

COPETOWN

OCTOBER 31, 1906.



## BLAME ENGINEER FOR THIS SMASH

**Declare He Disobeyed Orders By Not  
Proceeding at Once to  
Lynden**

**Also Declare Officials Were Negligent  
In Calling Doctor and  
Ambulance**

**Terse and Pertinent Verdict Returned  
By Jurors in Clark  
Inquest**

The Clark inquest was continued last evening. The first witness was James Coffey, a brakeman, who accompanied the injured man from Copetown to this city. He said the train bearing Clark arrived in this city at 6.17. The ambulance arrived at the station at 6.45, and at the hospital at 7 o'clock. Clark bled profusely, but there was no doctor in the ambulance. He did not know what caused the ambulance to take half an hour to arrive. At the station Clark asked for a doctor, and he was suffering much.

One of the jurors thought that a doctor should always accompany the ambulance. Had one been in attendance on this occasion the man's life might have been saved. The coroner replied

## STANLEY



### **Tweed Coat Special**

Women's Stylish Tweed Coats, 3 breasted, box front, yoke in shaped collar and lapels, full pockets, regular price \$6.75. c ing .. . . .

**Coats at \$1**

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David McIver, the G.T.R. yardmaster, did not know who was responsible for the delay. The man on duty at the yard was supposed to notify the police.

William Williams, telegraph operator at Hamilton, received a message at 5.45, stating an accident had occurred and requesting that the ambulance meet the express from the west. He had the message delivered to the night post. Chief Smith wanted to know why the

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October 31  
1906

Copetown-2



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William Williams, telegraph operator at Hamilton, received a message at 3.45, stating an accident had occurred and requesting that the ambulance meet the express from the west. He had the message delivered to the night post. Chief Smith wanted to know why the ambulance was not called as soon as the wire was received, and the witness replied that he left it to the yardmaster.

Arthur Krouse, the telegraph operator at Copetown, declared that the semaphore arm was at right angles to the upright, which meant danger. However, this meant nothing, as he had intended to lower the arm, but did not have time. The semaphore light had gone out, but the order board showed a white light, which meant go ahead.

October

31

1906

Copetown-3



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a white light, which meant go ahead,  
which was exactly what the work train  
did. As the train flew past, the wit-  
ness raised his hand as a signal to keep  
on moving. The light engine had left  
10 minutes previously, and the witness  
thought it had plenty of time to reach  
Lynden, not knowing of the delay caus-  
ed by the disabled car.

William Dougherty, the operator at  
Lynden, and Percy Evans, conductor  
of the freight train which was delayed,  
were also examined. The jurors made  
much of the fact that the locomotive  
was sent on the main line when it was  
unable to travel more than four miles  
an hour because of having too much  
water in the boiler.

Night Yardman Mackenzie, of the  
Stuart street yards, said he got in-  
structions about 5:45 or 5:55 to order  
the ambulance. Instead, he looked af-  
ter the putting together of an auxil-  
iary, and was still busy when the ex-  
press arrived from the west. He made  
no arrangements for calling the ambu-  
lance, but he learned that the ticket  
agent had called it at 6:10. He said  
another message was sent to the police  
at 6:15, asking what was delaying the  
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October  
31  
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Copetown



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To all this the chief stated that the first call received by the police was at 6:30. He stated that there was something wrong at the station. Several of the jurors went after the witness, and wanted to know if he thought the putting together of an auxiliary was more important than the saving of an injured man's life.

"There is evidence that someone blundered down there" commented one of the jurors.

"I think myself a doctor should have been there," said Ormer Balfe. "It was the duty of the company."

Deskman Timson stated that he received the first call for the ambulance at 6:30. At 6:35 he received another call from the G. T. R., asking what caused the delay. He answered that the ambulance was already on its way.

Constable Gibbs also gave testimony.

Fred Lepper, brakeman, was the last witness. He said the engineer of the light engine, when it was stopped at the disabled freight car, should have sent a flagman back to flag any following train. He did not do this; and he and his fireman left the engine and inspected the car when they had orders to go on.

The coroner thought Engineer Jones, of this engine, was to blame, and that Engineer Morris of the work train, acted with commendable bravery.

This was the verdict returned:

"That W. F. Mark came to his death on the morning of Oct. 25, by injuries caused by collision between engines 333 and 666 of the G. T. R. system; that Engineer Jones, of engine 666, disobeyed his orders by stopping his engine when he had orders to go to the next station, and that the G. T. R. officials were negligent in not summoning medical aid and the ambulance with more dispatch."

October 31  
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Cape Town



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No depreciation of moral or spiritual tone is consequent on smoking or billiards, reports the Y.M.C.A.

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## COLLISION ON GRAND TRUNK

**Two Trains, a Passenger and Freight,  
Came Together Near Harris-  
burg Station**

**It Was Due to an Open Switch, But  
Fortunately No Lives Were  
Lost in Wreck**

**David McGhee, of Toronto, Was In-  
jured, His Leg Being Badly  
Crushed**

As a result of a head-on collision between two G. T. R. trains at Harrisburg this morning, David McGhee, Toronto, was rather seriously injured, one of his legs being crushed. A passenger train from the west ran into a double-header freight train standing on the switch near the station. Four cars were badly wrecked, necessitating the sending of an auxiliary train from this city.

The passenger train from the west was due at Harrisburg at 10:30 this morning. A long, double-header freight train from the east had pulled in and was standing on the switch a little west of the station platform, waiting for the arrival of the other train. It was very foggy, and the rails were

December 24  
1904



the coming of an auxiliary train from this city.

The passenger train from the west was due at Harrisburg at 10:20 this morning. A long, double-header freight train from the east had pulled in and was standing on the switch a little west of the station platform, waiting for the arrival of the other train. It was very foggy, and the rails were slippery. Owing to some misunderstanding the switch was left open, and the passenger train, instead of running straight down the main track, swerved over to the other rails and collided head-on with the standing freight. The engineer of the passenger train had discovered the danger and applied the brakes just as soon as possible, but owing to the slippery condition of the tracks the train did not stop as soon as it should have, resulting in an impact of considerable force. McGhee, who was fireman on the pilot engine of the freight train, was thrown from his cab and his leg was severely crushed, although to what extent the doctors are not yet aware. Four of the freight cars were derailed and badly wrecked, while the two freight engines were more or less damaged. Outside slight damage to the front of the boiler of the passenger engine, the passenger train was not damaged. All the passengers received a bad fright, while



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As soon as the news of the accident reached the city, a wrecking train was immediately dispatched to the scene of the wreck. The passenger train was considerably delayed, not reaching the city until after 12 o'clock. McGhee was brought to the city on the train, and was taken to the City hospital. It is not yet known whether he was internally crushed, but the hospital authorities think that his injuries are not serious and that it will not be necessary to amputate his crushed leg.

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**THEY ARE OUTCOMING**



**THE HAMILTON SPECTATOR TUESDAY DECEMBER 27 1904**

**IN THE TOWNSHIPS**

**MARRIED**



NOVEMBER 15 1904

NUMBER 270

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### BRIEF LOCAL ITEMS

—The annual ball of the Stove Molders' union will be held in the Arcade hall to-morrow night.

—A special meeting of the Y.M.C.A. Harriers will be held this evening in the Y.M.C.A. parlors at 7:30 sharp.

—Mrs. Shouldice, of Chicago, who has been visiting Mrs. Geo. Johnston, of Glanford, left for her home to-day.

—The many friends of J. Carmichael will be sorry to hear of his illness, at his home, Barton street east.

—It is announced that Mrs. B. E. Charlton intends to make the hospital authorities a gift of a new ambulance.

—The association football game between the Normal college and Dundas will be played a week from to-morrow.

—Angus Burch and his daughter, of Victoria, are spending a few days with Mrs. H. G. McInnes, 116 Robinson street.

—St. Paul's Young Men's Union will meet to-night at 7:45. The program will consist of an interesting mock trial.

—Mrs. (Dr.) Geo. Case Sanderson, of Chicago, is the guest of Mrs. Jack McLaine, of Sherman avenue and

## EXPRESS TRAIN CRASHED INTO BIG MOGUL ENGINE

Accident on G.T.R. Near Merritton at an Early Hour This Morning  
—Engineer Slater, of This City, Injured

The Engine Was Returning to Hamilton and Driver Didn't Expect  
to Meet the Express, Which Was Late

Both Locomotives Were Derailed—While the Wreckage Was Being  
Removed Trains Were Sent Around Via Welland

St. Catharines, Nov. 15.—(Special.)— The following passengers and employees were injured:  
A serious wreck occurred on the Grand Trunk near Merritton about 1:45 this  
John Cockburn, Niagara Falls, N.Y..

November 15

1904

Merritton



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The following passengers and employees were injured:

John Cockern, Niagara Falls, N.Y., leg injured.

W. Hand, Buffalo, N.Y., back injured.

E. Beach and wife, Lennox, Mich., back injured.

Starco Perry, Brooklyn, N.Y., leg injured.

John Hunter, Grindstone City, N.Y., back and chest injured.

K. Lick, Buffalo, N.Y., back and chest injured.

Myron Wooster, Homer, Courtland county, N.Y., head cut.

F. B. Printe, Lydenville, Orleans county, N.Y., face and leg hurt.

November 15 1904 Merritton



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Engineer Slater was pulled out of his engine, and was thought to be killed. He was taken to the hospital here, where it was found that his injuries were not serious. He was sent to his home, 260 Macnab street, Hamilton, this morning.

Slater only passed his examination a week ago.

The auxiliaries from Hamilton and the Falls have been clearing away the wreckage, and meantime trains are sent around by Welland.

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F. B. Printe, Lydenville, Orleans county, N.Y., face and leg hurt.

H. Wright, baggageman, face and leg hurt.

Slater, engineer 441, badly bruised.

Ross, engineer 598, badly bruised and cut.

The passengers and employees injured have been taken to Niagara Falls and have received medical attendance.

The rear of No. 7 train was taken back to Niagara Falls and detoured via Port Robinson and Merritton. Engine 441 was pilot for 486 and received orders at Merritton to assist 436 to Clifton Junction and return to Merritton. The engine left Clifton Junction without orders ahead of No. 7 and when Engineer Slater saw No. 7 following he stopped at six mile post to cross over and let No. 7 pass. Operator Smith, at six mile post, states he put up the semaphore when No. 7 was within 50 or 75 yards of it and Engineer Ross states the semaphore was put up just before the engine got to it.

November 15

1904

Merritton