

B.B. & G.

PART II

PART II



## FEAREFUL ACCIDENT

of the  
**Buffalo and Lake Huron Railway!**

**THE CANAL BRIDGE AT PORT COLBORNE CARRIED AWAY!**

**The Enginemen Save their Lives by Jumping into the Canal.**

One of the most fearful Railway accidents, but luckily unaccompanied by loss of life, took place in Port Colborne this morning. The Buffalo & Lake Huron Railway crosses the Welland Canal at the above place, for which purpose there is a swing bridge. When the 5.30 Freight Train, drawn by two locomotives, came along this morning the bridge was swung, but owing to the intense fog prevailing at the time, the engine driver or conductor did not perceive it, and came ahead with very little diminution of speed, striking the bridge and knocking it into the Canal.

The pilot engine immediately fell over, and now hangs on the abutment between the bridge and the canal, and the other is hanging over the abutment. The engine men saved their lives by jumping off as the engine went over. The damage to the cars we have been unable to ascertain, or where the blame of this most extraordinary accident lies; but trust that careful enquiry will clear up both points. That there is blame resting somewhere, there can be no doubt; and occurring so soon after the Paris accident, it is absolutely necessary that the proper authorities should ascertain at once if the railway directors are capable of managing their road. Of course, this accident puts a stop to navigation until the debris of the bridge is removed. Superintendent Woodruff has gone up to the scene of the accident, and will speedily put things in proper order for the resumption of trade.

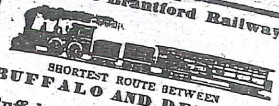
### The Late Railway Accident.

We have a few additional particulars in reference to the accident on the B. & L. H. R. R. yesterday morning. It is likely, however, that the canal will be clear this evening or Monday. The Railway Company is certainly very censurable on one point at all events. It appears that there is no fog signal near the bridge, and that the lights that are there are located very close to it, thus leaving those attending the bridge without any definite means of warning an approaching train should there be any danger. The engine driver of the pilot locomotive yesterday, a person by the name of King we believe; states that he had no idea when the train struck the bridge that they were so near it, the thick fog at the time rendering the lights very deceptive. The Railway Inspector should take the proper method to ascertain if the company has violated the law, and punish them accordingly if they have.

October 25  
1866



**Buffalo & Brantford Railway.**



SHORTEST ROUTE BETWEEN  
**BUFFALO AND DETROIT**  
AT THE  
**Buffalo & Brantford Railway,**  
IN CONNECTION WITH THE  
**Great Western at Paris!!!**

ON and after Tuesday the 4th inst. TWO  
TRAINS will run daily. (Sundays ex-  
cepted) leaving the New Depot on Erie Street  
Buffalo, at 10:10 o'clock A. M., and 3:35 P. M.  
and Paris at 12:20 A. M., and 3:00 P. M., or im-  
mediately on the arrival of the Express Trains  
from Detroit.

A Freight and Accommodation train will leave  
Paris at 9:50 A. M., and Fort Erie at 3:55 P. M.  
Passengers by Accommodation Trains going  
West of Brantford will take the night Express  
to Paris, and the Accommodation Trains going  
leave Brantford for Paris at 8:30 next morning.  
The Company's steamer *International* will  
leave the Michigan Central Dock, Buffalo, with  
Freight and Emigrants, at 4:30 P. M.

N.B. This Route connects with several East-  
ern Lines terminating in Buffalo and the Michi-  
gan Central to Chicago.

Tickets may be procured at the Depot and at  
37 Exchange Street Buffalo, and at the office  
of the Company's Agents, in New York, Albany,  
Detroit, and Chicago.

Baggage checked through.  
Fare from Buffalo to Detroit.....\$5 00  
And to Chicago.....11 00

WILLIAM WALLACE, Supt  
Buffalo, July 1 1854.

July 11  
1854







# Became known as pion

by Sheila McGovern

While a large celebration was held back in July to mark her 100 years, and pay homage to her builder, Sir Casimir Gzowski, Saturday, November 3, the day Enoch Bown drove the first wood-burner engine over the International Bridge, slipped by quietly.

The day didn't go completely unnoticed,

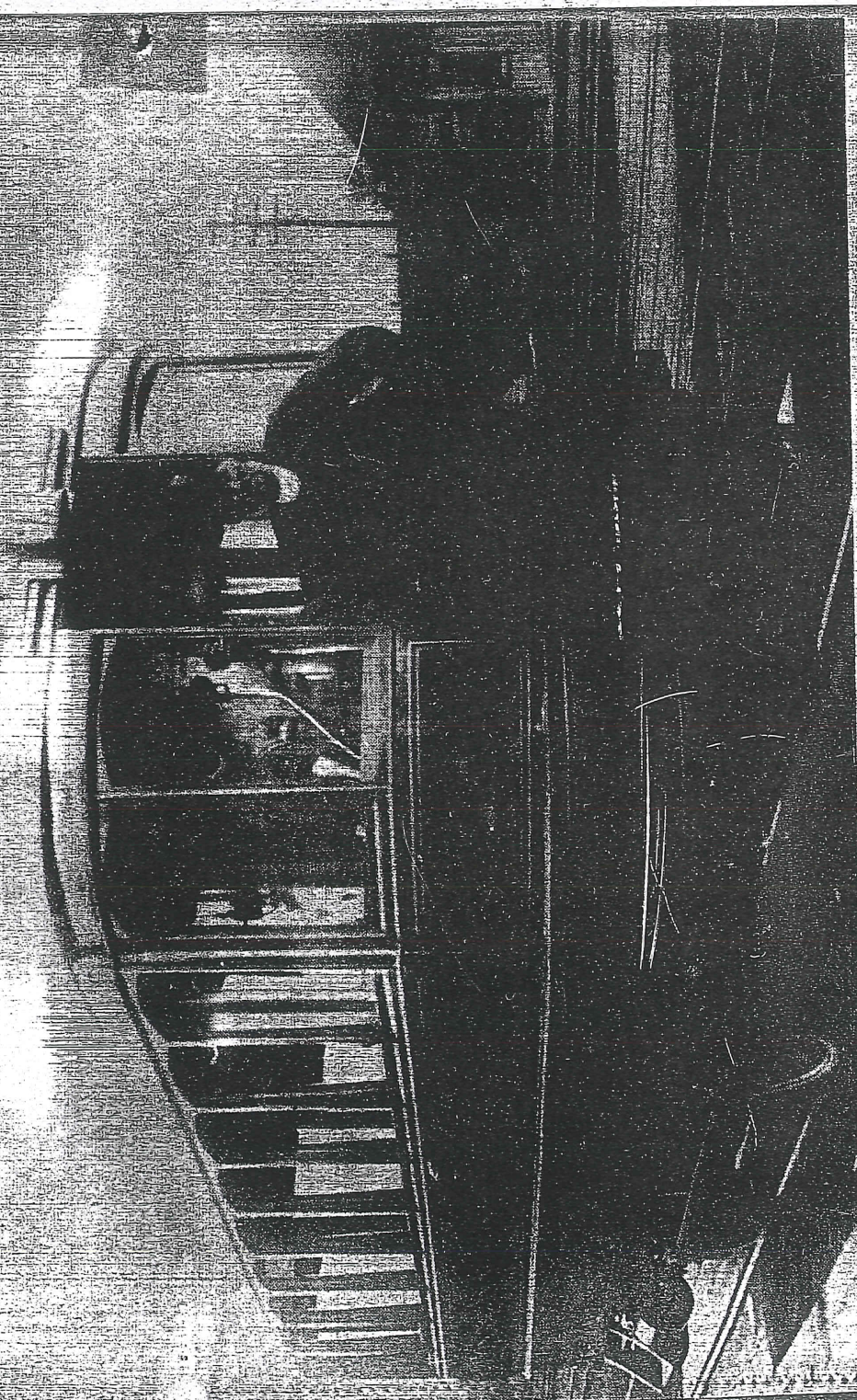
however. Bill Bown, great-grandson of the man once reputed to be the oldest locomotive engineer in the world, when he retired, stopped by for a visit. The young Mr. Bown couldn't remember too much about his great-grandfather, but does have a picture of him taken in 1902 in front of the historic Dummy.

While the history of the bridge is fairly well known, information on the man who piloted

her first Ellen is considerably harder to come by.

A visit with Mrs. Walter Kent, granddaughter of the engineer, and a look through her scrapbook revealed a few things about the man.

Enoch Bown was born in Lancashire, England, on October 24, 1838, and began working on the London and Birmingham (now Northwestern) Railway at the age of 14. At 23



Engineer Enoch Bown and the "Dummy" in 1902







past  
passage  
await  
Errett

about the passenger train. In this connection the Grand Trunk has made an official statement, which is given below. Another interesting phase of the disaster is a declaration that when the mogul engine passed through Princeton on the night in question it was running without head lights. If this be true it will explain some of the mysterious features of the disaster. For instance, if there were no light on the mogul, the passenger crew might easily fail to note its approach; hence brakes were not put on the passenger train nor did the crew jump. The mogul, on the other hand, saw the on-coming passenger and whistled, but too late, while the mogul crew all jumped in time to save themselves. New stories of the catastrophe continue to come in, together with tales of the terrible experiences and the interviews with survivors.

#### Where Blame Rests.

The following statement from Grand Trunk Superintendent Gillen fixes the blame for the wreck.

Engineer Errett had orders to run as extra 29 from Stratford to Paris Junction, keeping clear of all other trains. This order he did not carry out, admitting so at the enquiry, in the words: "I forgot all about the passenger train."

"If he had even obeyed the signal code," says Superintendent Gillen "there would have been no accident. In the 31-1-2 mile run from Stratford to Paris Junction he would not meet more than three trains."

"What about the story that his engine was running without any special order, but under a general rule to keep out of the way of other trains indicated on the timetable?"

"That is not true," said Mr. Gillen. "This man, who was in charge of the big mogul, had an order to run as extra 29 from Stratford to Paris Junction, and keep clear of all other trains, which order he did not live up to."

#### Being Held.

Engineer Errett, it is understood, is being held at Princeton on request of the crown authorities pending the outcome of the inquest. The coroner's jury will be made up of farmers and villagers of Princeton. The inquest will be held in the same hall as that in which the famous Benwell inquest was held.

#### Meecham Still Missing.

Conductor William Meecham, in charge of the light engine at the Richwood wreck, was in London Sunday for some hours. A reporter called at his home, 406 Rectory street and was told that he had not been at his home since Saturday night.

Meecham, it is said, reached London on train No. 7, Sunday morning.

#### Ordered to Stratford.

Superintendent Bowker received word that Meecham was to be ordered to Stratford and he sent a message to the house Sunday night to that effect.

"I do not know whether he has been in the city or not," said Superintendent Bowker.

A brother-in-law of the much wanted man arrested the reporter at the Rectory street house.

"We have heard nothing about him," he said in answer to the ques-

tion. Dr. Dunton was called over some distance telephone at 20 minutes to 10. He hurriedly called Dr. Logie, of Paris, and, having his horse harnessed to his buggy, drove at top speed to the scene of the wreck. When the foaming horse pulled the buggy to the side of the wreck the two doctors leaped to the ground and as fast as possible commenced to work.

#### May Had Close Call.

Already Peter McFarlane, the baggageman, who subsequently died in a farmhouse from his terrible scalding, had been removed from the wreck and was lying by the fence, unconscious—and dying. May, the assistant mail clerk, had fought his way to safety, crawling over the burning wood and through a hole in the car floor to the ground beneath, just in time to save himself from the flames that were already scorching and blistering the paint on the car and were licking up the mail matter, threatening every minute to cut off his retreat and make escape impossible.

#### Body Held Down by Beams.

"When I arrived the train from end to end was one mass of flames," said Dr. Dunton to a reporter Sunday night. Parts of the body of poor Smith, the fireman, were hanging out of the cab, and we could plainly see part of the express messenger, White-law, covered by beams and immovable. The flames were so quickly eating their way along the wood and the heat so intense that rescue was impossible, though several attempts of the most gallant nature were made. Poor fellow, I guess that if he shot himself, as he is supposed to have done, you could hardly blame him; one leg almost burned away when we heard the shot and I suppose he could stand the lingering torture no longer.

#### McFarlane's Awful Suffering.

"I did all in my power for McFarlane, who was being attended to by Dr. Sutherland, of Princeton, but I could see the poor chap was doomed. Scalded from head to foot, with the flesh of his entire body hanging only by shreds, he was a most pitiful object, and his sufferings must have been something awful, though every known medical assistance was given him."

"May, the mail clerk, after reaching the ground in safety, was taken to the farm-house of Richard Wells, and later to his home in Goderich."

#### Body Was Headless.

"As I watched the burning mass, I saw the headless and blackened torso of a man taken from what was left of the mail and smoking car. Who it was I don't know, but I suppose it was the mail clerk, Tye."

Dr. Dunton's supposition that the man was Tye was founded on the fact that it was from beneath the mail car that the body was taken. It proved afterwards to be Crozier, the passenger, who had been wedged and pinned in the front of the smoker, and whose body had been burned to a crisp.

Dr. Dunton left the wreck shortly before 2 o'clock, after doing all in his power to assist the cut and injured passengers and crew.

Three bodies, those of Tye, the mail clerk; Smith, the fireman, and White-

hardly more than in her teens, while the acts of consideration and kindness shown each other after the wreck and their self-sacrifice throughout their entire trying experience brought to the fore the true characteristics of the Canadian women.

#### Principal Gandier a Worker.

Rev. Principal Gandier, of Knox College, Toronto, was one of the passengers of the ill-fated train. He escaped injury and at the head of the male passengers led a gallant attempt to rescue the imprisoned trainmen.

When baggageman Peter McFarlane was pulled from the wreckage by William Scott, a nearby farmer, assisted by the passengers; it was Professor Gandier who stripped off his own coat and laid it tenderly over the battered and bruised form of the baggageman, who died six hours later in the home of Mr. Scott, half a mile from the wreck.

#### Driven Back by Flames.

Chester Powell, Customs Officer McIntosh and a man named Campbell, all of Brantford, made a gallant effort to rescue Crozier, whose legs were pinned, but first Campbell and then the other two were driven back by the overpowering heat and flames.

#### Passengers Lose Belongings.

The passengers of the train, driven by the collision and the flames from the coaches, were forced to abandon their every possession, in order that they might fight their way through the splintered woodwork of the cars and the flames that had commenced to lick up the twisted remnants of the coaches.

The furs of the ladies, the hand bags of the passengers, hats, caps, mufflers, gloves, were all forgotten in the mad rush for safety.

#### Good Farmers Assist.

Farmers hurrying to the scene to aid in the work of rescue rushed the ladies and the children to their own homes, and provided clothing for the male passengers who were endeavoring in a most heroic manner to rescue those still imprisoned in the wreck.

#### A Narrow Escape.

George Foster, son of W. O. Foster, druggist, of St. Thomas, was until a week ago express messenger on the Buffalo and Goderich train wrecked in Saturday night's clash near Paris. Seven days ago his run was changed and John Whitelaw, of Goderich, the man who shot himself when he found death staring him in the face, took his place. Mr. Foster had been on the Tilsonburg-Brantford run the past few days.

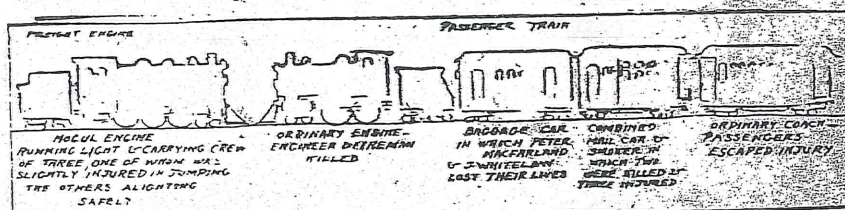
#### A Thorough Probe.

Dr. Staples, coroner of Princeton, announced this morning that he would open an inquest on the bodies of the dead trainmen in the hall at Princeton on Wednesday afternoon next, on the arrival of the accommodation from London, which will hear several of the witnesses.

"The scene of the wreck was just about 200 yards within the Oxford boundary, and, as Dr. Staples is the

Continued on Page 7.

## The Line-up of the Coaches in Railway Wreck



Rough plan of the ill-fated G. T. R. train to Goderich, that was wrecked, causing the death of six persons, showing cars in which victims were killed or injured, and the mogul engine that collided with them.

refused  
11/61  
L. Cunningham

February 7

1911



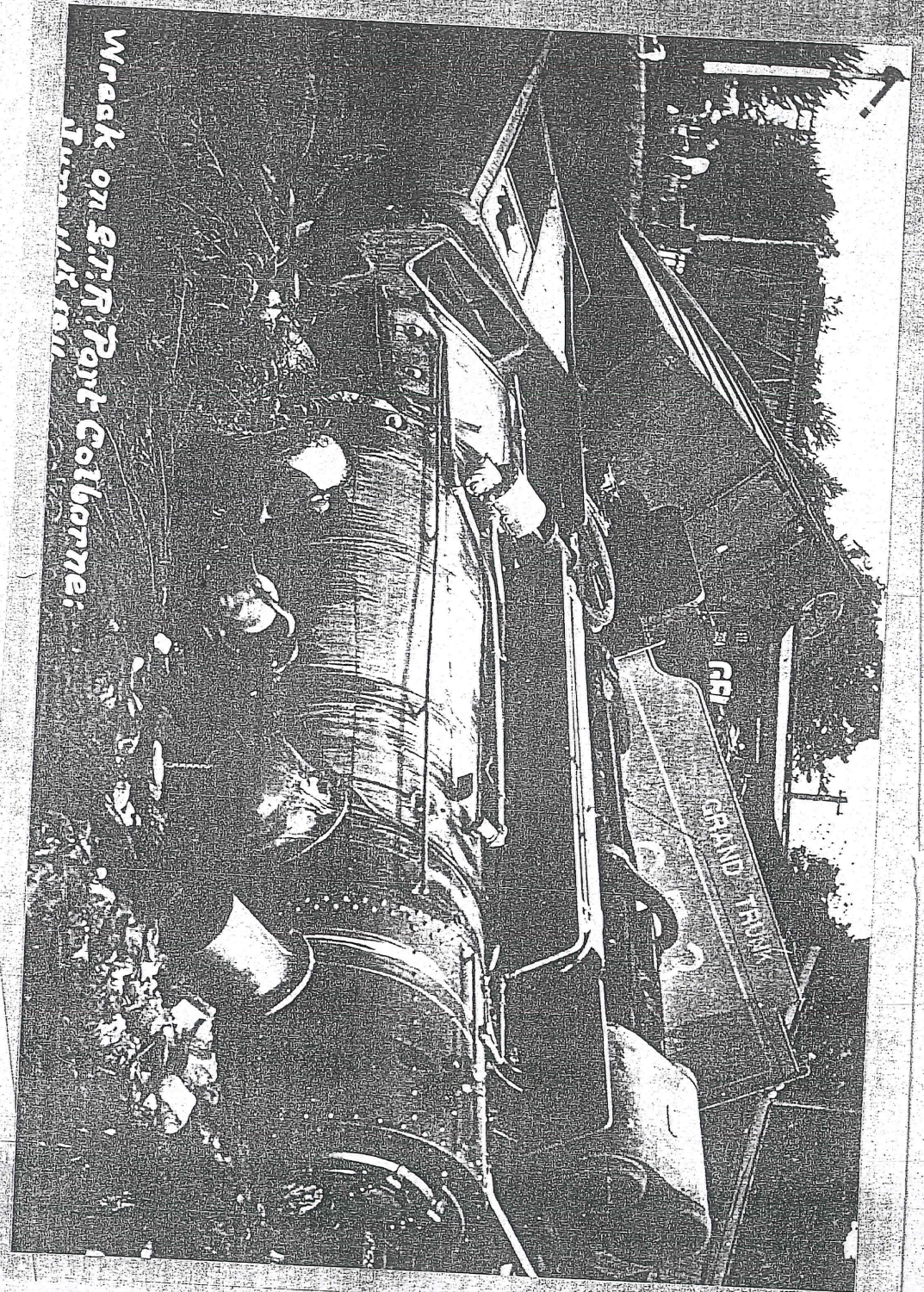
### Buffalo, Brantford, and Goderich Railway.

At a general meeting of the Stockholders of this great undertaking, held at Stratford, on the 19th inst., the leasing of the line was decided by a large majority. Seventeen thousand voted for leasing the railway to the new company, and only four thousand against it; the majority being thirteen thousand.

**WORTHY OF NOTICE THESE HARD TIMES.**—The leading members of the Baptist Church met the other day, and, after holding a consultation for two or three minutes, augmented the stipend of the Rev. T. L. Davidson, M. A., by an addition of one hundred and fifty dollars. They were led to take this step on account of the increase which has taken place in the price of everything during the past two years. It is certainly a token of the high estimation they put upon the valuable services of their esteemed Pastor. They are not forgetful of the talents which he has consecrated to advance their spiritual interests. Let others do likewise.

**RAILWAY ACCIDENT.**—About half past one o'clock, on the 18th inst., a train left Elgin a few minutes behind time. The Great Western Railway accommodation train, coming East, was also some 15 or 20 minutes behind time, and they met the Erie and Ontario train out. About half a mile west of this they came in collision with the Great Western train bound East, and smashed both engines, leaving them and two cars a perfect wreck, besides wounding several persons. No lives lost. Dr. Campbell, of Niagara, examined some of the most seriously wounded, and pronounced no danger.





Wreck on S.T.P. Trail Colborne:  
Dashed with car



# TWENTY-ONE CARS DERAILED

## Accident on C.N.R. Ten Miles West of Port Colborne

PORT COLBORNE, Ont., March 23 — Twenty-one cars were derailed ~~about ten o'clock last night on the~~ Canadian National Railways near Wainfleet, about 10 miles west of Port Colborne. The train, No. 486, was travelling from Sarnia to Fort Erie with 50 cars of manifest freight bound for points in the United States.

The train was travelling at a speed of 30 miles per hour when the accident occurred and was said to be caused from a broken rail.

Twenty-one of the cars, mostly loaded left the rails and were badly spread across the right of way, a large number of the cars were refrigerators and contained meat.

Every available section men in this district together with auxiliary from Hamilton and Fort Erie were rushed to the scene and were still clearing the debris today with the line tied up.

The train was in charge of Conductor Boylan of Sarnia. No one was injured in the wreck. Damage was estimated from fifteen to twenty thousand dollars.

### No One Injured

ST. THOMAS, Ont., March 23. — The St. Thomas division of the Canadian National Railway-Wabash Lines is handling freight trains between Canfield Junction and Fort Erie today for the Fort Erie-Brantford division of the C.N.R. on account of the latter line being blocked by a 21-car freight derailment at Wainfleet. No one was injured in the wreck which occurred at 11 o'clock Sunday night.

MARCH 23  
1936  
St Catharines  
Standard



#### Excursion on the B. & L. H. R.

On Saturday morning last, the anniversary of American Independence, an excursion train was run down to Fort Erie, to allow those of our citizens who might feel so inclined to witness the festivities characteristic of the day. About 150 from Brantford alone availed themselves of the opportunity. The day was remarkably fine, not unpleasantly warm, with a refreshing breeze prevailing. The train as it proceeded eastward, took up passengers at the various stations, and reached Fort Erie at 10.30, where lay the Company's steamer *Troy*, on board of which a great number took passage to Buffalo. The steamer *Clifton*, lately purchased by the company, was specially dispatched to Chippawa for the purpose of enabling excursionists to visit the Falls of Niagara, and the Suspension Bridge.

About three hundred passengers went to Chippawa, in the *Clifton*, all of whom were bent on enjoying the trip to the utmost. The beauty of the scenery on both sides of the Niagara, the inspiring and healthful breezes, the enlivening strains of the Philharmonic Band, and the courteous demeanor of the officers of the boat, all combined to render the passage down and return, one long to be remembered. Capt. Robertson, J. B. Watts, Esq., Assist. Superintendent of the road, and the Conductors, Messrs. House and Coville deserve honorable mention as having exerted themselves conspicuously, to render the excursion agreeable.

At Chippawa, the Erie & Ontario Railway conveyed the passengers to Clifton House Station at the Falls. This road passes along the bank of the river close to the Falls, and nothing can exceed the grandeur of the scene as through the foliage of the trees the mighty cataract burst upon the view. Some hours were spent surveying all the points of attraction at this romantic locality, and at about 5 o'clock the party returned to Chippawa, where the *Clifton* lay awaiting her freight. We must not omit here to mention the politeness of Mr. Redfield, Superintendent of the Erie & Ontario Railway, who did all in his power to render his passengers comfortable. The Erie & Ontario Railway was built by the late Mr. ZIMMERMAN for the purpose of forming a connection between the two Lakes. It is only about 17 miles long, one terminus being at Niagara, the other at Chippawa. During the trip up the river, the passengers enjoyed themselves dancing to the music of the band. The *Clifton* arrived at Buffalo about 7 o'clock, where the party dispersed to the various points of attraction throughout the city. There were plenty of sources of amusement to suit all tastes, not the least conspicuous amongst them being the pyrotechnic display which took place, and attracted an immense crowd.

The festivities of a Fourth of July celebration are reckoned incomplete without a display of fireworks, and the ingenuity of the Pyrotechnist is sorely taxed to find new and novel designs to astonish the admiring crowd. We consider the artist of the Buffalo display an extraordinary fellow. To describe his exhibition requires one skilled in such matters, therefore we won't attempt it. Curtly speaking—it was great. On the whole a very agreeable day was spent, and the greater portion of the excursionists returned by the train at 12 o'clock at night, a number, however, remaining over till Monday.

The smoothness of the track from Brantford to Fort Erie, and the easy running of the cars, was the subject of general remark, and the excursion has produced another effect, it has at least secured a good character amongst those who enjoyed the trip of Saturday for the Buffalo & Lake Huron Railroad.

#### Horticultural Society's Exhibition.

The Spring Show of the above Society was held last Friday in Kerby Hall. The various

July 7  
1857



27 In reference to the late fire in the engine house of the Buffalo and Brantford Railway at Fort Erie, the Buffalo Express says it is informed by the President that the loss has been misstated in all the papers, and that it will not reach beyond \$6,000 or \$8,000. The five locomotives contained in the building were only injured in some comparatively unimportant particulars, by the falling of the roof. The origin of the fire is somewhat mysterious—but after an inquest held before the Magistrate of the place it was decided that the flames were due to design. The interior of the round house is portioned into cells, employed for various purposes—in one of these, used as an oil room, the flames first made their appearance, communicating almost instantly with the roof. The watchman who was in the building says that they suddenly burst out about twelve o'clock on Tuesday morning, and that he had not noticed any unusual indications up to that time. It is probable that the fire was kindled during a brief absence of that officer. The walls of the building are uninjured, and it will take but little time and expense to render it as good as new.

Toronto Globe  
February 7 1855



## Opening of the Southern Section of the Buffalo and Goderich Road.

The directors of the Buffalo, Brantford, and Goderich Railway, started from Fort Erie, on the morning of Wednesday, the 30th November, and with a locomotive engine and passenger car, passed over the road from that place to within two miles of Caledonia, a distance of fifty-five miles. Several miles of the length are completely ballasted, and the whole is in good order. The directors were to meet at Dunnville on the 1st, and arrangements made for running regular trains from Buffalo to Caledonia. The Buffalo and Goderich is undoubtedly the smartest road in the Canada. It was the last to begin, and if the others do not look sharp it will be the first finished.

Niagara Mail

December 14

1853



BUFFALO & LAKE HURON RAILWAY.—The  
work on the western section of this road is  
being pushed forward with energy. Two  
cargoes of rails and a Locomotive are daily  
expected at Goderich.

Brantford

August 14

1857



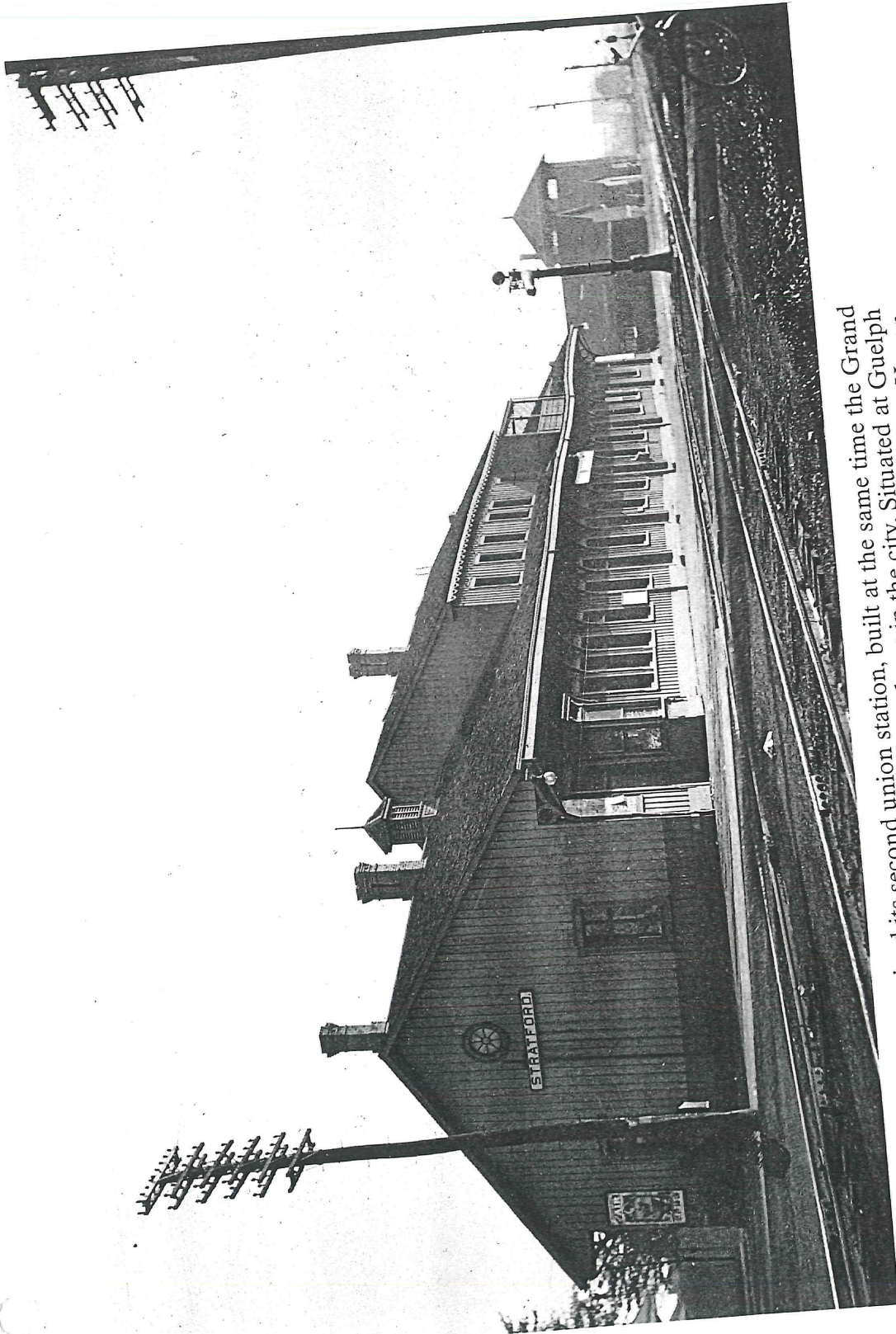
## Opening of the Brantford & Buffalo Railway.

The deed is accomplished—at length the Brantford & Buffalo Railway is a "great fact." Enterprising resolution, and perseverance have effected their grand object, and henceforth the public spirited inhabitants of Brantford, and their energetic copartners in the noble cause of improvement and progress, are left while enjoying the well earned and richly deserved rewards of their patient endeavors and well directed labors, to project new schemes, and bring to maturity old ones, having for their end and aim the aggrandizement and prosperity of their rapidly advancing, and happily located Town. We need hardly repeat we heartily congratulate them on the achievements already effected by them, and as heartily wish them a yet greater measure of success in the future.

On Thursday evening the heart-cheering shout of the Iron Horse was for the first time heard in our streets. Never did visitant receive a more enthusiastic greeting. Of high and low, rich and poor, great and small, male and female, every nook and corner, lane and alley, poured forth its living masses in welcome to the distinguished stranger! Never did conqueror, sage or statesman hold a more brilliant levee. The day, which in the earlier part of it foreboded disappointment for the morrow, began to clear up towards the close, and a sharp frosty night removed all apprehensions. On Friday morning a large party, principally from the Town and neighborhood, at the invitation of the Directors, proceeded with them to Caledonia, to receive in a becoming manner the expected guests from Buffalo, by the up train. The trip proved a very pleasant one. To the unexpected satisfaction of nearly every passenger, the road was wonderfully smooth and even, though a speed of some fifteen miles an hour was attained. The cars are most commodious and comfortable, each of them capable of containing sixty persons without the least inconvenience. At Cayuga, just over three miles from Brantford, a beautiful triumphal arch of evergreens, had been erected for the occasion by the spirited inhabitants who were assembled in large numbers in hail with hearty cheers the passing train. At several other places along the line to Caledonia, great numbers of pleasure and curiosity seekers were present.

Niagara  
Mail  
January 25  
1854





In 1870 Stratford received its second union station, built at the same time the Grand Trunk was erecting major motive power repair shops in the city. Situated at Guelph and Downie streets, the depot served both the GTR and the Buffalo & Lake Huron railways. This view of the station is from the west.

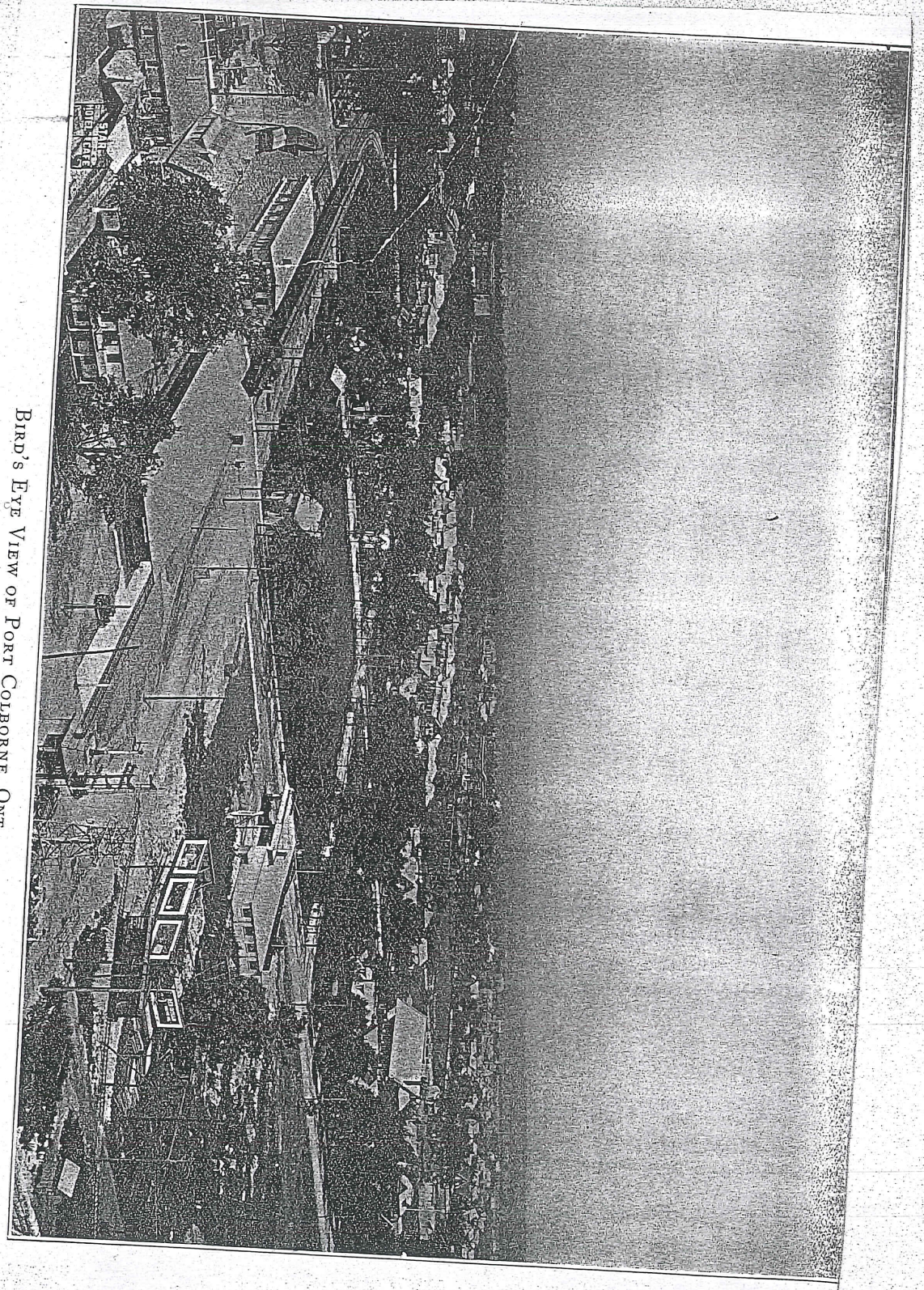


Several of the supply trains were stranded  
— some of them, however, coming up  
in that of Miss Clayton. The time oc-  
cupied in the passage was about an hour  
and a quarter. At a quarter past 12,  
the Buffalo train arrived, and in  
half an hour afterwards we were on  
our way in the train. There were in  
all four locomotives, and eight cars  
crowded with passengers in number be-  
tween five and six hundred. Brant-  
ford was reached about a quarter past  
two. To estimate the number of per-  
sons in attendance awaiting the arrival,  
is more than we can do. There were  
many thousands. Along the track on  
either side, were arrayed the Fire Com-  
panies of the Town, the Old Fellows,  
Sons of Temperance, and other moral  
and philanthropic Societies with the  
Philharmonic and Mount Pleasant Bands,  
which, as the several cars passed on to  
the Depot, struck up U-d gave the  
Queen, Yankee Doodle, and other soul-  
stirring strains. We doubt much whe-  
ther there was ever before exactly such  
a scene enacted in Upper Canada.—  
From nearly every dome, public build-  
ing and dwelling, the Union Jack and  
Stars and Stripes streamed forth in kind  
embrace—the respective national and  
patriotic airs of either country followed  
each other in quick succession, or min-  
gled together harmoniously—cries of  
welcome to the Yankees, and Hurrah  
for the Canadians ascended to the skies  
alike readily. Every one teamed  
with delight and satisfaction—every  
heart beat warmly in reciprocal friend-  
ship and respect, and every tongue  
found utterance in language at once  
kind, manly and sincere. Heaven grant  
that enough may ever happen to inter-  
rupt the hearty good will, or mar the  
amity of that auspicious day. After  
alighting from the cars, the company  
from Buffalo, together with the multi-  
tude in waiting, proceeded to the Round  
House, where as many as could find  
room were addressed, we are informed,  
by Mr. Wedgworth, the President of  
the Company, Mr. Mayor Cook, of  
Buffalo, and other gentlemen of distinc-  
tion. This part of the ceremony we  
had not the pleasure of witnessing, hav-  
ing been called away on pressing busi-  
ness previous to its commencement.—  
**Brantford Examiner.**

Niagara  
Mail

January 25  
1854





BIRD'S EYE VIEW OF PORT COLBORNE, ONT.

Niagara Peninsula  
New Welland Canal

FC 3095

N544 C66

McMaster U.



the Great Western proposed to pass a few miles to the north. The Great Western's defence was that Brantford had been unaccommodating in the matter of perquisites. Even so it was a dubious decision, for the town had considerable traffic to offer: fifteen million feet of lumber and four hundred thousand bushels of grain in an average year.

The Brantford folk moved swiftly to repair the wrong done them. In August 1850 the Province of Canada amended the Joint Stock Companies Act in order to allow it to cover tramways and railways. Whereupon Brantford patriots led by Phillip Van Brocklin subscribed thirty-four thousand dollars and engaged William Wallace, a well known American engineer, to survey a route into the southeast towards Fort Erie. This was a shrewd move, for Buffalo, the principal port of the Great Lakes system since the opening of the Erie Canal, had begun to fear the encroachments of the railways upon its traffic and a line of its own across the Canadian "short cut" constituted a form of insurance. At the outset, therefore, Brantford gained powerful supporters to the south of the boundary.

Wallace chose a route almost directly west from Fort Erie to Dunnville. It then turned northwest to Caledonia, where it picked up the old Six Nations trail along the north bank of the Grand River. The enthusiasm of the districts traversed infected the location engineer; on arrival at Brantford he put in for two hundred thousand dollars in the stock of the company to be, paying a deposit of twelve thousand dollars on it. From then onward the project marched with decision. On February 4th 1851 a Brantford town meeting endorsed the route and the municipality provided an initial subscription of one hundred thousand dollars for stock.

Others were just as eager to co-operate. In meetings held at Buffalo and Fort Erie there were clamours for an extension beyond Brantford to a point of junction with the Great Western, as this would shorten the route from New York City to Detroit by eighty-five miles. Nevertheless, the charter of the Brantford and Buffalo Joint Stock Railroad Company, as obtained on June 4th 1851, adhered to the original objective, a line from Fort Erie to Brantford. Buffalo subscribed seventy thousand dollars to the stock of this company and was allotted two seats on the board; thereafter James Wadsworth, the able mayor of that city, became the moving spirit in the venture.



### The Paris Bridge Again.

Capt. Barlow has addressed the following letter to the *Colonist*, on the subject of the reported dangerous state of the Railway Bridge at Paris. We are aware of a standing rule of the Company, ordering all trains to proceed over bridges at a diminished rate of speed, and have personal experience that the order is strictly observed. We are at a loss, therefore, to imagine how an exception should occur during the days of the Fair, when unusually heavy trains were running to and fro. The public will at least be gratified to know from the Managing Director himself, that there is no cause for apprehension on account of the Paris Bridge:—

BRANTFORD, C. W., 7th October, 1857.

To the Editor of the *Colonist*.

SIR:—My attention has been called to a paragraph in your paper of this date, in which allusion is made to a statement in the *London Daily Free Press*, that "the long ~~wooden bridge~~ *which carries the Great Western of Paris, and which carries the Buffalo and Lake Huron Railway from bank to bank of the river, is said to have exhibited symptoms of sinking*"—that "during the Provincial Fair, heavy laden trains have been urged across at high speeds, and a very general panic pervaded the passengers"—and concluding with a remark that "the Company should see to it, that the bridge is crossed with the utmost care, and the safety of travellers secured."

In reply to this paragraph, I have to inform you, first, that the statement of the bridge having exhibited symptoms of sinking, is totally without foundation—nothing of the sort has occurred.

Secondly, that during the Provincial Exhibition, trains were urged across the bridge at high speeds, is untrue, and no panic among the passengers was exhibited, although some mischievous persons were actively employed on the platform of the Paris station endeavoring to create a panic, with a view to get seats for themselves and their friends in the cars.

Thirdly, that the Directors have anticipated the recommendations expressed in the concluding paragraph of your article, by having had this, and all other structures on the railway carefully examined and repaired since the line of road was transferred to this company, and that all trains pass over this bridge "by order," at a reduced speed, not from any defect in the bridge itself, but as a precautionary measure in case of breakage of an axle, or any other accident which might occur to a train while crossing the bridge.

Having now stated these facts in answer to the statements which you have copied from the *Free Press*, and for publishing which that journal must take the consequences, I will only add, that the superstructure of the Paris bridge is in principle a "Howe's Truss," of the usual proportions for similar spans; that the material of which it is constructed is perfectly sound, and that the same description of bridge is in use throughout this Province, and on all of the railways in the United States; and from the experience of many years, and the principles of construction, there is no reason to doubt its stability.

I am, Sir,

Your obedient servant,

R. H. BARLOW,

Managing Director.

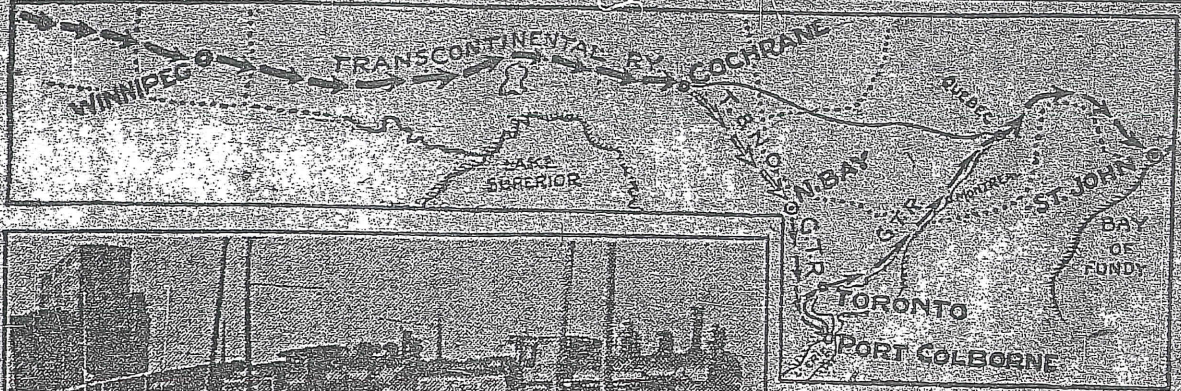
Brantford  
October 16  
1857



# THE TORONTO STAR

TORONTO, FRIDAY, JANUARY 18, 1913

## FIRST TRAIN OVER THE TRANSCONTINENTAL



The above photograph shows the first trainload of wheat to be sent east over the new Transcontinental Railway from Winnipeg to Port Colborne, where it is seen standing beside the plant of the Maple Leaf Milling Company, Limited, to whom the cargo was consigned. The wheat was ground into flour at Port Colborne yesterday, reloaded, and reached Toronto to-day, over the Grand Trunk on its way to St. John, N.B. On January 15th the flour will be started for South Africa in the S.S. Bendu. The journey of the wheat from the fields of Saskatchewan to a far-distant British port will mark a new record in such transportation over an All-British route. It will have required less than two months to collect the wheat at Winnipeg, turn it into flour at Port Colborne, and deliver it for consumption at Cape Town.

## JOHN FLETT MAY SUCCEED RYAN IN IRONWORKERS' UNION

## J. L. BLAKIE WAS WORTH \$214,601

Will of Former President of the  
Consumers Gas Co. Has  
Been Probated

STOCKS AT \$190,435

Will Long and Supplemented by  
Two Codicils—Estate Goes  
to the Family

Letters probate have been granted by Judge Winchester for the will of the late John Lang Blakie, president of the Consumers Gas Company, to George, Francis, and Annie Blakie, sons and widow of the deceased. Mr.

*Toronto Star  
January 3 1913*



# NEWS

has gone to Kin-  
 was in Bridgeburg  
 as in Port Colborne  
 an was in Hamilton  
 chased a fine player  
 Reinhart  
 of Buffalo spent a  
 ra Percy Rice  
 Marshall Winger left  
 ndersley, Sask.  
 License Inspector,  
 on Wednesday.  
 of St. Catharines  
 Mrs. C. Sherka.  
 retz visited her par-  
 N. Y. this week.  
 ell spent a few days  
 Dpndas this week.  
 M. P. P. of Manitou-  
 town on Wednesday.  
 Johnston of Sberkston  
 mer Teal on Wednes-  
 um returned from  
 in Buffalo on Satur-  
 of Welland spent the  
 Mr. and Mrs. Percy  
 ster has purchased Mr.  
 residence on Disher  
 Hickout of Buffalo spent  
 e home of Mrs. John  
 a of Buffalo visited his  
 d Mrs. C. H. Haun over  
 Moss, of Port Colborne,  
 st of Mr. Benj. Hicks,  
 wson attended the Tem-  
 vention held in Toronto  
 ts is installing a bath-  
 G. Athoe's residence at  
 s withdrawn in the Luth-  
 Sunday night owing to  
 orm.  
 Pond was the guest of  
 r Miss Hazel Pound at  
 week.  
 nald moved to Sberkston  
 accepted a position in  
 re.  
 of Lancaster, N. Y. was  
 his daughter Mrs. Daniel  
 week.  
 lmer Gorham, Miss Myrtle  
 on Monday of this week  
 Sask.  
 Mr. and Mrs. Peter Mc-  
 Beach on Wednesday,  
 a son

honey, who will spend a few weeks  
 with Mrs. Stickles.

The committee in charge of the  
 construction of the cemetery fence,  
 met in the Library room on Saturday,  
 March 1. They decided on an iron  
 fence, and the contract is given to  
 Learn Bros. of Sberkston.

The following visitors were in Buf-  
 falo during the week: Mrs. F. E.  
 Beam, Mrs. George Burse, Mrs. Harry  
 Burnett, W. G. Athol, Percy Rice, R.  
 Winger, R. T. Hardison, Hector  
 Altholson, Mr. and Mrs. Walter  
 Brackhill.

The regular monthly meeting of the  
 Women's Institute will be held on  
 Wednesday, March 12, in the Library  
 room. Mrs. Hickok will read a paper  
 on "Social Service." Also a paper by  
 Mrs. Michael Miller, subject, "Care of  
 House Plants," and roll with quota-  
 tions.

Mrs. Elizabeth Eberly of Buffalo,  
 formerly of Bertie, died February 25;  
 wife of the late Joseph Eberley who  
 pre-deceased her about a year ago.  
 She is survived by two sons, George  
 A. and Reuben W., and four daugh-  
 ters, Ella Eberley, Mrs. T. E. Newman,  
 Mrs. J. O. Macbeth, of St. Paul, Minn.,  
 Mrs. A. V. Fluhrer of Red Jacket,  
 Mont. Funeral was held from her late  
 residence, corner Grace and Tona-  
 wanda streets, Saturday afternoon,  
 March 1, at 2 o'clock. Burial at  
 Forest Lawn.

## SHERKSTON NEWS

Miss Mary Zavitz is recovering  
 from the grip.

Mr. and Mrs. Andrew Sider return-  
 ed to Wainfleet.

Charles Lewis of Welland was in  
 Sberkston on Sunday.

Mrs. David Michael is visiting  
 friends in Anderson, Pa.

Mrs. Charles Stark of Buffalo has  
 been visiting relatives here.

Mr. and Mrs. J. C. Hurley who spent  
 several months in Buffalo have re-  
 turned home.

Miss Mina Barnhart of Chippewa  
 visited her mother, Mrs. George Barn-  
 hart on Sunday.

Mrs. Peter Shisler spent the week-  
 end with Mr. and Mrs. Robert Mc-  
 Murray in Ridgeway.

The Tunkards have been holding  
 special meetings in the Menopante  
 Church, Shisler Point.

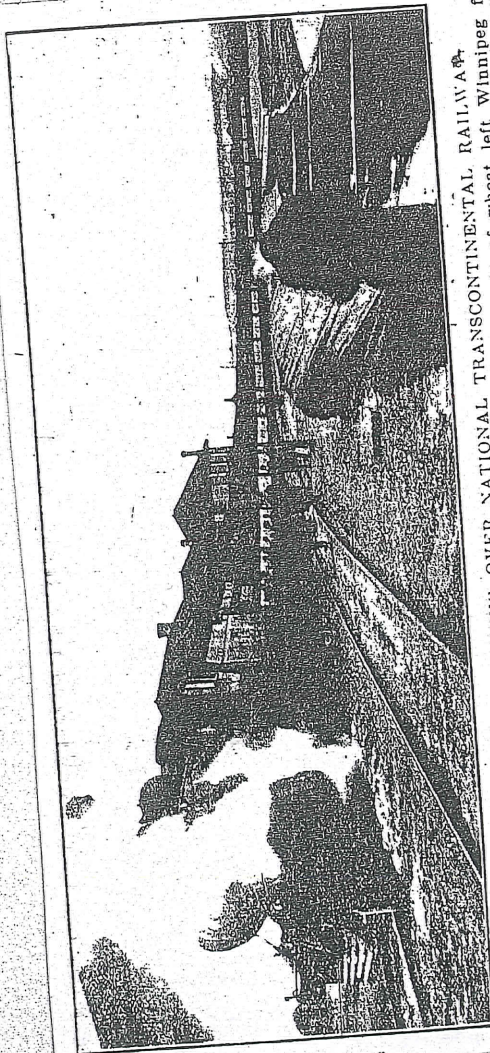
Robert Broomhead of Ripley spent  
 a few days at George Zavitz's before  
 leaving for Saskatchewan.

## Death of Julia Foreman

A sad death occurred Monday when

Fort Erie  
 March 6  
 1913





**FIRST GRAIN TRAIN FROM WINNIPEG OVER NATIONAL TRANSCONTINENTAL RAILWAY**  
An epoch-making event in Canadian transportation occurred when a long train of wheat left Winnipeg for Port Colborne, via Cochrane. It has since been ground into flour at Port Colborne, and shipped to St. John, N.B., en route to South Africa. The picture shows the train passing through Allandale.

Toronto Globe

January 11 1913



# Railmen Forget Sleep As Stratford Digs Out

By T. G. FRAYNE

Stratford, Jan. 21. — When they talk about the weather out in this Western Ontario railroad center, they aren't just making conversation. It's a fact that there's nothing else to talk about.

Stratford is the apex of the most concentrated snowfall most old-timers can remember and it blankets 700 miles of track in all directions out of here. Two hundred soldiers from Stratford, Guelph and Listowel and 400 trainmen, engineers and section men have been operating plows and shovels almost continuously for the last 48 hours.

It is estimated by J. A. Murphy, district superintendent for the C.N.R., that five feet of snow is uniformly spread from Guelph west to Lake Huron and north to Georgian Bay.

"And," mused Mr. Murphy tonight, "it seems like most of it has come down in the last 48 hours."

Freight train service has been curtailed completely. Only passenger trains operate out of Stratford, and every one of them is preceded by a snowplow. This would be excellent except that the snow is so deep and drifting so badly that even the snowplows became snowbound. Four of them were jammed in yesterday.

Mr. Murphy hasn't been home since Tuesday morning and he's had "about four hours sleep, I guess," in that time. It is the same situation with the chief dispatcher, W. Culligan; the divisional master mechanic, E. P. East, and the assistant superintendent, T. J. Wrennick, who is running things at Palmerston, 37 miles north of here.

"We grab an hour or two when we get a chance," smiled Mr. Murphy, "but something always seems to be cropping up."

## Run Short of Tea.

The situation is such that even the Wartime Prices and Trade Board has been consulted. That was Tuesday when the crew in charge of a snowplow ran out of provisions, principally tea. It was necessary to obtain authority from the Prices Board at Kitchener to

## Graft Cripples Duce's Air Force

New York Times Special to The Globe and Mail. Copyright London, Jan. 21.

— Claiming that the decline of the Regia Aeronautica is due to corruption among high officials of the Italian Air Ministry, the BBC today broadcast to the Italian people particulars of personal documents seized from an Italian group captain in the Mediterranean.

Quoting the documents, the BBC said the decline in aircraft production in Italy is largely due to placing totally unnecessary orders solely to line the pockets of the officials who placed them. In July, 1942, Italy had 1,200 serviceable aircraft, out of which only 15 formations of fighters and six of bombers had any specialized training.

The inactivity of the Italian Air Force in Libya recently was not mainly due to sabotage or British air activity. Shortage of suitable gasoline was the principal reason, the broadcast said.

purchase tea from a storekeeper at Lucknow.

Tuesday, for that matter, was a typical day in the lives of the railroaders out this way. A snowplow, powered by two locomotives, left Palmerston that morning, bound for Kincardine on Lake Huron. A mile south of Kincardine it stalled in the deep drifts, stayed there 36 hours, during which one of the locomotives ran out of water and had to dump fire.

"After several efforts to release the plow," related Superintendent Murphy, "we got help from twenty men, including ten school boys, and got her loose Wednesday afternoon."

The dead engine was lighted up at Kincardine and the plow and two engines started back this morning at 8 o'clock. At 3 o'clock this afternoon they had reached Lucknow, having occupied eleven hours to go 16 miles. It was Tuesday night and Wednesday afternoon that we called on the Wartime Prices Board.

It was Tuesday, too, that saw passengers in the stalled Toronto-Goderich passenger train No. 37 grab shovels out of the baggage car and try to dig her out.

A contingent of C.W.A.C. girls at Kitchener volunteered to go out and shovel, but a plow arrived from Kitchener and got the train rolling.

## Errand of Mercy.

Snowplows are even figuring in "mercy flights." A passenger at Brussels tonight advised the railway agent that his wife was seriously ill at London. All train service on that line had been curtailed, but arrangements were made to take him on a snowplow to Listowel, where connection was made with the London train.

Later tonight a doctor at Ethel, on the Kincardine subdivision, was hurried on a snowplow to Listowel, where he performed an operation.

The labor shortage is rearing its ugly head here, too. "Many men qualified to run a plow have enlisted and consequently the men still engaged at that work have been on duty as much as 36 hours in a stretch," explained Mr. Murphy. "Exhaustion is our newest menace."

It has been snowing continuously at Stratford for the last 48 hours. The streets are clear, but they are bordered by drifts from four to six feet deep.

Every one is tickled tonight, though. Tonight there are only snowflurries.

Toronto Globe  
February 22  
1943



THE BRANTFORD AND BUFFALO JOINT STOCK RAILROAD COMPANY  
THE BUFFALO, BRANTFORD AND GODERICH RAILWAY COMPANY  
THE BUFFALO AND LAKE HURON RAILWAY COMPANY

There were few more disappointed people than the inhabitants of a community by-passed by a railway during the boom of the 1850's. Since 1840 the citizens of the thriving settlement of Brantford had boasted of their canal (the sand bars and the snags in the channel of the Grand River had been cleared away to permit shallow-draft vessels to come up from Lake Erie), but such vaunts turned to dust in their mouths when it was learned that

468

Stevens



THE CAR REPAIR AND WOOD WORKING SHOPS.  
AMONG THE PREMISES AND WITH THE WOOD  
WORKERS. A LOT OF WHAT FORCE AMOUNTED  
THEY ARE REQUIRED TO KEEP IN ORDER. LAST  
BAILING STOCKS—THE STABLE FOR THE HORSE  
NEEDS. THE HEIGHT HOUSES. THE  
MILKERS. INTERESTING SCENE FROM THE  
FIFTH

Periodically this interest has been in the habit of presenting itself to the public in a role other than that of builders of cars, and a means of locomotion. To discuss a few plain figures and facts relating to the internal economy and industry of this enterprise will be interesting. We comment on our water

located immediately to the west of the Round House. The engine repair shops of the Company are removed to premises provided for them at Stratford, and the rooms, formerly occupied for these purposes, are now used for the repair of cars. The dimensions of this building, which is of brick, is 250x60, the height thereof being fifty feet. Three tracks run the building's length. The pairing done here is that of first-class and freight cars. A fifty feet projection of the main roof on the southern side covers the iron fitting and tin smith shops. In the blacksmith shop are two forges and two spring furnaces. This building contains an iron drill and axle turner. The repair of cars in this building is not confined simply to repairing the rolling stock of the Grand Trunk. Cars from other roads are brought here for re-construction. At the time of our reporter's visit a car of the National Despatch Line was undergoing repairs. From a survey of these premises we proceed to

This building is a frame one, located on the northern limit of the company's property and immediately to the west of the freight buildings. This shop, which is 150x40, has one track passing through it. In the shop is a morticing machine, a wood shaper, two large planers, a wood moulder and a light and heavy worker. Lateral motion trucks convey the lumber to its place. This building seems admirably adapted and fitted up for the purposes for which it is used. To the west of the building we have just passed through is

a frame building 200x60, having a slate roof. Three tracks pass through this edifice. A large number of cars are constantly being re-built and re-beautified in this building. As the work goes on in this shop a number of small buildings lie adjacent thereto, in which the manufacture of car seats, the painting of the ornamental work of the cars, etc., is carried on. We will not at present go minutely into the process of car construction, but leave the public to call and investigate this matter, when so disposed, for themselves.

next called for our reporter's attention. This building, the past month, has changed its base, and had a material addition made there to. The western extremity of the building has been removed a hundred and fifty feet to the north; the eastern end a hundred and twenty feet. This removal places the freight house clear of the tracks which formerly interrupted the proper reception and removal of freight, and gives the public ample room and accommodation for all freight purposes. The work of removal occupied sixteen days. Mr. D. Kilburn superintended the work. An addition of one hundred feet has been made to this building making its present dimensions two hundred and sixty feet by sixty. Let us now pass to

The present magnificent home of the Company arose from the ruins of its counterpart in the year 1856. It is a tank building surrounded by a lofty and imposing tin-covered dome. The building is one hundred and thirty-eight feet in diameter, and has accommodation for sixteen engines, and is holding 36,000 gallons containing sufficient supply for the fire steels to quench their thirst. A room for the engine-drivers and their aids is built off the eastern side of the building. The number of engine-drivers and firemen who make this their headquarters is forty-eight. The number of mechanics and labourers employed about the premises is thirty-two.

Brantford  
July 28  
1871



## **Freight Trains Hit Head-On**

Port Colborne, Ont., June 12.  
(CP)—Two freight trains of  
the Canadian National Railways  
collided head-on in the Port  
Colborne yards to-day. None was  
injured in the accident. No other  
details were immediately avail-  
able.

*Hamilton Spectator*

*June 12*

*1947*



Oct 5 1908

## CALEDONIA

From Our Own Correspondent.

Caledonia, Sept. 30.—Great preparations are being made by the management of the Caledonia exhibition, which takes place on the 8th and 9th of October. Several new buildings have been erected lately and the grounds have never looked better than this year. The half-mile track has also been looked after and greatly improved since last year, and some fast time is sure to be made this year. The entries so far are far ahead of the same time last year and everything points to the "best that has been."

The large sum of \$2,750 is being hung up for prizes this year.

The new G.T.R. station was opened to the public to-day and a beauty it is, especially the interior, which is quite up-to-date in every way. Both the platforms and the interior are well lighted.

Mr. and Mrs. Wyman, of Chicago, are spending a few weeks here the guests of Mr. and Mrs. Hornbrook, after an extended tour of Europe.

At the last meeting of the town council it was decided to buy six more street lights for distribution in the town, making about 30 lights in all.

The new addition to the Exchange hotel is about completed and adds greatly to the appearance and comfort of this well-known hotel.

F. R. Lalor, the Conservative candidate for Haldimand, was a caller in town yesterday and reports everything in good shape politically throughout the county. The Liberals concede this county to Mr. Lalor, and think it only a matter of majority. A great many think he will double his last majority, which was about 250.

Mrs. Trotter and daughters moved to Toronto the first of the week.

A number from here are attending the fair at Cayuga to-day.

## BINBROOK

From Our Own Correspondent.

Binbrook, Oct. 1.—Mrs. (Rev.) W. W. Prudham spent a couple of days of this week in Waterdown.

Mrs. Hislop has returned from a two weeks' visit with Mrs. (Dr.) Jones, of Hagersville.

Mr. Woodhall, of Hamilton, spent Tuesday with his son, Dr. F. Woodhall, at the Maples.

October  
5  
1908



1857.



**BUFFALO & LAKE HURON RAILWAY,**  
FORMING IN CONNECTION WITH THE  
Great Western Railway and  
Michigan Central Railroad,  
THE MOST DIRECT ROUTE BETWEEN  
Buffalo, Detroit, Chicago, and the  
Western Cities.

**PASSENGER TRAIN TIME TABLE**  
From January, 9th, and until further Notice.

FROM BUFFALO TO PORT COLBORNE, DUNNVILLE,  
CALEDONIA, BRANTFORD AND PARIS STATION OF  
GREAT WESTERN RAILWAY.

DIST- ANCE.	STATIONS.			
		1	2	3
Intermediate.	GOING WEST.	Morning Express.	Day Express.	Accommo- dation.
From Buffalo.				
	Buffalo, Erie St. Dep.	A.M.	A.M.	P.M.
2	Port Erie, Hamilton	7.15	11.15	3.15
8 1/2	Ridgeway	7.15	11.15	3.30
9 1/2	Port Colborne	7.31	12.00	3.56
10 1/2	W. C. Feeder			4.20
11 1/2	Dunnville			4.38
12 1/2	Canfield, for Cayuga	8.23	12.48	4.49
13 1/2	Cook's Station	8.38	1.08	5.11
14 1/2	Caledonia			5.34
15 1/2	Middleport	9.25	1.38	5.46
16 1/2	Onondaga			6.03
17 1/2	Cainsville			6.18
18 1/2	Brantford			6.32
19 1/2	Paris	10.08	2.17	6.54
20 1/2	Drumbo	10.30	2.30	7.13
21 1/2	Plattsville	10.50		7.30
22 1/2	Inkermann	11.12		7.52
23 1/2	Stratford	11.28		8.08
24 1/2		12.00		8.40
25 1/2		12.25		9.05

FROM PARIS TO BRANTFORD, CALEDONIA, DUNNVILLE,  
PORT COLBORNE AND BUFFALO.

DIST- ANCE.	STATIONS.			
		1	2	3
Intermediate.	GOING EAST.	Morning Express.	Accommo- dation.	Day Express.
From Stratford.				
	Stratford, Hamilton	A.M.	A.M.	P.M.
8 1/2	Inkermann	8.00	3.56	
9 1/2	Plattsville	8.25	4.20	
10 1/2	Drumbo	8.57	4.52	
11 1/2	Paris	7.18	5.08	
12 1/2	Brantford	7.38	5.30	
13 1/2	Cainsville	1.45	8.00	6.50
14 1/2	Onondaga	2.01	8.25	6.12
15 1/2	Middleport		8.45	
16 1/2	Caledonia		8.52	
17 1/2	Cook's Station	3.40	9.29	6.50
18 1/2	Canfield, for Cayuga	2.55	9.47	
19 1/2	Dunnville	3.23	10.27	7.19
20 1/2	W. C. Feeder		10.41	7.49
21 1/2	Port Colborne		11.02	
22 1/2	Ridgeway	4.08	11.18	8.28
23 1/2	Fort Erie		11.39	
24 1/2	Buffalo, Erie St. Arr.	4.45	12.00	9.12
25 1/2		5.15	12.30	9.40

PARCELS left at any of the Ticket Offices will be  
delivered at any of the Stations by Parcel.

Hamilton  
Spectator

January 22  
1857



#### THE INTERCOLONIAL GAUGE.

We learn from the Grand Trunk organs that on Sunday last the gauge on the Grand Trunk from Sarnia to Fort Erie was changed from five feet six inches to four feet eight and a half inches. This places the road in working connection with the regular American gauge, so that now trains can run direct from Sarnia to New York. At Stratford the gauge divides—all east of it to Montreal being of the old width. In order to avoid transshipment of freight from one car to another, at this point where the gauges intersect, machinery has been provided at Stratford whereby the through cars are lifted bodily from the narrow gauge trucks and transferred to broad gauge trucks, and *vice versa*, so that the break in the gauge at that point will be attended with as little delay and inconvenience to passengers as is possible. By next June it is expected that the gauge will be narrowed as far as Belleville, and after that it may be assumed that the Company will as rapidly as possible, spread the improvement to the rest of their line.

While we congratulate the Grand Trunk on this improvement, we may ask what is the Intercolonial to do in the face of it? For some time the Opposition in Parliament have been urging the Government to construct the Intercolonial on the American gauge, so that no more of the people's money need be wasted on that road, in order to give it the regular gauge. Even Mr. McDougall was independent enough to fight hard for this, and did his best to show the Government its folly in constructing a large line of road and building rolling stock on a gauge that must soon be done away with. But the Government, for reasons best known to itself, resisted the appeals of both opponents and friends on this matter. Even though the whole work had to be done over again within a year, it was resolved that the old style should be maintained in order, as it was urged, that the Intercolonial and the Grand Trunk should have the same gauge. Every one but the Government could see that the Grand Trunk would soon be compelled to narrow its gauge, but the Government refused to see anything of the sort. The result apparent is that about the time the Intercolonial is completed on the five feet six gauge, the Grand Trunk gauge will have been changed to four feet eight and a half, and then the Intercolonial, rebuilt, will have to be rebuilt in order to meet the changed circumstances. The mere alteration in the rails would in itself be a trifle, but as the Government have been making and purchasing rolling stock for the old gauge, it will have to be re-made in order to fit the new gauge; and this will require a very heavy outlay of money. Rather than take the advice of men who knew better than he did what the requirements of the country demanded, Sir John thought proper to take a course which will make the construction of the Intercolonial from first to last a piece of uncalled-for extravagance. It was bad enough to choose the most costly and worst paying route in the first place; it consistently carries out the folly of the Ministers that, to wind up with, the whole line must be rebuilt and the rolling stock renewed almost before the road gets into operation.

Hamilton Times

November 21

1872



looked to me as if I had only a few seconds in which to extricate myself. The fire, I believe started from the lights, which are fed from a gas tank. It was instantaneous." Mr. Henderson further said he could not understand how such a wreck could happen on a straight line. The crew could not have seen the approaching engine as no brakes were put on. When he got out the passenger coach was deserted. Conductor Aulsebrook was in the rear of his train, crying like a child over Engineer Turner. He could not understand things. It was the first accident he had ever been in. The coaches never left the rails, if they had the death list would have been a frightful one. Mr. Henderson said he had been unable to sleep a wink since the occurrence, and appeared very nervous contrary to his usual demeanor, when seen this morning at his home.

#### Mayor Rastall's View

Mayor Rastall arrived at the scene of the wreck shortly after 9 o'clock Sunday morning. At that hour there didn't appear to be anything left but old iron. In company with a boy he looked around the mail car, where it was burnt and found a lot of mail bag buttons. The boy picked up what he thought was a copper. On looking at it Mr. Rastall recognized it as a Royal Arch souvenir, which Billy Tye had frequently shown him. It was picked up where he died, and was half scorched off but part of the God-erich inscription was still legible. The boy did not want to give up his find, but was prevailed upon to do so, when he was told that it was to be sent back to Tye's relatives. When speaking to a railway official yesterday he had been informed that the engineer thinking he had had 15 minutes to spare had endeavored to make Paris before the passenger train left. When informed that the charred remains of William Tye had been found at 6 o'clock last night Mayor Rastall declared that he did not see how it was possible. He was there when the body of the fireman, J. D. Smith had been picked up in separate pieces and put in a box, and he found one of the portions himself near the engine.

#### Officials Here.

Supt. W. E. Gillen stopped in the city last evening on his return from the wreck and left for Toronto, Trainmaster Forrester leaving for west. The officials were greatly down-cast at the terrible affair, but would say nothing. Trainmaster Forrester worked heroically all night and all day Sunday to effect relief and recover the bodies of all the victims. The auxiliary crew left Paris hourly and by night the track was clear. The trains are running to-day as usual. A large number of Paris people visited the scene of the disaster yesterday, but little remained to be seen.

#### Well Known Here.

A couple of the victims are well known here, especially Engineer Turner and Mail Clerk Tye, the latter having seen nearly forty years' service and being about to retire on a pension. Mr. F. H. Walsh, who is an old railroad man, chatted with Engineer Turner Saturday morning, stating he had a notion to go to Stratford with him that night for a Brotherhood meeting. Turner cordially invited Mr. Walsh to come along. Mr. W. A. Robinson, Canadian Express Agent at Hamilton, declared that Johnny Whitelaw was one of the most popular men in the company's service.

#### Has Had Escapes.

In connection with the fortunate escape of Mr. Henderson, who, with Mr. McIntosh, were the last to be driven away by the flames from the rescue of R. M. Crozier, Mr. Henderson seems to have had his share of narrow escapes. While returning from New York once, Mr. Henderson deferred his departure for a few hours and surrendered his berth ticket to another man. That man was killed in the very berth that night which Mr. Henderson had forfeited. It was only recently that Mr. Henderson visited Buffalo, and, having been asleep in the upper flat of the big Statler House, smelt smoke. He rang the telephone, and after some time the girl downstairs informed him that the house was on fire. She had just returned to the telephone booth, having been driven away by the smoke for a half hour. When Mr. Henderson looked away down to the street out of his window he saw a thousand people and a couple of fire engines. "It's time for me to get out of here," he remarked, and did so quickly. The fire, however, was kept to where it originated,



W. T. HENDERSON.

One of the rantfordites, who was injured in the Grand Trunk wreck on Saturday.

the building being pretty nearly fire proof.

#### The Inquest.

WOODSTOCK, Ont., Feb. 6. — Dr. Staples, coroner of Princeton, announced this morning that he would open an inquest on the bodies of the trainmen killed in Saturday evening's wreck on the Grand Trunk, in Princeton on Wednesday afternoon.

The scene of the wreck was just about 200 yards within the Oxford boundary and as Dr. Staples is the coroner for that section he took the charge of matters.

"At present," said Dr. Staples "it looks as though the crew of the light engine had run past their orders, but the truth of this can only be ascertained when the surviving trainmen and other witnesses are put on their oath. As practically all of the casualties occurred among the crew of the passenger train, which was despatched from Paris in regular order, it looks as if explanations would have to come from the crew of the light engine and the Stratford end of the dispatching line.

#### Whereabouts Unknown.

SARNIA, Ont., Feb. 6.—Engineer Robert Earith, Fireman Herbert Locke and Conductor Meecham, who were on the mogul engine which is blamed for the Grand Trunk wreck near Paris on Saturday evening, was made of a train crew from Sarnia, and are reported to have escaped injury by jumping after blowing a whistle in warning. Their friends in Sarnia have received no word as to their present whereabouts. The engine was running from Stratford to Fort Erie and was ordered to make way for all regular trains, which it failed to do.

Brantford

February 6 1911



... would eventually clog the passage of the ... would reduce the conduc- ... tube in the same manner ... scale reduces the boiler ... difficulty of clogged pipes ... come in the same way as ... in marine practice. ... small opening in the brick- ... small shovel filled with ... The draft is strong ... up the particles of sand ... through the tubes, the ... of the sand cutting away ... carbon, thoroughly cleaning ... all the tubes. This clean- ... about twice a day, and is be- ... to keep the tubes in

... of oil is always regul- ... burning plants by the color ... escaping up the stack. This ... of accomplishment under ... in a car of this type, ... outside the car to make ... an ingenious provision has ... that no difficulty will be ... making this inspection of ... A small window, ... observed beside the stack ... combination with a couple ... conveniently located inside ... room, makes an observation ... gases at all times pos- ... engineer.

... together with the other two ... mentioned, are housed in

of the objectionable features of coal-burning are done away with.

The writer is indebted to the G.T.R. Motive Power Department for the details of construction and the features of operation.

## Lubrication of Superheated Steam Locomotives.

At the annual meeting of the Traveling Engineers' Association in Chicago recently, the committee on "Lubrication of Locomotives using Superheated Steam," of which M. H. Haig was Chairman, presented a report containing the results of observations on 14 of the 30 roads having locomotives equipped with superheaters, which is abstracted as follows:—

The effect of superheat on lubrication, depends upon the temperature of the superheated steam. Smoke-box superheaters give the lowest degree of superheat, none of those reported exceeding 490 degrees F.; this was obtained with a drum type in service on the Santa Fe. The Baldwin superheater has a temperature of 430 degrees F. for the highest. At the temperatures obtained with smoke-box superheaters, little trouble has been experienced from the use of the same methods of lubrication employed on saturated steam locomotives, and

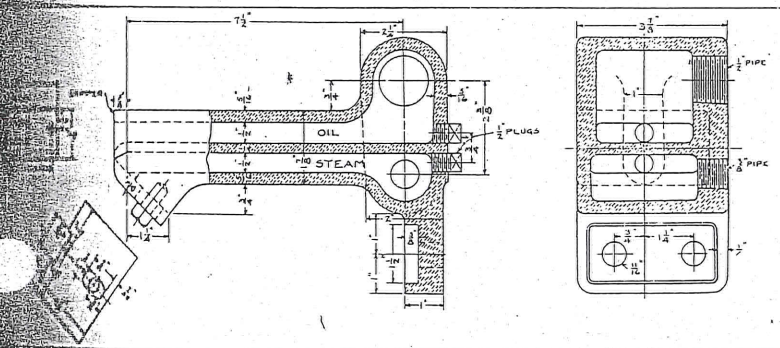


Fig. 4. Design of Nozzle for Injecting Oil into the Firebox.

... to the roundhouse at ... Each stall has a pit its full ... the cars. These pits each ... and oil connections. The ... through a 1 1/2-in. hose ... section under 5 lbs. of air ... three 7-ft. diam. and 7-ft. ... in an underground ... long, 10 ft. wide and 10 ... of concrete. This cham- ... holes in its roof. The ... to operate independent- ... may be filling by gravity ... alongside, while the third ... to fill the car tank. Be- ... connections in the building, ... attachments to an out-

... been made to determine ... velocity attainable with this ... 10 miles an hour can be ... for considerable periods. ... run between Black Rock ... station in the scheduled ... hour, which included 10 ... the average speed of 20 ... The car comes up to ... rapidly than would a full

... supposed, from a fuel ... car is more expensive to ... its coal-firing twin, for the ... as compared to coal. ... a fireman can be dispensed ... the net cost of operation ... rather. Not only that, but ... more popular from the ... the car is cleaner, and many

practically no changes have been made. Oil is being delivered to the centre of the steam-chest for slide valves and inside-admission piston valves; while for outside-admission piston valves, the oil is introduced into the ends of the valve chamber. In some cases, the cylinders have been tapped to receive direct lubrication at a point in the middle of the bore, and near the top. Experience with this method leads to the belief that equally good results can be obtained by the usual methods of feeding the oil to the steam-chest.

All roads reporting have found it unnecessary to change the quality of the oil with low-degree superheat; and the increased quantity consumed is but slight. Oil with a flash point of about 520 degrees F. is the kind used. Mileage reports per pint vary widely, depending upon locomotive size; the figures range from 35 to 75.

Little data were received relative to the wear of valve and cylinder packing with a low degree of superheat although in some cases, the wear appears to be a little more rapid. No case is cited of any change of material being made, nor was the rod packing changed.

Eight railways reported the use of smoke-tube superheaters. The superheat obtained varies from 100 to 200 degrees with corresponding steam temperatures of from 490 to 530 degrees F.

Differences in boiler pressure were found to have no influence in the proper lubrication of valves and cylinders of locomotives using superheated steam.

Oil car



duction of a body of armed foreigners into the Province, no opposition to them would have been thought of. The rioters, naturally came to the opinion that the force brought over from Buffalo, was itself an illegal force, and that they would be safe from punishment by our laws if they shot them all.

It was reported in the Buffalo papers, that the Buffalo gang had been deputized by the Sheriff of these Counties. Nothing is more untrue. L. W. Mercer, Esq., the Deputy Sheriff, who acted in the matter never received a syllable of information from the Fort Erie Magistrates, until Monday noon, the 22d, although the road was stopped up on Wednesday, and the fight at the Ridgway took place on the Saturday previous. Mr. Mercer when he got the information lost not an instant's time in obeying the requisition, and started with a military force the same afternoon. Without using a harsh word, he succeeded in pacifying the labourers, who on receiving fresh assurances from the President of the road, unplugged the switches and opened the communication across the bridge at Fort Colborne.

Had the Fort Erie Magistrates done their duty, by applying for assistance where alone they had a right to look for it, there would not have been a blow struck along the line. The workmen are said to be respectable of their class, peaceable and well disposed; but the report that a band of half-drunken blackguards were coming from Buffalo to put them down, and boasting of what hunting exploits they would perform in Canada, irritated the labourers to resistance, and the more so, because they felt in a manner justified in opposing such an unlawful force.

What shall be said of the conduct of these Fort Erie Magistrates who sanctioned the offence of introducing a force of armed mercenaries into this Province to act against the

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rail



Fort Erie  
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being seriously injured. The Boy Scouts were on hand and carried the injured man to the McLeod House, where he was put to bed. The train crews were cared for and received medical attendance at the Queen's Hotel.

A large brass valve was hurled through the wall of the McLeod House, landing in the back stairway, down which Mrs. Percy A. Rice had come a few seconds before. Another large piece of iron went in the air and crashed through the roof of Dish-er's store. Windows in the McLeod House, R. T. Hardison's grocery, and W. A. Winger's block, were broken by flying pieces of coal.

The force of the impact threw the cattlemen from their seats, and all received lacerations and severe bumps. Some of the injured received broken bones. The crew of the cattle car also was injured but not seriously.

The injured cattlemen are as follows: E. W. Wiley, Dodax, Mich.; J. W. Young, Dodax, Mich.; O. F. Gilbert, Harbor Beach, Mich.; Peter Monroe, Plains, Mich.; S. W. Soule, Apple Beach, Mich.; W. H. Harwood, Harbor Beach, Mich.; William McMann, Harbor Beach, Mich.; C. Monroe, Harbor Beach, Mich.; Charles Kermerger, Sandusky, Mich.; L. H. McCardle, Jeddo, Mich.; and C. Coats, Farmwell, Mich.

Drs. George D. Snyder and A. A. Thompson of Ridgeway attended the injured men that night, and the next morning the victims of the accident were removed to Welland for further treatment.

The cattle train was bound from points in Michigan to Buffalo. At the time of the collision it was going at the rate of fifteen miles an hour. The momentum of the long train, however, caused a fearful impact. The collision occurred at the depot and directly opposite the McLeod House.

Traffic was blocked for several hours, and until Tuesday noon all trains went over the siding instead of the main line.

Railroad men from Bridgeburg and Port Hope were on hand. It was one of the most spectacular railroad wrecks that ever occurred. One of the lighter engines piled right on top of the large one, while it turned turtle and its steam dome dug a hole in the ground "big enough to put two wheel barrows in it," as one resident put it. It is miraculous that not a man was killed, though a number suffered severe bruises, and several had bones broken.



(From the Buffalo Express.)

This affair has two aspects, somewhat differing, according as the point of view be from the American or the Canadian side of the Niagara. We have had the privilege of contemplating it from the latter, and will state with brevity and candor, the facts as they were given to us by respectable Canadians, who had every opportunity to witness the occurrences, and to form dispassionate judgments thereupon.

It appears that the whole of the proceedings of the armed party from this side, gave it more the semblance of an illegal and riotous assemblage, than of a posse of officials charged with the enforcement of the law. The fifty Buffalo men who were taken into the service, were not sworn in on the other side, and therefore, though accompanied, and even, perhaps, directed by magistrates, did not constitute such a force as, by the express terms of statutory provisions in Canada, can be called in to the assistance of the officers of justice. Wanting the necessary forms to legalize their acts, they formed simply an armed mob. Again, before proceeding to an armed attack upon a riotous assemblage, the magistrates are said to be required by Canadian Law, to read the Riot Act. This was omitted in the instance under consideration. The whole case then, on these facts, assumes the aspect of an armed assault, without the sanction of legal formality, save the mere presence of magistrates. Their presence cannot legalize informality, or the departure from prescribed rules of action. These facts, if true, place the transactions

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FIGHT BETWEEN THE LABORERS AND THE OREGON  
SINO PARTIES.—ONE MAN KILLED AND  
SEVERAL WOUNDED.

From the Buffalo Express of Monday.

Our readers are aware that a difficulty has existed along the line of the Alaska road, for some time, caused by the inability of the Company to pay off the laborers, just at the time when such payment was demanded. This difficulty has increased, until it has finally ended in blood!

The facts which are about to appear, we have from the Hon. James Wadsworth, President, and John Oldfield, Esq., Vice President of the Road. They assure us that all means in their power have been tried for the sake of cancelling this indebtedness, but owing to the peculiar state of the money market, they have not been able to negotiate successfully. They have, however, largely reduced the amount, and had hopes of settling the whole at a near period.

The Company were notified on Monday last, that the laborers would wait no longer, but must be paid on that day. The issue proves, however, that they went upon the Banking principle that allows three days grace. On Thursday, the money was raised, and ready for the laborers, but as they spiked down the switches at Ridgeway, 10 miles from this city, and at Cayuga, the first station, we believe, below Brantford, the same night, word was sent that the money would not be forthcoming until the line was re-opened—which they refused to do.

On Thursday night, Mr. Wadsworth received a telegram, saying that the men were collecting along the line, for what purpose could not be ascertained. It was, nevertheless, presumed that their intentions were hostile. On Friday a second dispatch was received from Brantford, saying that a force would leave that place on Saturday, to open the road at Cayuga, and requesting that a force would start from this city to effect a similar object at Ridgeway. Accordingly, Mr. Wadsworth, and about 46 special deputies from this city—who were sworn to act under the direction of Canadian Magistrates at Fort Erie—Messrs. Harrison, Stanton and Doughass—proceeded towards Ridgeway, leaving this city at 11 in the forenoon. Arriving at Fort Erie, they found some of the disaffected there, who received them with taunts and threats, saying that they would "come back with bullets in their bread-baskets"—that they had "better take along a doctor," etc. They also learned that they had stationed spies along the line, and that, as soon as they arrived at Fort Erie, a messenger of the "strikers" proceeded to Ridgeway on horseback, to warn them of the approximation of the "Railroad party."

The party soon proceeded to Ridgeway, where they were met by a squad of about 60 laborers, armed with guns, pistols, clubs, shovels, etc. Previous to their arrival the three magistrates before alluded to had gone up to Ridgeway, and endeavored to persuade them to listen to reason. A Catholic Priest from Niagara, had also done the same; but the fellows were inexorable, and declared their purpose to stand their ground. As soon as the train reached Ridgeway, Mr. Wadsworth addressed the crowd—told them that he had come up to open the Road and wished to do so peaceably—and said that he would hold himself responsible for the payment of the amount in arrears. They replied that the Road should not be opened—and that if the attempt was made blood would be spilt. The excitement ran high—and when the attempt was made to remove the spike, one of them struck one of the party from this city, with a club or shovel. Then the affray commenced; from 6 to 9 pistols and gun shots were fired by the laborers—the other party being commanded not to fire—although partially armed—divers weapons as well as fists were freely employed; and several from each party were considerably damaged. Finally, the fight having lasted about five minutes, an individual from this city, named Simon Weimpe—employed last season as a runner for the (Slave) and stockmen—and a member of Washington

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CANADIAN  
NATIONAL  
RAILWAYS  
AND THE  
GRAND  
TRUNK IN



NOVAR.

APRIL 9, 1907.