge of Conductor Batty. Mr. Gillen went out to the scene of the wreck at once, and the auxiliary was sent to the scene."

The main line was blocked by the wreckage, and both incoming and outgoing trains held for some time.

MOODIE ELECTED.

He Will Succeed Col. Gibson As Cataract President.

Special to The Star.

Hamilton, Ont., Sept. 23.—Colonel James Robert Moodie was elected president of the Dominion Power Transmission Company to-day to succeed Hon. J. M. Gibson, who was yesterday sworn in as Lieut.-Governor of Ontario. Geo. Blanchard, the American Street Railway expert who was brought here to reorganize the Street Railway system and interurban lines was elected vice-president.

This announcement caused surprise as it was expected that W. C. Hawkins would be next to Col. Moodie. Mr. Hawkins continues as General Manager and Secretary.

Chicago financiers to-day are conferring with the company about the construction of the new street railway system and promise the city an answer this afternoon.

Reservoir Drops.

The fish pond north of the city known as the Reservoir, has dropped three inches since yesterday. The depth to-day, as reported to Deputy Engineer Fellows, was 12 feet 2 inches. Yesterday it was 12 feet 5 inches.

Get a New Job and a Prize Too

The Star offers to-day a Prize of One Dollar to the first person who reports to this office that he or she secured work or secured help through an advertisement in to-day's paper—either through an advertisement inserted by the applicant or through reading one that some one else put in.

The advertisements are under the headings, "Situations Vacant," "Situations Wanted," "Domestics Wanted."

Who'll be the Winner?

Toronto
Star
September 23
1908

2000 Mills Memorial

OPEN SWITCH PILES UP TRAIN ENGINEER KILLED, TWO HURT

United Fireman in Trading Steam
Direct Operations of Man
Extruding Him

SWITCH OPERATOR VANISHED

Doctor Crawls Through Live Steam
Into Wreck to Find Fireman Jarvis
Under An Assailant's C.P.R.
Wreck Was on the C.P.R.
Lines—How, When, Why
and Where?

DEAD:
Wm. Quinn, C.P.R. engineer,
West Toronto.

INJURED:
Willis Jarvis, C.P.R. fireman.
John Smith, C.P.R. engineer.

CAUSE:
G.T.R. switch open at Mimico
siding and C.P.R. passenger crashed
into G.T.R. shunting engine at
7:56 last evening.

A C. P. R. westbound express, No. 521,
travelling to miles an hour, took an
open switch at Mimico yesterday
evening, at 7:56, and hurtled into a
heavy double header G. T. R. yard
engine standing on the siding.
William Quinn of West Toronto,
the C. P. R. engineer, was killed.
Willis Jarvis, West Toronto, his
fireman, was badly burned and had
his leg broken and may die. And
John Smith, the G. T. R. engineer, had
his leg broken.

Fred McTaggart, of Toronto, who
had charge of the switch, had been
stationed at Mimico for only two days.
It is alleged that he disappeared im-
mediately when he saw the result of
leaving the switch open.

THREE MEN'S JOB.
It is said that Fred McTaggart of
Tewwater, was finding as switchman,
operator and yard man at Mimico Sta-
tion. One report has it that it was
his first night night job, but this is
officially denied. They say he has
been on duty for a fortnight.

McTaggart was working in the
place of the night operator who was
doing day work because of the illness
of the usual day man.

Willis Jarvis and John Smith were
brought to the city in a light engine.
They were met at Gladwin avenue by two
police ambulances, and taken to the
Western and Grace Hospitals respec-
tively.

THE WRECK.
The C. P. R. train left the Union
Station at 7:15 p.m. It left 10 mi-
nutes behind time and the engineer
was putting on extra speed. This
train does not stop at Mimico.
The passenger train took the first
Mimico siding clear. But when it
struck the second siding to the north
it tore the track away, cut the south
rail in two and crashed into the ten-
der of the G.T.R. engine.

The first passenger coach was
thrown from the tracks with the front
end telescoped. The two Pullmans
did not leave the tracks. Beyond a
few scratches the passengers were
uninjured.

THE FATALITY.
William Quinn, the C.P.R. engineer,
who lived at 157 Pacific avenue, West
Toronto, was thrown from his cab
twenty feet to the rails when his en-
gine crashed into the G.T.R. tender.
His skull was fractured and he died
instantly.

Willis Jarvis, his fireman, 34 Mu-
lock ave., West Toronto, was hurled
with his right leg against the fire box
of the engine. The tender was crush-
ed up into the cab. Jarvis was ter-
ribly scalded with steam, and it took
an hour to extricate him.

Engineer Smith, of 315 West King
street, was thrown from the cab of
the G.T.R. engine, had his right leg
broken and had his shoulder dislo-
cated.

GETTING JARVIS OUT.
When assistance came Fireman Jar-
vis was suffering great pain. Three
men attacked the engine, trying to
break into the cab and get the fire-
man out. Though suffering intensely,
Jarvis, between his cries, directed the
workers.

DOCTOR'S BRAVE WORK.
To quiet his screams, caused by the
unbearable pain, Dr. Forbes Godfrey
climbed through the window of the
cab and gave a hypodermic injection.
Five minutes later the doctor made
the dangerous trip through the steam
again and administered an anæsthetic.
Then Jarvis sank into unconsciousness
and his agonized cries ceased.

An engine was then attached by a
chain to the baggage-smoker and the
pressure on the collapsed cab was



G. T. R. ENGINEER JOHN SMITH.

lightened. Then Jarvis was removed.
The fireman's leg was found to be
light against the hot fire-box.

TRAFFIC NOT STOPPED.

Very little of the road-bed was torn
up, and traffic was not blocked for a
minute over the main line.
Grand Trunk men and the auxiliary
trains from Hamilton and Toronto
cleared the wreckage. The line be-
longed to the Grand Trunk Railway,
and the C.P.R. has running rights over
it.

General Superintendent James
O'Brien, of the C.P.R., said last night:
"I have received no official report.
The wreck was caused by an open
switch, but as to the responsibility
that is a matter for the G.T.R. to deal
with."

DEAD MAN MARRIED.

William Quinn, the dead engineer,
was a married man with two chil-
dren and had been in the employ of
the C.P.R. for a great many years.
Jarvis is unmarried, while John Smith
is married.

Relatives of the dead engineer in-
spected the body, but Chief Coroner
Godfrey refused to allow the removal
of the body till he had viewed it with
a coroner's jury. The inquest, in
charge of Coroner Bull, will open at
9 o'clock to-morrow morning.

McTAGGART'S NAMES.

McTaggart, the missing operator,
has had his first name variously
given. On the C. P. R. pay sheets he
is known as I. McTaggart; to the
morning papers he was known as
Nicholas or Fred McTaggart, while



C. P. R. FIREMAN WILLIS JARVIS.

around the yards he was known as
"Mac."

Wm. Quinn, the dead C. P. R. en-
gineer, was 42 years of age, had been
25 years with the C. P. R., the last
three as passenger engineer, and was
the first pupil in the Niagara Public
school. He married Miss Eliza Jar-
vis, of Tewwater, and leaves a boy of
10 and a girl of 2.

REMEMBERS NOTHING.

Engineer John Smith, of the G.T.R.
engine, was too seriously injured this
morning to talk.
His wife was with him at Grace
Hospital, and she said in The Tele-
gram that her husband was unable to
tell anything about the accident.

He says the last he remembers was
when he was inside the cab there was
a crash," said Mrs. Smith. "He doesn't
remember anything else until he woke
up in here."

DIDN'T KNOW IN HOSPITAL.

"He didn't even know he had been
taken in a hospital and was uncon-
scious until late this morning. He is
badly hurt. His right leg is broken in
two places, and his left shoulder is
dislocated. Besides some injuries to
his head."

"When he becomes conscious this

morning he sat up on the side of his
bed and said, "Where am I?" said one
of the patients in the ward.

NEIGHBORS KEPT WATCH.

Neighbors of Mrs. Quinn took every
precaution last night to keep the dread
news of her husband's death from her
till this morning. She retired early
last night with her little ones, and
when a stranger called, shortly after
ten o'clock, friends near by hailed him
and asked him as a favor not to dis-
turb her till morning.

"It will be an awful shock to the poor
woman," said one neighbor. "Let her
have her night's rest." So the stranger
departed.

The news of Mr. Quinn's death was
received with consternation in the
town. The railway community had
hardly recovered from the shock of
the Kingston collision, in which Albert
Baton, also a well-known citizen, had
such a narrow escape.

ADDRESSED STUDENTS.

Varsity's President Gives Review of
University's Progress.

Varsity students assembled in Cen-
tration Hall this afternoon and heard
President Falconer give a review of
the progress of the University, and
good advice for the boys and girls who
are going to spend several years in col-
lege.

The president's address dealt in-
genuitely with the subject of "Authority," and
it is understood that he will devote at-
tention to this topic again a week from
Sunday, when he preaches the first
of his fall series of University ser-
mons.

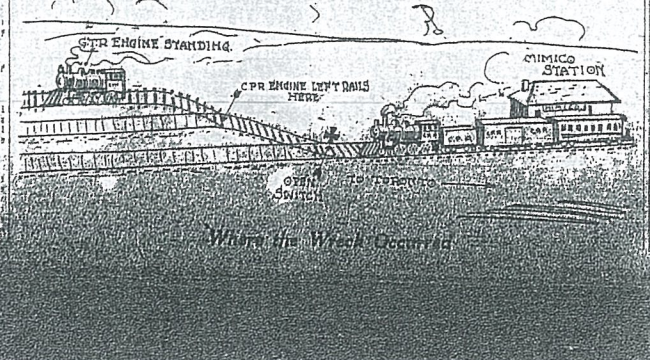
President Falconer covered this af-
ternoon much the same ground as in
his address to the students a year ago.
On that occasion his address was writ-
ten in full beforehand, but this after-
noon's address was largely extempore.
Objects to Fence.

P. C. Larkin, in a letter to the
"City Works Committee," makes ob-
jection to a fence which projects into
a roadway on the east side of Huntley
street, below the bridge. He also
states that the roadway be repaired
and the bridge reinforced.

This scholarship, of the value of
\$100, which is given annually by James
Scott, Esq., an old boy of the College,
for excellence in mathematics, to be
held by an Upper Canada boy at some
recognized Canadian University, has
been awarded this year to J. C. Blair,
Dalhousie University.

Toronto
Telegram

October 2
1908



ENGINEER'S AIR BRAKES THEIR WAY HURLED TO DEATH

Passengers' Lives Saved by William Quinn's Quick Action at Mimico Wreck

C.P.R. H.P.T. C-100 ENGINE
Former Pan T-100 Open
Switch Just Works
100 St.

THE SWITCHMAN IS MISSING

There's an Inclination to Blame Him for the Wreck—Two Trainmen Injured

When C.P.R. Engineer William Quinn, now lying dead as the result of the wreck at Mimico last night, found his engine running through the open switch to almost certain destruction, he had the courage and presence of mind to jam on the emergency. It was his last act of duty and that can be probably attributed to the fact that there was not a large list of casualties among the passengers of the high train.

A second or two later the crash came and he was hurled out of the engine cab window to death. An examination of the smashed C.P.R. engine in the yards at the foot of John street this morning showed that the engineer did his utmost to stop his train when he saw the danger, but it was too late to prevent the collision.

Operator Still Missing

The only man who could explain the open switch is Morin McTaggart, the operator and switchman, whose post was at the little green operating station.

KILLED.
William Quinn, C. P. R. engine
eer, West Toronto, aged 42
leaves wife and two children.

INJURED.
Willis Jarvis, C. P. R. line
man, West Toronto, left leg badly
broken and scalded, and
injuries.

John Smith, G. T. R. 1000
King street west, Toronto
broken, shoulder - 1000
bridges.

L. Russell Coutts, 31, drove and
back strained and ankle twisted

MISSING.
Morris McTaggart, 17 of main
and operator, Tassawass, Unk.
The Scene of Wreck
hundred yards west of the
Church street crossing in New
Cause. An open switch struck
permitted the C. P. R. train to
dash into a G. T. R. train
which standing on the side
Damage to Property — C. P. R.
and G. T. R. engines badly
smashed. C. P. R. coal bin mag-
netic track torn up for several
yards.

GRAPHIC STORY OF THE WRECK

By Passenger Who Was Hurled
Nearly the Length of
Baggage Car

SAW TENDER JAMMED IN

**The Baggage Flew Like Battering
Rams About Mail Clerk and
J. R. Coutts.**

Mr. J. Russell Coutts of Cleveland, an
of Toronto boy, had an escape from
death in the Mimico wreck that was
miraculous. Lying in bed in his room
at the King Edward this morning, Mr.
Coutts told The Star the story of how
he passed him by.
He caught the 7.15, with a few
seconds to spare," he said. "I came so
close to missing it that I had time
to post some letters which I had, so
getting settled in the Pullman, I
sent word forward to the mail car to get the
bags to take them from

Sat. On the Trunk

he mail car was on the com-
for mail and passengers, and
Kilgannon had taken
a parcel on a heap
runks at the rear end, and we chat-
for a few moments. Conductor
horry came in and I handed him my
ket. Mr. Kilgannon, let us and
oked up to the end of the car nearest
tender and started to put some mail
to the box which was at the end of the



HAMILTON TRAIN IN SMASH AT PT. CREDIT

Deaths Averted By the Engineer on the C.P.R.

Ten C.N.R. Freight Cars Were Wrecked

Toronto, Dec. 3.—Several Canadian National freight cars were smashed to matchwood when one of them toppled into the path of a Canadian Pacific passenger train when they were passing each other on the C.N.R. right of way, about one mile west of Port Credit, at 7:50 last evening. No one was injured.

The axle of a lumber-laden car on the westbound freight broke; the car swung over on the parallel track and, before any warning signal could be given the C.P.R. passenger train, bound for Toronto from Hamilton, plunged into the car. It was dragged for some 100 feet, and about ten other freight cars were thrown off the track into the ditch.

Engineer Prevents Disaster
It was said that the presence of mind of Ernest Newman, engineer of the passenger train saved the lives of his passengers. He had seen the crippled freight car in the glare of the headlights and, applying his emergency brakes slowed the train to a low rate of speed before it crashed. The only damage to his train was to the front of the engine and one set of wheels of one of the two passenger coaches slipped off the rails.

The suddenly applied brakes and the crash threw the passengers out of their seats but not even the windows of the cars were broken.

Freight Cars Piled Up
About ten of the freight cars were piled up. Four or five of them had been smashed to matchwood, others were thrown into the ditch, and two or three remained on the track, but were more or less wrecked.

When press representatives arrived on the scene the nose of the engine was still buried in the wreckage of a car, and the wrecking crane on an auxiliary train was pulling away the debris. Further down the track another crane was removing the pieces of another car which had been spilled over the track. Between the two wrecked cars were two or three steel oil tankers apparently unharmed.

Lying in the ditch were two steel coal cars turned on their sides, and further along the track another lumber car had split along the side and spilled its contents beside the track. Some forty freight cars on both ends of the train were up-damaged and were drawn off to the Port Credit and Oakville sidings.

Long after midnight the wrecking crew continued their efforts to clear the track. No estimate of the loss had been made up to a late hour last night, nor had any explanation been made of the broken journal on the freight car.

The train was literally strangled with lumber on both sides, when the two auxiliaries pulled up and commenced clearing away the debris. In the passenger train most had left the scene to proceed to their destination, either by trolley or otherwise, in a deserted corner, overlooking the activities of the wrecking crew, sat F. Linford, the C.P.R. conductor.

Cause of Accident

The cause of the wrecking of the freight train, it is believed, was the breaking of one of the beam timbers under either a lumber car or an empty coal car, which threw the car off the main line by lifting it from the trucks.

On the tracks beside the engine stood the C.P.R. engine crew. Ernest Newman, the engineer, said that he had no idea of how everything had happened. He said it was his first accident in thirty years, but as to the rumor, which was later current, that his presence of mind by quick braking had saved his train he said nothing. Just that he didn't know how it had all come about.

The passenger train is the one scheduled to reach Toronto at 8:25, and the accident occurred around 7:50.



SLAIN AND ACCUSED—John W. Faison (below), secretary of a fashionable Richmond, Va. club, who is charged there with shooting and killing Mrs. Elvie H. Snipes (above), a music teacher. He maintains that she committed suicide.

RARE TREAT

Given By First Year Boys of High School to H.N.S.

The weekly smoker and smoker of St. Patrick's H. N. S. was held last night in their club rooms, and those fortunate enough to be in attendance were given a treat that will be remembered by young and old for some time.

An interesting debate was held on the question, Advantages of the City Boy versus Country Boy, the leader of the affirmative being C. Conroy, assisted by J. Pigott, negative, Charles Condon, assisted by J. McKeown. Both sides debated the question thoroughly and the affirmative was given two minutes to reply. After giving every consideration to the pros and cons the negative was declared winner. The judges were J. A. Neilligan, James Sedding and Jack Curtis.

A vote of thanks was extended to Father Ryan for his efforts in preparing such a novelty and treat. The regular smoker games were held out, next week's affair should be another big success.

CUSTOMER'S BUSINESS

Bank Manager Refused to Answer Questions

Toronto, Dec. 3.—With the consent of counsel for both parties Justice Middleton at Osgoode hall yesterday granted an order directing Frank R. Howarth, manager of the Manning branch of the Bank of Montreal, to answer questions between the bank and Rol Helt, with money alleged to have been taken from Mrs. Agnes Rankin.

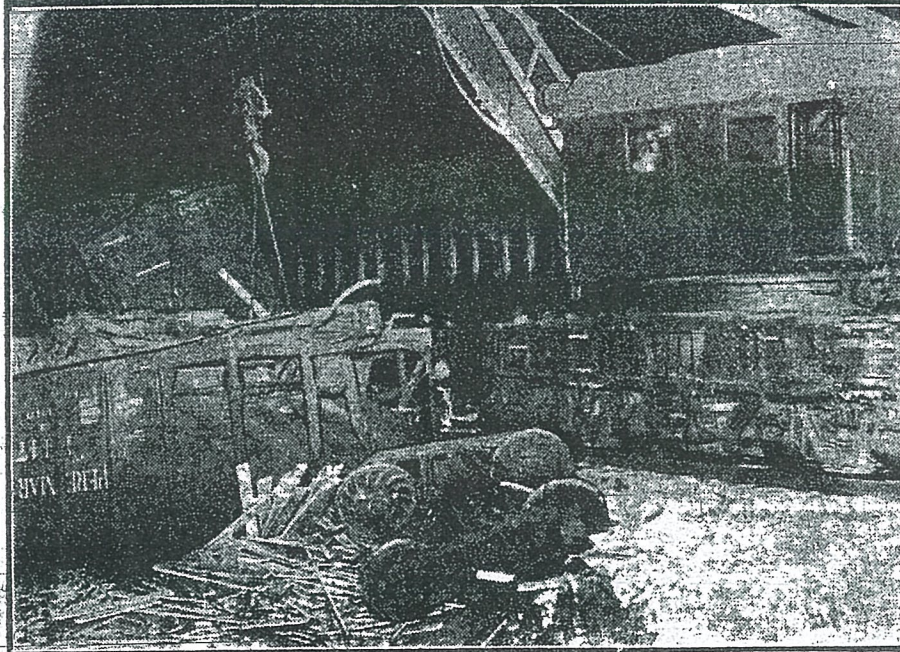
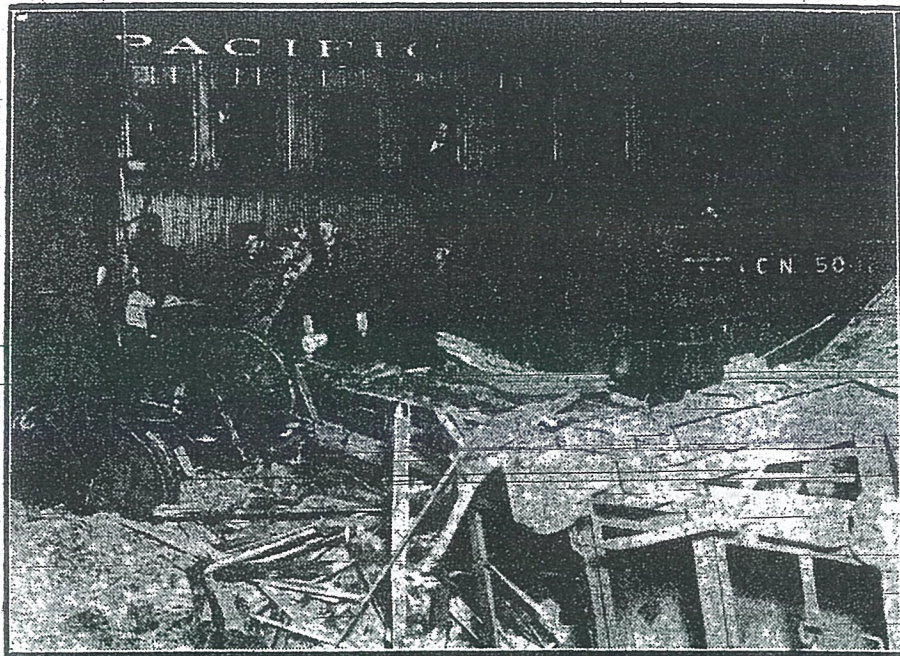
The plaintiff, Mrs. Rankin, of Westridge, alleges that she was defrauded out of \$14,000 by Helt on the purchase of stock. She recently secured an injunction tying up the accounts of Helt and his wife, who are said to have \$47,000 on deposit. Subsequently the bank manager was examined with reference to these accounts, but on the advice of his counsel, declined to answer certain questions without a court order, asserting that it was the bank's business to protect a customer's business.

Following this refusal, a motion was made by the plaintiff yesterday to commit Mr. Howarth to jail for declining to answer the questions. Is there any reason why they should not get to the bottom of this thing? Justice Middleton asked Mr. Helt's counsel for Helt. Counsel replied that he had nothing to hide. The money was there in 1923, he said, whereas Mrs. Rankin's transaction did not take place until 1927. "The fact should come out all over," said the court. "It would probably end the law suit." The order directing the manager to answer the questions was then made. The defendant Helt is now under

December
3
1927

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FREIGHT AND PASSENGER TRAINS INVOLVED IN WRECK.



AN eastbound Canadian Pacific passenger train and a westbound Canadian National freight train were involved in a peculiar double-track wreck yesterday evening at 7.50 o'clock, one mile west of Port Credit, on the double-track C.N.R. line to Hamilton. A broken journal on a freight car caused the derailment of several cars, which swerved in front of the oncoming passenger train. No one was injured. The illustration by The Globe photographer shows, at the top, a close-up view of the wreckage, with debris scattered everywhere. The lower photograph shows a wrecking crane engaged in clearing away the damaged freight cars.

**DOCKRILL WRECKAGE
YIELDS BABY'S BODY**

Identity of Seventh Victim of
Railway Collision Not
Yet Known

KEUKELAAR IS BURIED

(Canadian Press Despatch.)
Kingston, Dec. 2.—A message from
Enterprise this evening states that the

**Cars at Port Credit
Smashed to Splinters
Before Speeding Train**

Prince in Movitone

(Special Cable to The Globe and The
New York Times. Copyright, 1927.)
LONDON, Dec. 2.—People

Crew Escapes Injury When
Lumber-Laden Car
Topples in Path of Pas-
senger Locomotive

December
3
1927

...ing, finding Hamilton, the C.P.R. having only a few minutes to get the engine out of the station. The engine was out in five minutes, and the train was started. The engine was out of the station in five minutes, and the train was started. The engine was out of the station in five minutes, and the train was started.

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The C.P.R. train was out of the station in five minutes, and the train was started. The engine was out of the station in five minutes, and the train was started. The engine was out of the station in five minutes, and the train was started.



leg. I did not see anything of the engine that was out of the station. The engine was out of the station in five minutes, and the train was started. The engine was out of the station in five minutes, and the train was started.

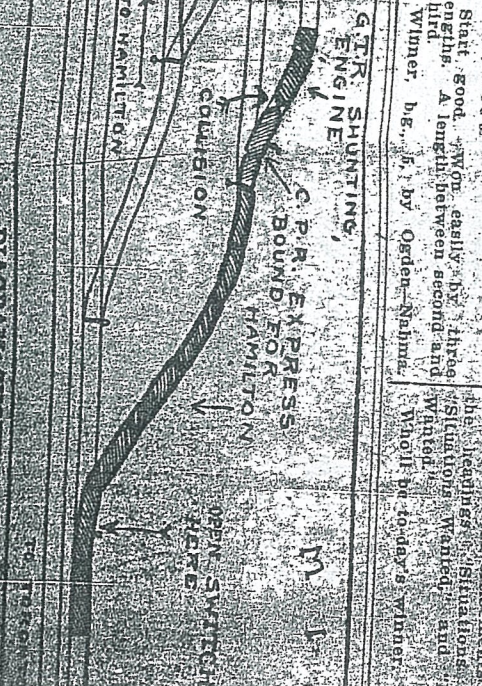
Entries for the Hamilton Races

Special to The Star.
Hamilton, Oct. 2.—Entries for Saturday, Oct. 3.

First race, 2-year-olds, 6 furlongs:	
Fort Garry	102
Wapona	107
Allice	104
Simcoe	109
Second race, 3-year-olds and up, 1-1 1/2 miles:	
Onion	105
Allice	107
Simcoe	109
Third race, 2-year-olds and up, 1-1 1/2 miles:	
Onion	105
Allice	107
Simcoe	109

No. Horse, jockey, bettings. 1. Jeannette, M. J. G. Burns, 4-5. 2. Lady G. 3-1. 3. Lady G. 3-1. 4. Lady G. 3-1. 5. Lady G. 3-1. 6. Lady G. 3-1. 7. Lady G. 3-1. 8. Lady G. 3-1. 9. Lady G. 3-1. 10. Lady G. 3-1.

SECOND RACE—3-year-olds and up, selling, 1 1/2 miles. 1. Jeannette, M. J. G. Burns, 4-5. 2. Lady G. 3-1. 3. Lady G. 3-1. 4. Lady G. 3-1. 5. Lady G. 3-1. 6. Lady G. 3-1. 7. Lady G. 3-1. 8. Lady G. 3-1. 9. Lady G. 3-1. 10. Lady G. 3-1.



Toronto Star
October 2 1908



Oakville

Cars at Port Credit Smashed to Splinters Before Speeding Train

*Crew Escapes Injury When
Lumber-Laden Car
Topples in Path of Pas-
senger Locomotive*

DEATHS AVERTED BY ENGINEER

Several Canadian National freight cars were smashed to matchwood when one of them toppled into the path of a Canadian Pacific passenger train when they were passing each other on the C.N.R. right-of-way, about one mile west of Port Credit, at 7.50 p.m. yesterday. No one was injured.

The axle of a lumber-laden car on the westbound freight broke; the car swung over on to the parallel track, and before any warning signal could be given the C.P.R. passenger train, bound for Toronto from Hamilton, plunged into the car. It was dragged for some 100 feet, and about ten other freight cars were thrown off the track into the ditch.

Engineer Prevents Disaster.

It was said that the presence of mind of Ernest Newman, engineer of the passenger train, saved the lives of his passengers. He had seen the crippled freight car in the glare of the headlight and, applying his emergency brake, slowed the train to a low rate of speed before it crashed. The only damage to his train was to the front of the engine and one set of wheels of one of the two passenger coaches slipped off the rails.

The suddenly applied brakes and the crash threw the passengers out of their seats, but not even the windows of the cars were broken.

Ten Piled Up.

About ten of the freight cars were piled up. Four or five of them had been smashed to matchwood, others were thrown into the ditch, and two

(Continued on Page 2, Column 4.)

October 2
1908

the first two years of the war, and has been decorated by several European governments.

MAIL DELAYED

Car Was Derailed Near Oakville This Morning

A car on an east-bound freight train on the G.T.R. was derailed three miles east of Oakville about 3 o'clock this morning, and blocked both lines. The Hamilton auxiliary was sent to the scene of the accident, and succeeded in clearing the line by 6.30 o'clock. The accident delayed the mail train from Toronto, carrying the morning papers, for

about an hour. Conductor Shore and Engineer Brohman, of this city, were in charge of the train which met with the mishap. No one was hurt.

CAN'T FIND DANDRUFF

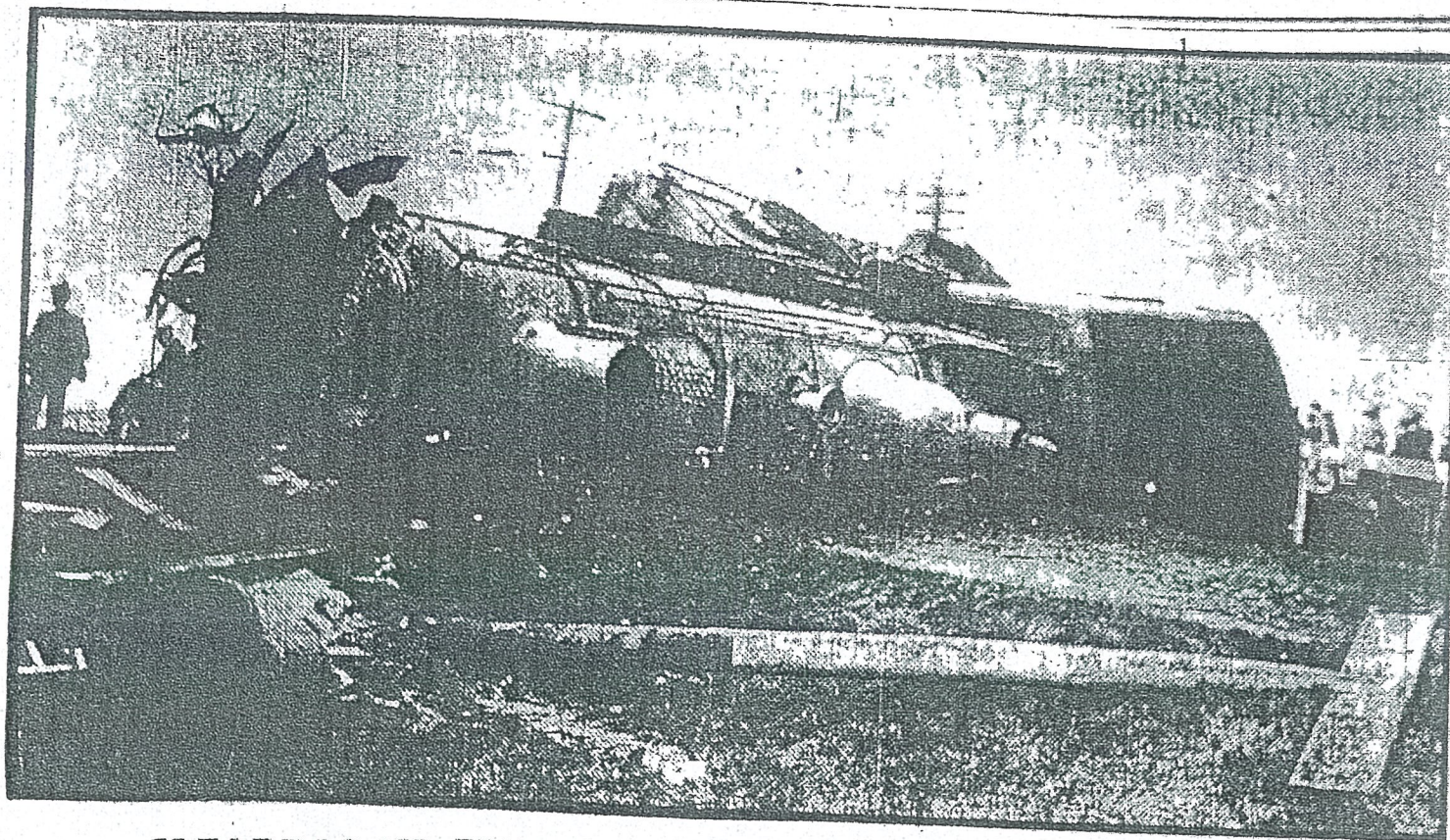
Every bit of dandruff disappears after one or two applications of Danderine rubbed well into the scalp with the finger tips. Get a small bottle of Danderine at any drug store for a few cents and save your hair. After several applications you can't find a particle of dandruff or any falling hair, and the scalp will never itch.

February 3

1919

ONTARIO DAILY STAR

ONTARIO, FRIDAY, MAY 17, 1907—SIXTEEN PAGES



CLEARING UP THE RAILWAY WRECK AT MIMICO

By Our Own Reporter.

Mimico, May 17.—During the whole of last evening, and long after dusk, hundreds of spectators—men, women, and children—visited the scene of yesterday's wreck. The highway was still completely blocked by the big C. P. R. engine No. 827, which lay on its side clear across the road, until about 6 o'clock, when the powerful wrecking crane No. 7 from Hamilton succeeded in getting it into an upright position. It was a badly smashed-up looking engine—its front trucks gone, steam chest knocked off, driving rod twisted, battered all over, and coated with mud. To the untitled it appeared to be a

fit subject for the scrap heap. The most interesting performance to the onlookers was the lifting of the engine on to the track by the crane.

Mr. E. H. George, the day man in charge of the switch or signal cabin close to the road, had a clear view of the accident. The C. P. R. westbound was fast approaching at about 10 a.m. when he noticed the G. T. R. freight pulling out of the switch in the same direction on the main line. Realizing in an instant what would happen, he rushed over to warn the G. T. R. driver to reverse, and the engine had already backed a few feet, but too late. The C. P. R. engine had struck, smashing in its steam chest, left the rails, plowed up the track three or

four feet deep, rolled on its side, and landed in the road 40 or 50 yards beyond. Mr. Alfred Herod, who lives close by, was one of the first to arrive at the scene, and said that the fireman found himself in the field beside the track, and supposed that he had been thrown from the engine when the crash came. It appears, however, that both men stuck to the engine, and crawled out from behind the curtain, the tender having left the engine. Mr. Herod says the fireman was completely dazed, which probably accounts for his belief that he was thrown from the engine. One railroad man styled it a "scraping" accident, but, to witness the destruction, it seemed rather a mild term.

MAY 17 1907

A BAD SMASH. 11/8/

Two G. T. R. Trains Crash Together at Bronte Station.

Last night a disastrous accident occurred on the Toronto branch. Luckily no lives were lost, but considerable damage was done to the rolling stock. As No. 14, the evening express, which leaves here at seven o'clock, was drawing out of Bronte at 7:30 it crashed into a freight train, which was standing on the siding but not clear of the main line. The engine of the express was thrown from the track, and the baggage and express cars were badly damaged. Several of the freight cars were derailed and badly damaged.

The freight was from the west and went via the junction cut. The express carried a large number of passengers, but nobody was injured beyond receiving a shaking up. It was fortunate that the train was going slowly.

The auxiliary train left here shortly after the accident and it took until five o'clock this morning to clear the track. Superintendent Stiff visited the wreck. Wm. Durdon, of Hamilton, is the driver of that train and he is congratulating himself that he got off yesterday.

As soon as the news reached Toronto a special was sent out to bring in the passengers. In the meantime the incoming and outgoing trains went around by Georgetown.

The engineer, John Ross, of Toronto, and Fireman Lovell, of Hamilton, bravely stuck to their posts, and deserve great credit. The former saw that the freight was foul of the track, and put on the air brakes, but had not time to reverse the engine. The cab of the locomotive was smashed into splinters. The fireman and engineer were scalded a little and bruised, Driver Ross having his arm dislocated. When he crawled out of the wreck he saw a woman across the fence yelling "For God's sake, don't leave me." The passengers were badly frightened, especially the men in the smoking car, the windows of which were smashed and the lamps thrown down. The conductor in the parlor car was thrown on his back, and excitedly called out to the passengers: "For God's sake, don't stir!"

The express consisted of a locomotive, fruit express, baggage and mail cars, a smoker, two

RAILWAY WRECK

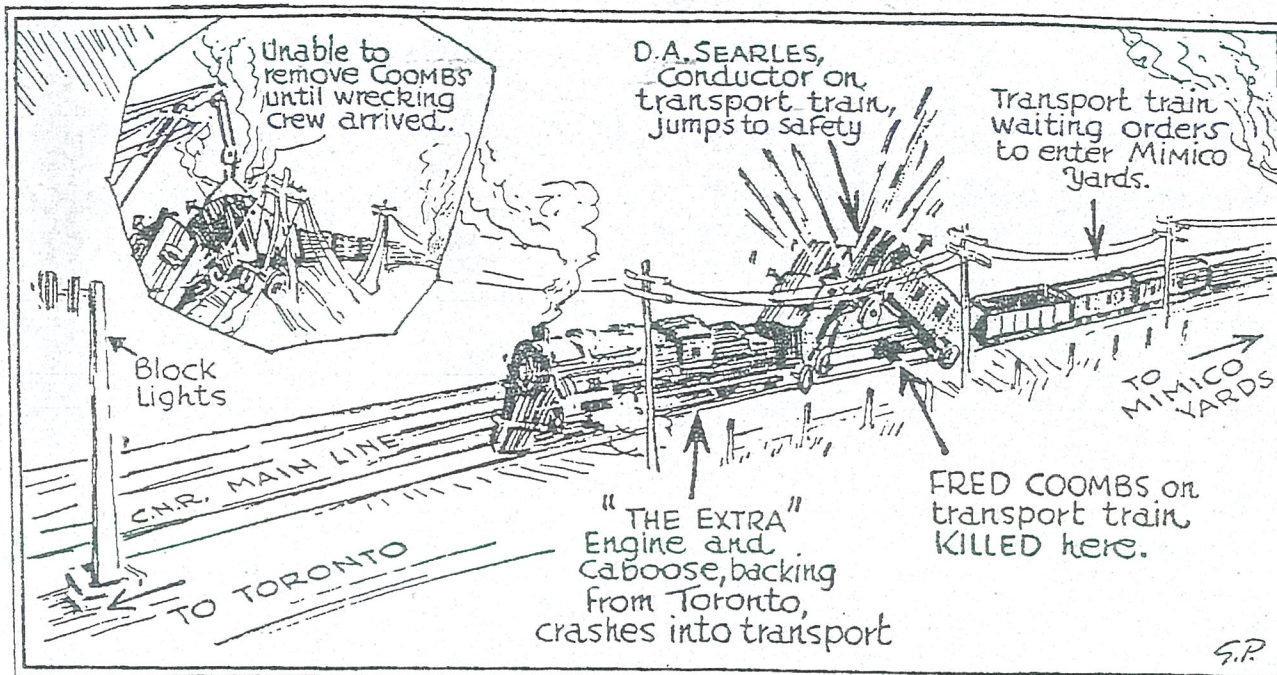
G. T. R. and C. P. R. Trains
Delayed Yesterday Afternoon

The Grand Trunk and Canadian Pacific trains from Toronto were delayed a little over an hour, yesterday afternoon, by a wreck which occurred on the main line between here and Toronto, about one mile east of Port Credit. The Toronto-bound C.P.R. train, under Conductor Logan and Engineer McDonald was proceeding at a rate of about fifteen miles per hour, when it brought a brake beam fell, causing the accident. Both of the main line tracks were blocked, and the auxiliaries from the Grand Trunk yards here, and C.P.R. yards at Toronto, were immediately summoned, succeeding in clearing the line by about 3 o'clock. No one was hurt. The C.P.R. train from Toronto, on which a number of returning soldiers were expected, made a detour through Guelph, arriving here about 3.30 o'clock.

April 18

1917

THE TORONTO DAILY STAR, MONDAY, JUNE 3, 1935



TRAIN CRASH KILLS BRAKEMAN MONTH BEFORE RETIREMENT ON PENSION

One man was instantly killed, another seriously injured, and three others miraculously escaped death early Sunday when an extra engine and caboose, running tender first, passed the block lights 200 yards away at the eastern limits of the Mimico C.N.R. yards and backed into a standing transport train. Fred J. Coombs, brakeman on the trans-

port, was pinned between the two cabooses as they telescoped and went up in a V, as shown in the sketch. His companions were unable to remove his body, caught in the wreckage, until a wrecking train with a crane arrived from Toronto. D. A. Searles, conductor on the transport, leaped to safety from his caboose an instant before the col-

lision. Fred Wright, conductor on the extra, was taken to Toronto Western hospital in Baycroft's ambulance suffering from a broken jaw and a broken leg, and severe lacerations. Two other men in the same caboose were uninjured. Telegraph and telephone wires were torn down by the falling cabooses, temporarily disrupting service between Toronto and Oakville.

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JUNE 3 1935

Globe 9
INTERNATIONAL LIMITED
IN ANOTHER WRECK

DERAILMENT OF TWO CARS OF
GRAND TRUNK EASTBOUND
NEAR OAKVILLE.

Special Dispatch to The Globe.
Oakville, Sept. 27.—Ten people were injured and a number of others more or less bruised yesterday when the last two cars of the Grand Trunk International Limited, eastbound, due at the Union Station at 4:15 o'clock, were derailed one mile west of this town. The accident was caused by a broken rail, and the small number injured is attributed to the fact that the train was of solid steel construction.

Nine American Passengers Hurt.

Nine of the injured passengers are Americans from the western States. All the injured and the passengers of the wrecked train were brought to the city on the C. P. R. train from New York, which was delayed at the scene of the wreck a short time. Following are the Americans injured:

Mrs. C. Silver, Montpelier, Vermont; three ribs broken; at Carls-Rite Hotel.

Miss Carry Silver, hands lacerated and slight bruises.

Miss Cynthia Silver; hands bruised and cut.

Mrs. D. Furness, 822 Lawrence avenue, Chicago, Ill.; bruise on right knee.

Mrs. J. Simpson, Westmount, Montreal; large lump on head and bruised shoulders.

Miss Simpson; muscles in back strained.

Edwin Stansbury of Chicago; bruised hip.

Mrs. D. W. Tobey, Rochelle, Ill.; bruised head and complains of nervousness.

Mrs. A. C. Bradley, Minneapolis; cut and badly shaken up, suffering from nervous shock; at King Edward Hotel.

Charles Taylor of Chicago, sleeping car porter, was taken to Grace Hospital, suffering from a fracture of the right shoulder. His face and hands were also badly cut by flying glass.

This was the second time within twenty-four hours that the International Limited was wrecked, the first occurring on Sunday near Newtonville, when the flyer jumped the track. The engineer was killed and several passengers slightly injured. In yesterday's wreck the rear car, an observation compartment coach, jumped clear of the tracks and plowed its way into the ditch, but did not roll over on its side.

Miracle Many Were Not Killed.

The heavy trucks went deep into the earth, and the car was tilted at an angle of 45 degrees. The few passengers in the car were getting dressed, while the majority were in the diner, four cars ahead breakfasting. Had the car been full the loss of life would have been appalling. The passengers who were in the car cannot understand, and are amazed, that nobody was killed. The train was speeding along, when suddenly the big car shot from the metals and hurled its way into the ditch. The second car was partly derailed. The trucks of the car next to the observation car were torn from it and the car swung across the track. Both cars were wrecked free of the rest of the train. As soon as the air brake was applied the engine applied extra material, and the loco came to a standstill in a matter of a few seconds. The passengers in the observation car were standing around in groups on the platform, and the accident happened.

Globe
September
28
1915

ENGINE DUMPED, CARS WRECKED

Bad Smash Near Mimico on G. T. R. Line
This Morning.

ENGINEER STUCK TO POST, BADLY HURT

Fireman Saved Life by Jumping—Passengers Badly Shaken
Up and Some Had Narrow Escapes — "Taking
Chances" Apparently Once More the Reason

When Engineer W. Shields, of the C. P. R. express, opened the throttle of his engine at 9.45 this morning and started the journey for Buffalo with the New York connection, there was a smile on his face. Twenty minutes later he was lying on the ground, seriously injured, the result of a collision.

The C. P. R. for Hamilton, with the Buffalo and New York connection, has 55 minutes to make Hamilton, and as usual to-day, when approaching the siding between New Toronto and Mimico, was running at a speed of 45 miles an hour or better.

JUST MISSED.

When this point was reached to-day a Grand Trunk freight had got foul of the main line in an effort to make the siding, but failed to get clear of the line to allow the express to pass. The result was a crash, the serious injury of one man, the shaking up and throwing into the aisles of the coaches a number of passengers, the turning over of a large locomotive, and the demolishing of a number of freight cars.

MIRACULOUS ESCAPE.

Those who witnessed the accident cannot understand how Engineer Shields escaped death. The fact that he remained on his engine and applied the air brake gives the passengers cause to thank him for saving their lives.

FIREMAN JUMPED.

The fireman escaped by jumping from the engine when told by his mate.

Engineer Shields was brought to the city and taken to the Western Hospital. He is injured round the head, and his hands scalded by escaping steam.

TAKING CHANCES AGAIN.

The accident is the outcome of taking a chance to do something on the time of another train, with the above result.

TRADED TRAINS.

At the time of the accident the G. T. R. train from Buffalo was approaching Mimico. The passengers were transferred to the C. P. R. coaches, and the C. P. R. passengers transferred to the G. T. R., and continued their journey.

Wrecking crews went out from Toronto and Toronto Junction.

HAMILTON MEN IN MIX-UP.

Hamilton, May 16.—Amongst the Hamilton passengers on the C. P. R. express which side-swiped a big G. T. R. freight engine at Mimico this morning were H. J. Waddle, of the Canadian Drawn Steel Co.; Superintendent Fisher, of the T., H. & S. Railway; Frank E. Walker, license commissioner; and Dr. Cummings, X-ray expert. All these gentlemen had narrow escapes. Mr. Walker was sitting in the smoking car when the sudden application of the emergency brakes and the side-swiping of the two locomotives threw him out of his seat and with astonishing force against another man, who broke his fall. Dr. Cummings was also thrown out of his seat, and it is understood that Mr. Fisher and Mr. Waddle met with similar uncomfortable and alarming experiences. Mr. Walker is badly used up as a result of the accident. The special from the scene of the wreck

NUDE BODY ON LAKE SHORE

STRANGE DEATH AT GRIMSBY.

Howard Boyd, Divinity Student, Thought to be Suicide—Last Seen Yesterday Evening.

(From Our Own Correspondent.)

Hamilton, Ont., May 16.—What is believed to be a cause of deliberate suicide was brought to light this morning, when the body of Howard Boyd was found on the lake shore at Grimsby. The body was naked when found, and there is some mystery attached to the case. Boyd was 21 years of age and had boarded for the last three weeks with James Smith, Grimsby. He was preparing to enter the ministry, and was supply to Rev. Dr. Johnston, the Baptist minister, two weeks ago.

Boyd retired to bed supposedly about 11 o'clock last night. About 11.30 Timothy Smith saw a man running through the village streets, and only scantily dressed. Nothing was thought of the occurrence, which was treated as a joke. The episode became significant this morning, however, when Boyd's body was found on the lake shore. It is supposed that he ran to the lake and committed suicide in a fit of temporary insanity. An inquest has been opened.

TWO WEEKS OF TURMOIL

FOR YONGE STREET CAR TRACKS.

New Intersection Parts Ordered Year Ago, Were Tested in Old Country—Work Takes Time.

Much of the blockade at Yonge and King streets is not due to the fact of a torn-up roadway. It is due to the interest of the trackmen's operations, which interest holds the attention of people who are not busy. It will be something more than a fortnight probably before the tracks and road are fixed and the cars are back on the old routes.

GETTING OLD RAILS UP.

Just now the business is to get the old rails up and prepare the roadway for the new twelve-inch concrete foundation which the city is going to put down. This work makes the busy intersection busy in a new way. The middle of the street is piled with old sleepers. The old rails are being slowly torn from their old associations and loaded on to an electric flat car. There are a hundred men or so on the job, and they are not having a holiday. It takes a dozen of them to lift one of the smaller rails.

ONE OF THE BEST.

When it is all over, the promise is, there will be one of the best intersections at King and Yonge streets that there is in the country. The road will likely be finished off by the city with the wooden blocks used at Queen street, and such as are in general use in Birmingham. The new rails, what is known as the special work, curves and switches, etc., are of solid hardened steel. They were cast by the Had-

STAR

MAY 16
1907

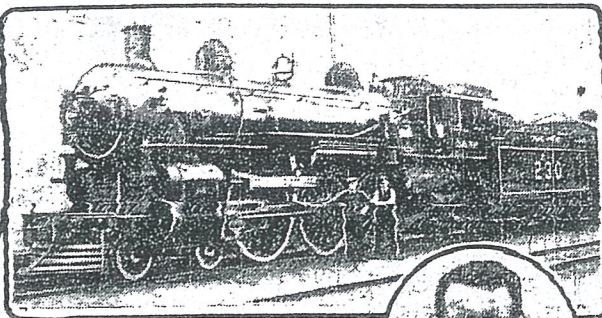
Block Signal Installation, Between Toronto and Hamilton.

The Canadian National Rys. on account of increased traffic, are equipping the Oakville Subdivision, London Division, Southwestern Ontario District, Central Region, which extends from Toronto to Hamilton, 33.71 miles, with automatic block signals. They will govern main line movements from Bathurst St. Jct., 1.3 miles of Toronto union station, to Stuart St. station, Hamilton. From Bathurst St. Jct. to Canpa, 7 miles, they will govern movements over all 4 tracks; from Canpa to Port Credit, 4.57 miles, they will govern movements on 3 tracks, as a third track is being built to Port Credit from Mimico. From Port Credit to Hamilton, 25.84 miles, where the line is double track, the signals will govern movements on both tracks.

The signal system will be of the color light type. No semaphore arms or discs will be used, colored lights being relied upon for both day and night indications. The signals will be mounted on steel cantilever brackets, each bracket serving 2 tracks. On the 4-track portion of the line, the brackets will be staggered. On the 3-track portion, they will support the signals governing movements on two tracks, and the signal for the third track will be supported by a pole at the side in the ordinary manner. Each signal will have 3 lamps, arranged vertically one above the other, equipped with red, yellow and green lenses, respectively, to give the usual indications, viz., red, the stop indication; yellow, the caution; and green, the proceed, and the whole system will be operated in accordance with the standard rules applying to the usual type of block signal system. A special feature of the signal lights will be that each will be equipped with 2 filaments, furnishing resistance to currents of differing voltage. In case of one filament failing, the diminished intensity of illumination will warn the signal maintainer that a new filament is necessary. The signal light lenses will be about 8 in. diam. A similar installation, although on a much smaller scale, was made by the G.T.R. about a year ago, between Lachine and St. Henri, Que. Only 12 signals were used, but these were sufficient to demonstrate the desirability and reliability of the color light system.

The Board of Railway Commissioners' approval for the Toronto-Hamilton installation was given by order 33,817, June 27, and construction is proceeding from the Toronto end. The signal and line material is being supplied by Union Switch & Signal Co., Swissvale, Pa., and the cantilever supporting brackets by Bates Expanded Steel Truss Co., Chicago. The installation is being done by V.N.R. forces, under the direction of C. H. Tillet, Signal Engineer, Central Region, Toronto, and it is expected that it will be completed in the autumn.

VICTIMS OF WRECK AND ENGINE OF DETROIT FLYER



THREE WERE KILLED IN PORT CREDIT SMASH.

The picture on the left is that of Harry Overend, veteran engineer of the Grand Trunk Railway, who, after directing his fireman to jump, stayed at his post and met his death. The engine in the centre is the one that was pulling the Detroit train. It was one of the latest and fastest types in the service. The picture in the circle, to the right, is that of Edward Heenahan, the fireman of the express, who was severely injured when he jumped from the cab. The single picture is that of L. W. Martin, the brakeman of the freight who was killed, and his eleven-year-old daughter Constance. Martin was on his last trip, having resigned to take a position with the city. Lionel, Mr. Martin's nine-year-old son, is the right-hand one of the two small cuts. The other picture is that of Mr. R. G. Dodds, of 617 Markham street, a passenger on the Detroit train, who had a miraculous escape.



THREE KILLED IN PORT CREDIT TRAIN WRECK

Veteran Engineer of Grand Trunk Stayed at His Post.

BRAKEMAN WAS ON LAST TRIP

Had Resigned to Take Position With City—Passengers' Narrow Escape.

SUMMARY OF DISASTER.

Killed.
Harry Overend, engineer on G.T.R. Chicago-Toronto flyer, 673 Bathurst street.
H. O. Anderson, fireman on extra freight, boarded at Y.M.C.A., Mimico, resided at Guelph.
L. W. Martin, brakeman on extra freight, 573 Bathurst street.

Injured.
Edward Heenahan, fireman on Chicago-Toronto flyer, 22 Triller avenue, in Grace Hospital, suffering from three fractured ribs and injuries to head.

Escaped by Miracle.
L. S. Ward, conductor of freight, 12 Calendar street.
Mrs. T. T. Robinson, London, Ont., daughter of Rev. T. Albert Moore, 181 Geoffrey street.
R. G. Dodds, 617 Markham street, hurried length of car.

Scene—G.T.R. main line, one mile east of Port Credit station.

Cause—G. T. R. Chicago-Toronto flyer traveling 50 miles an hour, side-swipe standing freight train that pulled out on main line from passing siding.

Preliminary inquest opened at Port Credit this morning and adjourned until Monday at 1.30.

Through failure to adhere to orders, and through some apparent misunderstanding of verbal instructions on the part of a Grand Trunk freight crew, three railroad men lost their lives when the Grand Trunk Chicago-Toronto flyer, No. 16, crashed into a freight train at a passing siding, one mile east of Port Credit station at 10.15 last night.

Engineer Harry Overend, of the flyer, of 673 Bathurst st., one of the best-known and most reliable engineers, who had been in the employ of the Grand Trunk for forty years, was instantly killed. Fireman H. O. Anderson, of Guelph, of the freight train, was killed instantly in the cab before he had time to jump. Brakeman L. W. Martin, of 573 Bathurst street, of the freight train, who was standing beside the engine, was crushed to death in the wreckage, and Fireman Ed. Heenahan, of the passenger train, of 22 Triller avenue, who jumped from the cab, received injuries to his head and had three ribs broken. Heenahan is now in Grace Hospital.

Engineer Overend, who was driving the passenger train, was found beneath his engine with his hand still on the throttle, meeting a heroic death.

George Dennis, of the freight train who lives at Queen's avenue, Mimico, escaped without a scratch. After pulling out on the main line some thing went wrong with the sand pip and Dennis got down to see what it was, when the passenger train crashed into the freight. Fireman Ander

Continued on page two

Another Dane Vessel Sunk

Canadian Press Despatch.
London, March 24, 4.25 p.m.—Another Danish steamship has been sunk—the Christiansund, 1,017 tons. Her entire crew of 22 was saved. The British steamship Fulmar, 1,270 tons, also has been sunk. Eighteen of her crew were rescued.

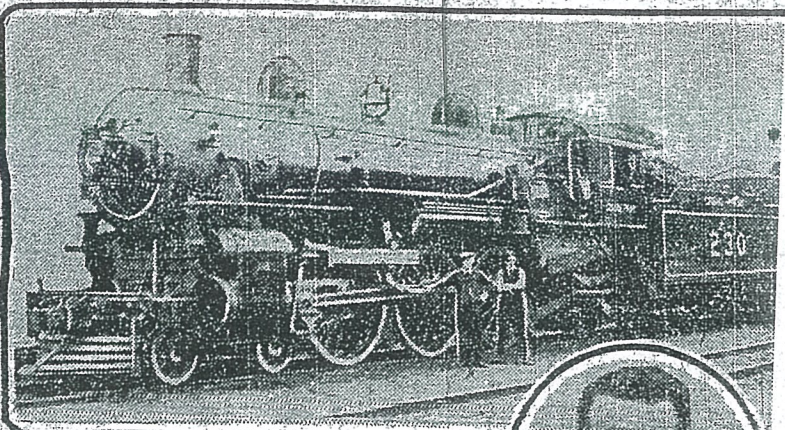
MARCH 24,
1906

TORONTO DAILY STAR

TORONTO, FRIDAY, MARCH 24, 1916.—TWENTY TWO PAGES

ED AT VERDUN; RUSSIAN OFFEN e Naval Fight From Noise and

VICTIMS OF WRECK AND ENGINE OF DETROIT FLYER



THREE WERE KILLED IN PORT CREDIT SMASH.

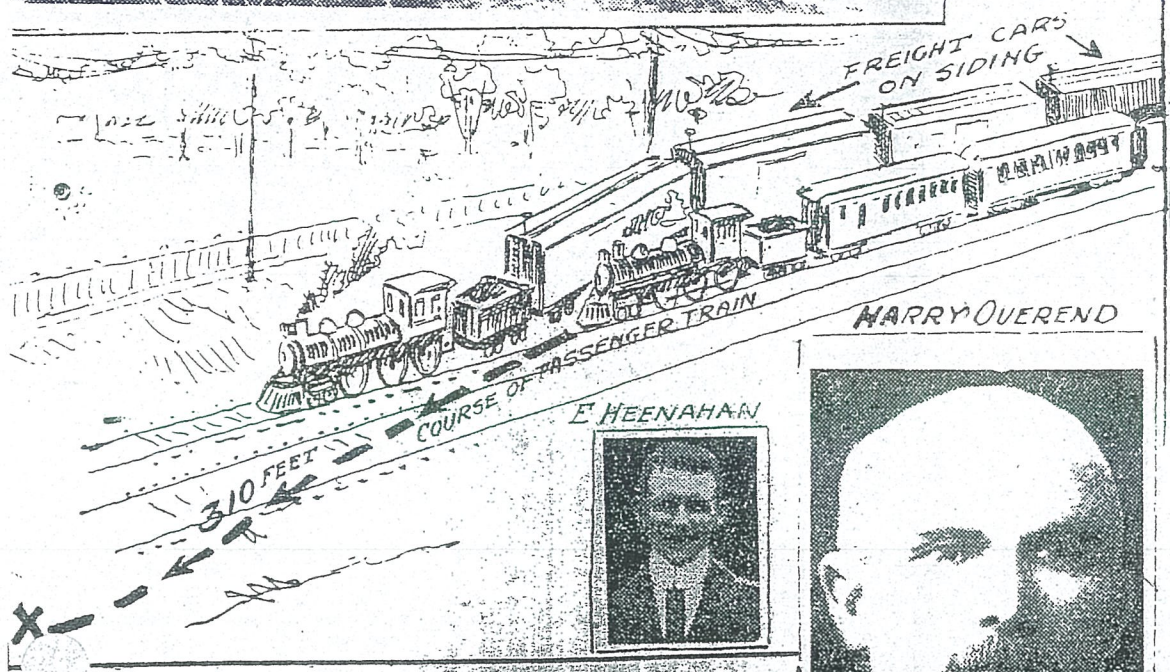
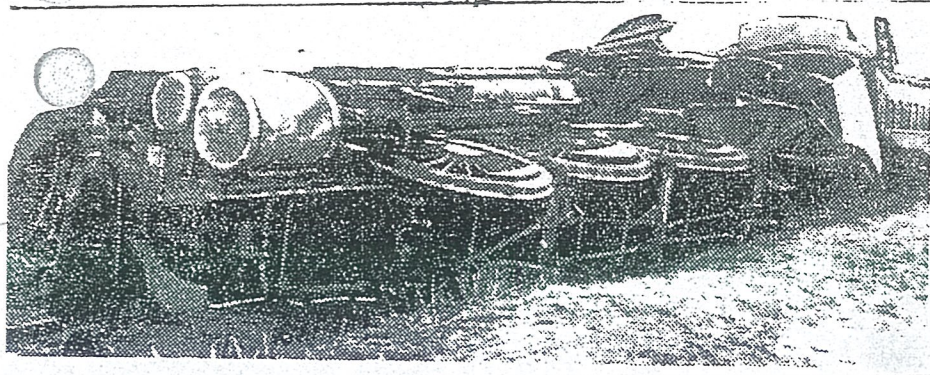
The picture on the left is that of Harry Overend, veteran engineer of the Grand Trunk Railway, who, after directing his fireman to jump, stayed at his post and met his death. The engine in the centre is the one that was pulling the Detroit train. It was one of the latest and fastest types in the service. The picture in the circle, to the right, is that of Edward Heenahan, the fireman of the express, who was severely injured when he jumped from the cab. The single picture is that of L. W. Martin, the brakeman of the freight, who was killed, and his eleven-year-old daughter Constance. Martin was on his last trip, having resigned to take a position with the city. Lionel, Mr. Martin's nine-year-old son, is the right-hand one of the two small cuts. The other picture is that of Mr. R. G. Dodds, of 617 Markham street, a passenger on the Detroit train, who had a miraculous escape.



STAR
MARCH 24 1916

ATAL RAILWAY WRECK AT PORT CREDIT

Diagram shows how G. T. R. flier from Chicago side-swiped freight train which had started out from ... is a picture of the wrecked passenger engine, also photographs of Engineer Overend, killed, and ... Heenahan, injured.



CANADA IS LAPS BEHIND

3. ... ing Ahead in Aviation, ... says Col. Merritt.

"See what the United States is doing in aviation. We are laps behind them. We haven't even started run yet, and we have been at war nearly two years," said Wm. Hammon Merritt to-day. "The American National Aeroplane Fund is a powerful organization, extending from the

Atlantic to the Pacific. It keeps prodding individuals, States, and the Federal Government. Nearly every State in the United States is starting a corps of its own, and in a short time they will have a total of 75 aeroplanes. They are receiving donations from the Aero Club, and the Aero Club is in turn supported by individuals and firms. What have we got? Not one aeroplane to call our own."



MARCH 24
1916

KILLED AT THROTTLE, GIVING FIREMAN CHANCE FOR LIFE

"Jump!" Shouted Veteran Engineer Harry Overend—Three Were Killed in Smash

460-TON FLIER, AT 60 MILES.

Hit Freight Engine Crawling with Fifty Cars—Engines and Crews Suffer Terribly, But Passengers Escape Amid the Destruction

THE WRECK.

Grand Trunk eastern flier, No. 16, side swiped freight of 50 cars.

THE PLACE.

Eleven miles west of Union Station on the Toronto-Hamilton G.T.R. line.

THE TIME.

10.15 p.m.

KILLED.

Harry Overend, aged 57, engineer of the flier, 673 Bathurst street.

W. O. Anderson, fireman of freight train, Mimico.
T. W. Martin, brakeman of freight train, Mimico.

INJURED.

Edward Heenan, fireman of the flier, in Grace Hospital.

THE CAUSE.

Freight train engine had emerged from siding on to main line in the path of the heavy passenger train going 60 miles an hour.

OFFICIAL EXPLANATION.

It is alleged that Engineer George Dennis, of the freight train, misunderstood instructions of Conductor Ward, of the freight train, and pulled out following eastbound 108 from Buffalo instead of waiting for eastbound No. 16 from Detroit to pass.

Grin in its whiteness, a milestone, eleven miles west of the Union Station on the Toronto-Hamilton line of the G. T. R., to-day stands like a gravestone. In the midst of the wreckage of the Grand Trunk passenger flier and heavy freight.

On the embankment to the south of the tracks at right angles to them is the tender of the freight engine; a couple of hundred feet nearer Toronto, where its momentum had carried it after the impact of the other engine. He the ruins of the 460-ton boiler lying along the embankment to the north.

Just at 9 o'clock this morning the work of the wrecking crew had progressed far enough to enable them to remove the body of the third victim, that of Engineer Harry Overend, of the flier. The first body found was that of L. S. Martin, brakeman, on the freight train. A smear of blood on the embankment, and a broken lamp in the ditch mark the place where he met his death. The body of W. O. Anderson was found in the ditch to the south of the tracks at an early hour this morning. It had been submerged in water and covered with debris. Dr. Sutton empanelled a jury at Port Credit to-day to ascertain the cause through which the men met their death.

"A LITTLE TOO FAR."

along for 310 feet before it came to a standstill. Huge clods of frozen earth ripped from the embankment were flung into the air and crashed through the wooden fences to the north. As the big compound engine fell over on its side and acted as a brake for the mass behind it, the cab of the engine, with Engineer Harry Overend's hand still on the throttle, was completely telescoped.

The heavy steel work about the vestibules of the cars behind was bent and twisted. Trucks were whipped off, air-tanks were torn off, but the cars themselves and the passengers within escaped injury. Not a window was broken.

A COMPLETE WRECK.

The first two cars of the freight train were utterly demolished. Parts of the roof of one of the cars lay upon the southern embankment, but matchwood is the only description that can be given of the rest of the two cars. Their contents were scattered everywhere. In the field boxes of canned tomatoes formed a veritable knoll, cans of tomatoes lay about in all directions and in all sorts of shapes. Some of them had burst and stained the snow with their crimson contents.

GOOD MEN GONE.

Harry Overend, the dead engineer of the flier, was recognized as one of the most efficient engineers in the service. He was 57 years of age, and was in his forty-second year on the road. It was he who was chosen to take the engine when royalty was to be carried over the road, and he was frequently detailed to drive for high railway officials when speed and safety were required. In 1904 he was injured while on the same train. To protect it he leaned too far out of his cab and was struck by a semaphore for 30 or 40 miles before he was recognized by his fireman that he was unconscious. He was in the hospital for some months on account of the injuries he then received. He leaves a widow and six children, four sons and two daughters. One son is Rev. Brother Phillip, of the Christian Brothers' school.

His funeral will be from St. Peter's Church, of which congregation he was a member, to Mount Hope Cemetery.

The Dominion Board of Railway Commissioners will despatch a special officer from Ottawa to conduct an investigation.

TRAGEDY IN THE DARK.

Last night the horrors of the scene were shrouded by a bleak darkness. For a long time the lanterns of the trainmen were the only illumination with which the rescuers worked. It was not till considerably later that acetylene flares were brought from Mimico. While Dr. Godfrey was caring for the injured trainmen he had to conduct his examination with lighted matches.

MESSRS. LEMIEUX ON BOARD.

Among the passengers were Hon. Rodolphe Lemieux and his brother, Dr. L. J. Lemieux, Sheriff of Montreal. Hon. Mr. Lemieux was on his way back from Chicago, where he had spoken on Wednesday at the annual congress of the Railway Engineering Association of America.

"The impact was terrible," said Mr. Lemieux. "The crew behaved splendidly, and did everything possible." The relief train which left Toronto at 11.20 p.m. brought back the passengers arriving at the Union Station shortly after one a.m. The passengers on board raised a fund of \$75 for the widow of Engineer Overend.

MARCH 24
1916

...Fig. 1, 1920, p. 801, of a block signal system installation which had then been commenced, on the Canadian National's Oakville Subdivision, London Division, Southwestern Ontario District, Central Region, extending from Toronto to Hamilton, Ont., 38.71 miles, and which is now completed. The installation was necessary on account of rapidly increasing traffic density. Color light signals were installed, a red light indicating stop; yellow, caution; and green, proceed, and there are none of the semaphore arms, movable discs, etc., commonly associated with railway signals, involved, the lights being relied upon for both day and night indications. This is the first color lights system of any consequence installed in Canada, but a small installation of 12 signals only was made by the G.T.R. between Lachine and St. Henri, Que. Approval of the color light system between Toronto and Hamilton was given by the Board of Railway Commissioners' order 33,817, June 27, 1923.

The signals govern traffic from Bathurst St. Jct., 1.3 miles west of Toronto union station, to Hamilton. From Bathurst street Jct. west to Canpa, 6.5 miles, they govern movements over 4 tracks; from Canpa to a point west of Port Credit, 5.5 miles, they govern movements over 3 tracks, and from the latter point to Hamilton, 25.41 miles, over 2 tracks, the road mileage embraced in the system being thus 37.41 miles. Altogether, there are 63 signal units in the installation, these being mounted as follows: 16 on brackets each supporting 2 units; 2 on brackets each supporting one unit; 4 on bridges spanning the tracks; 37 on 1-signal supports, and 4 on 2-signal supports. The system contains 9 miles of a.c. track circuits, and 29 miles of d.c. track circuits, the a.c. circuits extending from the end to just beyond the west limit of a track zone at Canpa, and embracing the Hamilton yard. There are 6 highway grade crossings having automatic protection, in the signal territory, one crossing over 3 tracks at mile 9.85 from Toronto, and 5 crossings over double track at miles 12.87, 21.2, 25.38, 38.31 and 34.4 respectively. In all cases, the crossing protection signal circuits were made part of the automatic railway signal circuits.

Each signal unit contains three 8½ in. lenses, arranged in a vertical row, and carefully focussed behind each lens there is an electric bulb with 2 filaments of unequal length. The shorter filament, which is regularly used for illuminating

fact that the stronger filament has

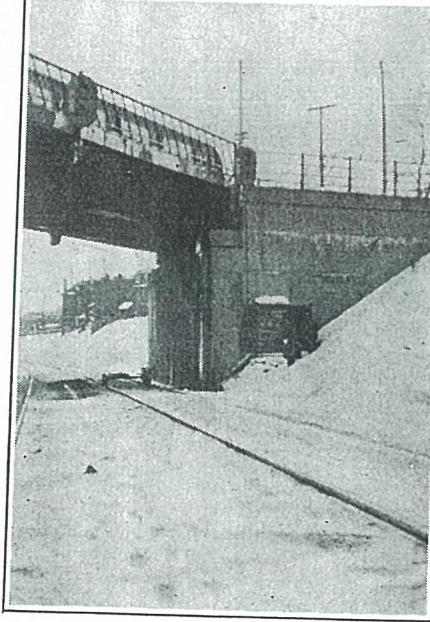
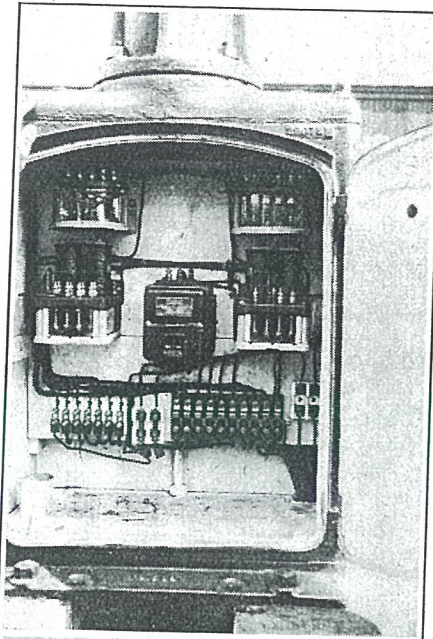


Fig. 1. Upper View, Receptacle for Batteries, Surmounted by Relay Case. Lower View, Signal Mounting on Bridge.

Each unit is equipped with a 10 volt storage battery standby, for use in case the regular current fails, in which case the battery current is cut in automatically through demagnetization of the coil through which the usual current flows. The storage batteries used are Exide type KXH 7, and similar batteries are used for the track circuit. The track batteries have 2 cells connected in series and the signal batteries 5 cells connected in multiple. The storage batteries, while not used for the lighting, are used for signal control, and this ensures that sufficient current demand will be made on them to prevent them from going stale. The "trickle charge" method of keeping the batteries fully charged at all times is used, the charging current being supplied from a 110 volt line through C.G.E. Magnar rectifiers. This 110 volt current is also used for lighting all main line switch stand lamps in the signal territory, these lamps having been equipped with small transformers and light units, located in the portion of the lamp usually occupied by the oil font. Disc type switch indicators are installed at all main line switches.

In operation, all lights are normally out, but light up on the approach of a train. This conserves current. The interpretations to be given the red, yellow and green light indications correspond to those given to a semaphore arm when at the horizontal, 45 degrees from the horizontal, and the vertical positions, respectively. When a train enters a block, the signal it has just passed presents a red indication to a following train, and the next signal in the rear a yellow indication, and the whole system is operated in accordance with the standard rules for automatic block signals for double track operation.

A feature of the system is that, on the 4-track section, a train on either the passenger or freight track lights the signals for both tracks. This arrangement prevents locomotive men from becoming confused, particularly on curves, and, by removing all doubt, ensures that no mistake will be made in accepting a signal not governing movements on the track occupied.

The receptacle for accommodating the storage batteries for the signal lights is shown in part in the upper view in the accompanying fig. 1. This receptacle is in the concrete base on which the relay case, shown with the door open, is supported, and only the upper part of it is shown in the illustration. The re-

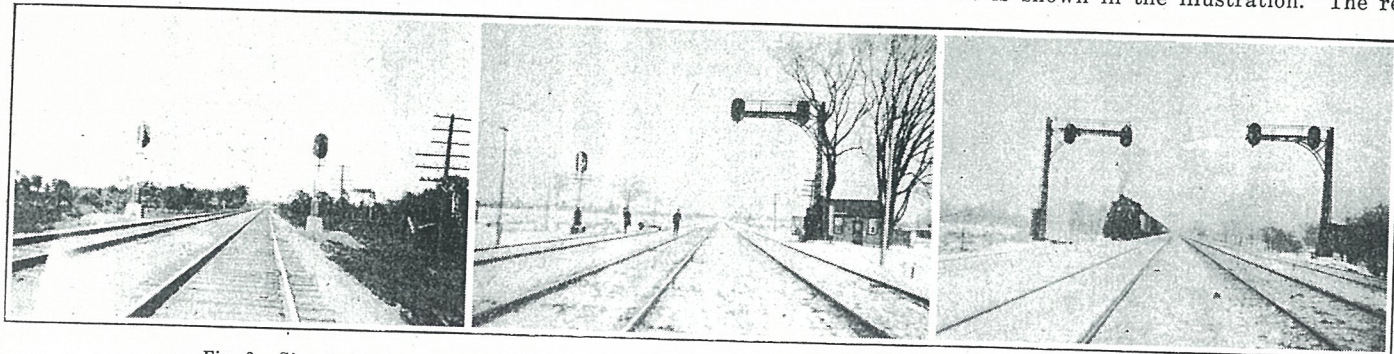


Fig. 2. Signal Arrangement for Double Track (left), Three Track (middle), and Four Track (right) Lines.

the lens, glows with the greater brilliancy and consequently burns out first, the weaker light to perform the

burned out, by the diminished intensity of illumination.

The signal lamps are lit by 10 volt a.c.

ceptacle is formed when the concrete for the base is being poured, by suspending a wooden box and pouring the concrete

Standard's Office, Canadian Ry.

...with pressed brick. The interior will have heat ventilator skylights and an improved overhead travelling

...for repairing, cleaning and washing cars. It is expected that the building will be ready for occupation early in January.

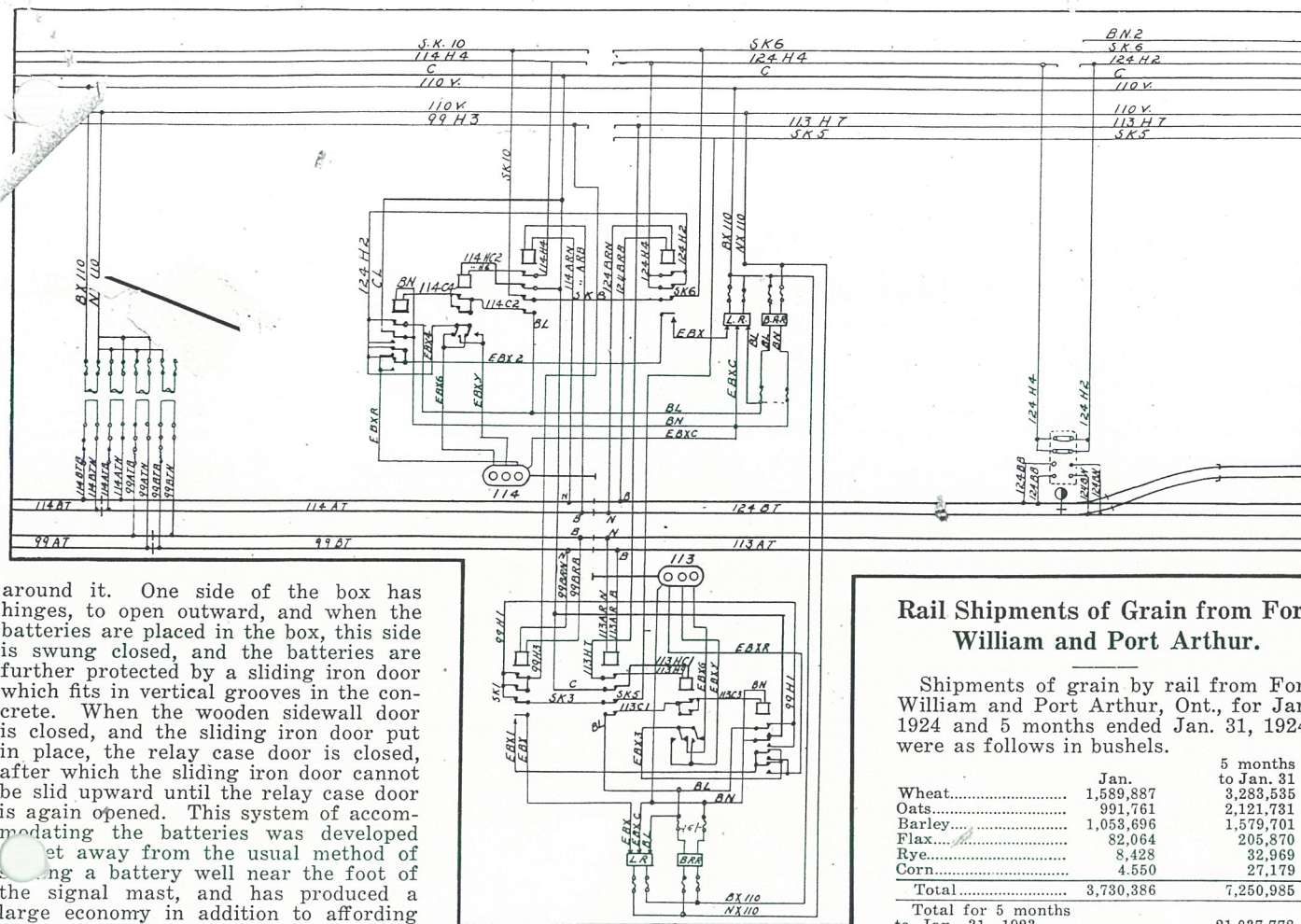


Fig. 3. Typical Wiring Diagram.

Names of apparatus and wires as follows: LR, light relay; TRR, operating battery rectifier; TR, track relay; CR, control relay; BX, pole changing relay; C, common; BL, low voltage positive battery; BN, low voltage negative battery; EBX, low voltage a.c. lighting wire; TB, positive track feed wire; TN, negative track feed wire; RB, positive track relay wire; RN, negative track relay wire; H, control wire; SK, switch indicator wire. A wire carrying positive energy to one or more operated units is in general designated by the name of the principal operated unit controlled by it, followed by a number indicating the number of circuit controlling contacts in the circuit between the wire and the unit. These numbers are even for even numbered signals, and odd for odd numbered signals.

Alberta Coal for Ontario.—Prime Minister Ferguson, in speaking in the Ontario Legislature recently, reviewed the province's fuel situation, and said that he hoped the Canadian National Ry., as a result of negotiations which were going on, would give Ontario the benefit of another cheap freight rate for Alberta coal, so that a supply for the winter of 1924-25 might be brought to Ontario during the summer. The Alberta Government is co-operating with Ontario in the matter, as it desires to increase the production of coal in Alberta, so that more permanent employment for miners may be provided.

Toronto Forwarding Co. Ltd., has been incorporated under the Ontario Companies' Act, with authorised capital of \$40,000 and office in Toronto, to carry on the business of general carrier, railway and forwarding agent, storage and warehouseman, transfer and express agent, and any allied business, with authority to take over the business of J. D. Todd, Toronto. The provisional directors are J. D. Todd, S. A. Todd, and J. L. James, Toronto.

Rail Shipments of Grain from Fort William and Port Arthur.

Shipments of grain by rail from Fort William and Port Arthur, Ont., for Jan. 1924 and 5 months ended Jan. 31, 1924, were as follows in bushels.

	Jan.	5 months to Jan. 31
Wheat.....	1,589,887	3,283,535
Oats.....	991,761	2,121,731
Barley.....	1,053,696	1,579,701
Flax.....	82,064	205,870
Rye.....	8,428	32,969
Corn.....	4,550	27,179
Total.....	3,730,386	7,250,985
Total for 5 months to Jan. 31, 1923.....		21,037,778
Mixed grain, lb.....	1,504,257	7,255,670

Grain Crop Statistical Year.—The Board of Grain Commissioners has decided that for statistical purposes the grain crop year will in future be from Aug. 1 to July 31, instead of from Sept. 1 to Aug. 31 as at present, and that the 1923-24 year will end July 31. The reason given is that, owing to the earlier maturing varieties of wheat now being grown, harvesting is usually general early in August and that the August movement in the country is nearly all new crop. While the August lake shipments will be included in the crop movement of the following year, allowance will be made for all old grain held in the elevators at the head of Lake Superior on Aug. 1, and this will be deducted from the shipments, so that the new grain will be recorded separately. This, it is believed, will be simpler than adding the new wheat delivered to the elevators in August to the September movement. (Press report).

Fanciful Claim against C.P.R.—Vincent Sishlow sued the C.P.R. in the Quebec Superior Court recently to recover \$3,000 under the Workmen's Compensation Act, and common law, in respect of the death of his brother, a section employee, who was killed while at work as a result of an explosion. The action was brought in the interests of two children alleged to be those of the deceased man. Evidence was given showing that one of them was the legitimate offspring of someone else, and Mr. Justice Weir found that there was no evidence to warrant the conclusion that there was any relationship between the other child and the deceased sectionman. The case was dismissed.

Grain Receipts at Fort William, Port Arthur and Vancouver.

Receipts of grain at Fort William and Port Arthur, Ont., and Vancouver, B.C., for Sept. 1, 1923 to Feb. 8, 1924, were as follows in bushels:—

	Fort William and Pt. Arthur.	Vancouver.
Wheat.....	233,577,177	22,285,385
Oats.....	25,289,412	130,313
Barley.....	10,406,369	
Flax.....	3,442,386	
Rye.....	4,193,002	124,655
Total.....	276,908,346	22,540,353
Same period last year	241,603,231	10,987,260
Increase.....	35,305,115	11,553,093

TORONTO DAILY STAR. THURSDAY. SEPT

COLLISION KILLS BRAKEMAN AS CONDUCTOR LEAPS CLEAR

Walter Jowett Crushed to
Death, When Engine
Rams Caboose

IN STATION YARDS

Walter Jowett, 39, of Gowan Ave.,
East York, a C.N.R. brakeman, was



Walter Jowett

killed last night when trapped in a caboose that was crushed by a C.P.R. locomotive at the west end of the Union station. Conductor Clarence Marshall, Hanson Rd., leaped from the caboose in a split-second escape from death. The

caboose was telescoped into the end of a tank car loaded with gasoline by the force of the impact from the heavy transcontinental type engine. Jowett's body was wedged in the wreckage and it was three hours before it was removed by holding the tank car with a crane and backing the engine that wrecked the caboose.

Jowett was trapped just as he about to follow Marshall in a jump to safety. The caboose was on the end of a yard train of about 10 cars waiting on track 11 for a signal to proceed farther west in the yard. The locomotive, preparing to take a fast train west to Winnipeg, also was going west before the

September 28
1939