

CNR-GTR-GWR.

COPETOWN,
ONTARIO.

JUNE 4, 1873.

WEDNESDAY, JUNE 4, 1873.

Telegraph.

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was destroyed by fire last night. Loss from
\$25,000 to \$30,000; insurance \$12,000.
Woodhull and Claflin Trial.

The case of Woodhull and Claflin, for libel
Hug Luther O Hall, is postponed till Mon-
day on affidavits of the defence that material
witnesses are absent.

The Result of a Joke.

The pleasure indulged in recently by
some New York detectives at the expense of
English officials who are engaged here in the
case of McDonald, the forger, threatens to
result unpleasantly to the actors. The
Home Government is to make investigation,
and has asked Secretary Fish to obtain the
particulars of the so-called joke.

Arrivals.

New York, June 3. -The Steamer from
Liverpool, Albemarle, from Bermuda, and
the Samians from Liverpool have arrived.

CANADA.

Arrival.

MONTREAL, June 3. -The steamship Har-
matian arrived out yesterday.

FATHER POINT, June 3. -The Elbarnise,
Liverpool, May 31st, cabin, 907 passengers
and luggage to passengers arrived at 2:30
p.m.

THE MODOO PRISONERS.

WHAT WILL THEY DO WITH THEM?

WASHINGTON, June 3.

The question as to what shall be done
with Captain Jack and his Modoc followers
is to-day privately discussed in military and
civil circles. All seem to be agreed that as
the Modocs surrendered as prisoners of war,
it is not to be expected that they shall be
punished by the army, which for the present
will hold them in custody until further
orders.

New York, June 4. -A Washington des-
patch says General Sherman thinks the effect
of the Modoc surrender upon all the tribes
in Oregon, Idaho, and north-western terri-
tories will be to compel them through fear to

SERIOUS ACCIDENT ON THE GREAT WESTERN RAILWAY.

Express Train off the Track

SEVERAL CARS WRECKED.

LIST OF THE INJURED

Our correspondent at Hamilton sends us
the following account of a serious accident
to an Express train on the Great Western
Railway at Copetown this morning: -

HAMILTON, June 3.

This morning the New York express due
here at 2:05 a.m. ran off the track while
passing Copetown, owing to the carelessness
of a switchman in leaving the switch open.

The train was passing at the usual rate of
speed, so far as can be at present ascertained.

Several cars are complete wrecks, and
many passengers dangerously injured.

No person is killed so far as is at present
known.

The following is from the telegraph operator
on the spot: -

HAMILTON, June 3. -The night express on
the Great Western Railroad ran off the track
at the switch at Copetown about two o'clock
this morning. Several people were injured,
but none seriously. The worst case is a
broken leg. The track is now clear, and
trains running as usual at 9:30 a.m.

HAMILTON, June 3.

At the accident this morning 23 passen-
gers were injured - 17 slightly, and gone on
their journey; 6 are left here at the hotel.

HAMILTON, June 3. -A serious accident
happened to No. 10 express train on the
Great Western Railway last night, by which
the cars were thrown from the track, and a

June 4 1873

Copetown.

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GREAT WESTERN RAILWAY.

Express Train off the Track

SEVERAL CARS WRECKED.

LIST OF THE INJURED

Our correspondent at Hamilton sends us the following account of a serious accident to an Express train on the Great Western Railway at Copetown this morning:—

HAMILTON, June 3.

This morning the New York express due here at 7-05 a m. ran off the track while passing Copetown, owing to the carelessness of a switchman in leaving the switch open.

The train was passing at the usual rate of speed, so far as can be at present ascertained.

Several cars are complete wrecks, and many passengers dangerously injured.

No person is killed so far as is at present known.

The following is from the telegraph operator on the spot:—

HAMILTON, June 3.—The night express on the Great Western Railroad ran off the track at the switch at Copetown about two o'clock this morning. Several people were injured, but none seriously. The worst case is a broken leg. The track is now clear, and trains running as usual at 9-30 a m.

HAMILTON, June 3.

At the accident this morning 25 passengers were injured—17 slightly, and none on their journey; 8 are left here at the hotel.

HAMILTON, June 3.—A serious accident happened to No. 10 express train on the Great Western Railway last night, by which the cars were thrown from the track, and a number of passengers more or less seriously hurt. The switchman had opened the switch to permit the passage of a freight train, and had forgotten to close it, and when the express train came along at 1-40 this morning the locomotive and three cars ran off at the end of the switch. The cars were all more or less damaged, and about twenty passengers were injured; all but five or six were, however, able to proceed on their journey, their hurts being inconsiderable. Those who sustained the more serious damage were at once attended to under the supervision of the company's surgeon, Dr. Bullen. None are dangerously hurt, and all will be able to proceed on their journey in a few days. They have been provided with rooms at the Apple American Hotel, and will be well cared for in the meantime. The engine driver remained at his post, and was uninjured; the fireman was slightly hurt. Mr. Woodford at once

June 4 1873

Copetown

American Hotel, and will be well cared for in the meantime. The engine driver remained at his post, and was uninjured; the fireman was slightly hurt. Mr. Woodford at once hastened to the scene of the accident, and did all that was possible for the relief of the injured and the repair of the damage done, and under his energetic supervision the track was very soon cleared, and the train set on its way. A broken leg, a broken arm, and some severe contusions are the worst of the casualties.

The following are the names of those hurt - Slightly injured: J. S. McNamara, Wisconsin; W. Dalloff, Gifford, Maine; Henry Reed, Bay City, Michigan; J. Ball, Michigan; V. Cole, do; John Bush, Ann Arbor, Mich.; Bertha Smith, Alton, Mich.; E. Boyle, London, Ont.; F. Blum, Detroit, Mich.; Miss Lambert, New York; Miss Tolen, do; Mr and Mrs. J. B. Wilton; Miss Whipple, Fulton, Oswego Co.; Mrs. Laura Ames, Detroit, Mich.; Mrs. Charles, Corning, Steuben Co., N. Y.; Mr. W. H. Hyland, Oil City, Pa.; Mrs. Emma Thompson, Lockport, N. Y.; Miss Georgina Adams, Caledonia, N. Y.; Mrs. Norbrop, Minnesota; J. W. Faucher. All these proceeded on their journey except Mr. and Mrs. Wilton, who go on to-morrow. Mrs. Hannah Butler, Charlotte, Mich., injured, but not seriously, returned home. Charles McJohn, 76 Damon-street, Chicago, hand badly bruised and arm injured; Mr. Joseph Weston, White Pigeon, Mich., injured, but not severely; Mrs. Hunt, Texas, bone of leg, near ankle, supposed to be fractured; Mrs. F. Miller and Miss Minnie Clark, Hartsville, Conn., injured, but not severely. Not one of the passengers was dangerously hurt.

LATEST.

HAMILTON, June 3.

The train to which the accident occurred this morning only makes one or two stoppings between London and this city, and was consequently running at a speed of about 25 miles an hour. The engineer of the train, upon nearing Copetown Station, discovered that the switch at the east end was left open, and that in consequence his train would be

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Copetown

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LATEST.

HAMILTON, June 3.

The train to which the accident occurred this morning only makes one or two stoppings between London and this city, and was consequently running at a speed of about 75 miles an hour. The engineer of the train, upon nearing Copetown Station, discovered that the switch at the east end was left open, and that in consequence his train would be thrown from the track. He made every effort to stop, but it was too late: the engine cleared the track, bounding over to the south side, and struck into a bank about fifteen feet high. The baggage car and two passenger cars followed. The other cars, all Pullman's, remained on the track. The distance from where the engine left the track to where it struck was not sufficient to allow of their leaving it, they, therefore, received but slight damage, and no other injury to the passengers than a violent shock; but not so with the cars which left the track, which were almost completely smashed up. The engine was badly damaged, and how the driver and fireman escaped unhurt is difficult to say. They, however, remained at their post to the very last minute, making every endeavour to stop the train, for which brave conduct they were personally thanked by many of the passengers.

The whole cause of this accident rests upon the shoulders of one man, named Thomas McClarty, the night switchman. It appears that he had opened the switch for a freight train coming west, which was timed to be in the siding to allow the express to pass. He went to the station and laid down on a bench in the waiting room and fell fast asleep, with the idea that the arrival of the freight train would wake him up. However, in the meantime, the freight train being late had received instructions to wait for the express at Dundas. In a short time he was aroused by the approach of the express. He made a rush out of the station for the switch, but was too late. He seemed to feel the extent of his culpability, and is, from all appearance, exceedingly sorry for what his carelessness has resulted in. His friends advised him to clear out for a time, but he disregarded their advice, and this afternoon he was arrested at his own house by a detective from this city.

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Men are at work clearing away the debris. Traffic was not long delayed, and is now going on with its usual regularity.

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*June 4
1873*

TWO FATAL ACCIDENTS THE RECORD OF ONE DAY

Bank of Hamilton Workman Dashed Six Stories to Death

Grand Trunk Fireman Killed in a Head-On Col- lision at Copetown

From the sixth floor of the Bank of Hamilton building to the hard surface of the basement was the terrible fall which Robert McCoomb, formerly of Chicago, experienced last evening, shortly after six o'clock. Internally crushed, he never regained consciousness, and his spirit fled shortly after medical attendance had been secured.

The unfortunate man was a plasterer's laborer, and at the time of the accident was on the sixth floor. The elevator shaft was close to where he was working, and on the north side of the shaft was a sort of partition, a short distance from the edge of the pit. The space between this partition and the shaft was narrow, and McCoomb, wheeling a barrowful of sand, attempted to pass along this landing. He had proceeded about half way across, when the side of the barrow struck an obstruction, throwing the barrow, man and all into space. They went down to the basement.

The unfortunate man was unconscious when picked up. He appeared to be terribly crushed. Medical assistance was at once called, and Dr. McGilivray was soon on the spot. Nothing could be done for the unfortunate man, who passed away within five minutes after the accident.

His body was removed by the police to the city hospital morgue, and Coroner Dickson thought an inquest was necessary. McCoomb had been here but a few days, having come from Chicago, where he leaves a widow and small family.

Some of the men are of the opinion that McCoomb tripped over some pipes,

ing. He was not killed instantly, but was so injured that he lingered for nearly three hours afterwards, death coming to him after his leg had been amputated. Meager details of the collision reached the local G. T. R. officials, but it is understood by them that the damage to rolling stock was comparatively light, and that no person else was seriously injured.

Clark was fireman on a locomotive attached to a work train which left the Stuart street station about 5 o'clock this morning. William Morris was the engineer, and Conductor Marsh was in charge. According to what the local officials say, the work train had nearly reached Copetown when the accident occurred. The work train collided head-on with a light engine. It is supposed that the accident was caused through a misunderstanding of orders.

The two engines came together, and the tender of Clark's engine mounted to the cab. Clark was pinned between the engine and tender. His leg was frightfully crushed to the hip, and he fell unconscious. He was brought to the city as soon as possible, and Constable Gibbs removed him to the city hospital. His leg was in a terrible state, but the unfortunate man was conscious and suffered excruciating pain. Dr. Cockburn saw the only hope to save the man's life was to amputate the leg, which he did. Clark was unable to stand the shock. He gradually grew worse until the end came. The operation was performed at 7 o'clock and Clark died one hour later.

The line was blocked for a short time. It is understood that the damage to the engines will not be very heavy. No report of any other person being in-

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A HEAD-ON COLLISION

2- Harry V. Clark, a young G. T. R. fireman, is lying cold in death as the result of a head-on collision between his train and a light engine near Cope-town, in the grey dawn of this morn-

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Clark was about 25 years of age, and amongst his railroad comrades was highly thought of. When in the city, he boarded at the Dominion hotel. It is understood he has an uncle living in Belleville. He was not married.

Coroner Balfe has not yet decided to hold an inquest. The body has been removed to Dodsworth's morgue pending the arrival of relatives.

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WAS DERAILED BY AN OPEN SWITCH

Attempt to Wreck the G.T.R. Muskoka Express

Engine Completely Smashed and Crew Injured

Outrage on Conductor at Coteau Junction

From Our Own Correspondent.

Toronto, July 21.—What, on the face of it, appears to have been a deliberate attempt to wreck the Grand Trunk Muskoka express was made shortly before two o'clock this morning, when the train on the last three miles of its run into Toronto, was derailed by means of an open

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Outrage on Conductor at Coteau Junction

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Toronto, July 21.—What, on the face of it, appears to have been a deliberate attempt to wreck the Grand Trunk Muskoka express was made shortly before two o'clock this morning, when the train on the last three miles of its run into Toronto, was derailed by means of an open switch just north of the Dundas street bridge. That the entire train was not wrecked is a wonder, but, as it is, the engine was completely smashed, two cars left the rails, and the engineer and fireman had to

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to wreck the train is proven by the fact that the switch which leads into the J. B. Smith lumber yard was half open, or, what railroad men term, "at half cock." The switch lock had been opened by means of a switch key, and left in that position. The switch light was out. It had been lighted in the evening along with the other lamps, and it was the only lamp in that section of line that was not burning, notwithstanding the fact that it was well filled with oil and had plenty of wick. In addition, judging from the experience of the fireman and engineer, something had been placed on the track.

The train was making good time, and would have reached the Union station in eight or ten minutes. Without the slightest warning, the two men in the cab of the engine felt it rise on its left side, and then, after running into the open switch, it fell over on its right side. The baggage car and mail car also left the rails, which were torn up for some considerable distance. The engineer and fire-

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RAILWAY ACCIDENT

JULY 21

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jump in order to save their lives. The engineer, P. Delaney, of Allandale, was rather severely bruised, and his back was injured. G. Kashner, of Allandale, the fireman, escaped with a shaking up. James Guthrie, also of Allandale, the conductor in charge of the train, was in one of the rear cars, and thus escaped.

That it was a deliberate attempt to wreck the train is proven by the fact that the switch which leads into the J. B. Smith lumber yard was half open, or, what railroad men term, "at half cock." The switch lock had been opened by means of a switch key, and left in that position. The switch light was out. It had been lighted in the evening along with the other lamps, and it was the only lamp in that section of line that was not burning, notwithstanding the fact that it was well filled with oil and had plenty of wick. In addition, judging from the experience of the fireman and engineer, something had been placed on the track.

The train was making good time, and would have reached the Union station in eight or ten minutes. Without the slightest warning, the two men in the cab of the engine felt it rise on its left side, and then, after running into the open switch, it fell over on its right side. The baggage car and mail car also left the rails, which were torn up for some consider-

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