

PORT HOPE

JANUARY 22, 19~~1~~3.

1903



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(Special Despatch to The Globe.)

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#### Orders Not Carried Out.

According to the best information available to-night the engines, both Moguls, and pulling very heavy freight cars, were going at a good rate of speed, when rounding the curve at Port Briton. The orders were, it is said, to let the westbound freight train through Port Hope to pass the eastbound train at Newtonville. The operator at Newtonville, who also performs the duties of a switchman, is said to have failed to turn the semaphore, and as a result the collision occurred. Fireman Matthews and Brakeman Everist of the eastbound train are believed to have been killed instantly or burned to death, in the fire which followed the coming together of the two trains. The fire at times

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#### Conductor Injured.

The conductor of the westbound freight, whose name could not be ascertained, was slightly injured. He sustained some painful wounds about the face and hands. He walked from the scene of the collision to the station here, where he was attended by a local physician.

#### The Track Blocked.

The auxiliary came from Belleville after a train load of men had gone to the scene of the wreck from nearby points. It will be some time before the wreckage is cleared away and traffic on the main line at this point is resumed.

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Thomas Matthews, fireman of the eastbound train, who is reported missing, is, according to railway employees, 26 years of age and unmarried. Nothing could be ascertained here to-night regarding Everist, save that he belongs to Little York.

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## NOT GUILTY.

### GATES WERE LET OFF WITH A CAUTION.

City Council, by Over-  
Majority, Refuses to  
Charge of Labor.

of the Toronto District  
last night the special  
intended at the last meet-  
to the action of Dele-  
Annabel and Moore in  
ridicule of Mayor Ur-  
and their report. The  
careful consideration.  
conclusion that, in view  
stances of the case, and  
of the necessity for or-  
dering together, the

cap and ran away. The cap was after-  
wards found on Shaftesbury avenue. W.  
C. Laker, a real estate agent, said that  
the policeman struck the man without  
any provocation, and that they had com-  
plied with the constable's order to keep  
moving and not obstruct the sidewalk.  
In answer to a question asked by his  
Worship, the witness said that the men  
were acting in an orderly manner, and  
minding their business, when the police-  
man interfered. Hackett was dismissed.

## STATION AGENT TO BLAME.

### NEWTONVILLE WRECK WAS DUE TO FORGETFULNESS.

Omitted to 'Carry Out Despatcher's Or-  
der—The Two Men Killed Were  
Fireman Harry Matthews and  
Brakeman B. Everish.

## MUSIC AND THE DRAMA

The annual concert of the Toro-  
nto Male Chorus Club, always one of  
the principal musical events of the season,  
attracted an audience last night that  
nearly filled Massey Hall. The club  
on this occasion made a very strong bid  
for popular support, as they had the as-  
sistance of the two accomplished arti-  
stesses, Miss Ada Crossley, the distinguish-  
ed Australian contralto, and Mr. Ralph  
Joseffy, the great pianist. The Male  
Chorus Club mustered about seven-  
teen singers, under the baton of Mr. J.  
A. Tripp, and on the whole scaled great  
heights of efficiency than they had pre-  
viously reached. They sang through-  
out with excellent intonation, a sonorous  
tone of varied quality, with great spirit  
in the vigorous numbers, and with con-  
siderable delicacy and a by no means  
narrow range of shading in the more

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## STATION AGENT TO BLAME.

### NEWTONVILLE WRECK WAS DUE TO FORGETFULNESS.

Omitted to Carry Out Despatcher's Order—The Two Men Killed Were Fireman Harry Matthews and Brakeman B. Everish.

The freight wreck on the main line of the G. T. R. near Port Hope was cleared away about 3 o'clock yesterday, and the first through train afterwards reached Toronto about 5.30 o'clock. The two men killed were Fireman Harry Mathews of East Toronto and Brakeman Benjamin Everist, who boarded with his sister, Mrs. Broderick, on Edward street. Everist was well known in East Toronto, where he used to have charge of his brother's milk business. John Cooper, fireman of the eastbound train, lives at the corner of Main street and Enderby road. He had a miraculous escape, with no injuries except a sore leg. George Prescott of Gerrard street east, conductor on the westbound train, received a bad cut over one eye. William Butler of Lakesfield, fireman on the eastbound train, jumped in time, and so did John Cooper, engineer on the westbound train.

A. McDougall, station agent at Newtonville, has assumed the entire responsibility for the wreck. He forgot to obey an order to hold the eastbound in freight at Newtonville. When he received the order from the despatcher at Belleville he was making out reports, laid the order on the desk and went on with his other work, and forgot it until after the train had

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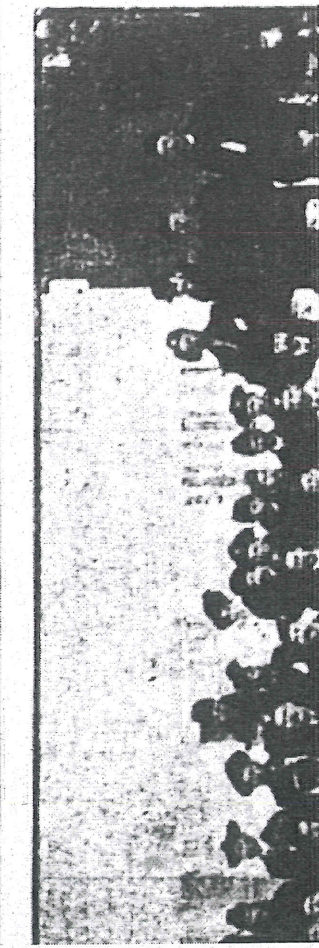
# Globe

DAY, JANUARY 22, 1903.—FOURTEEN PAGES.

## THE WEATHER.

The weather in the lower lake region to-day will be cloudy and colder. The temperature at 11 A.M. was 34. The barometer at New York closed at 30.05.

PRICE TWO CENTS.



Have you seen the new book 'The Story of the War' by the author of 'The Story of the War'?

## TWO MEN KILLED ON THE G.T.R.

## A HOT ENGAGEMENT.

FOOT AND WARSHIPS EX-  
CHANGE RAPID FIRE

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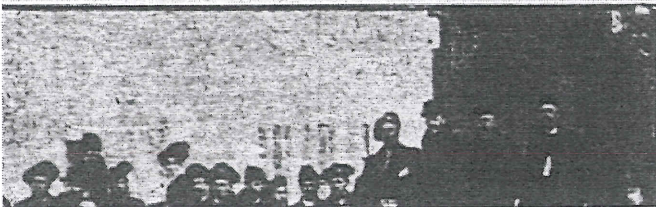
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The weather in the lower lake region to-day will be cloudy and colder.

The sun rises at 7.44 and sets at 5.14.

The British mails, via New York, close at 10 a.m. and 3.30 p.m. to-morrow.



have worked in the gold fields in Australia, South Africa and the west, pronounce the specimens gold. Residents of this section are greatly excited.

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