

CNR,GTR,

TORONTO

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MONTREAL

C. H. RIFF

CNR-GTR.

WIDDER,  
ONTARIO

JANUARY 14,  
1871.

have been suspended temporarily.

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## GRAND TRUNK ACCIDENT.

(Correspondence of the *Globe*.)

WIDDER STATION, 31st ult.

About three o'clock on Saturday evening, a special freight train with two engines, going west, ran into the rear of another special freight train, stuck in the snow about a mile and a half east of Widder. One engine was a complete wreck; the other was slightly damaged; one van was smashed, and four cars were thrown over the embankment. Fortunately no one was injured. The cause of the accident was said to be the failure of the engine driver to see the danger light owing to the storm. The conductor of the first train neglected to send the signal far enough back. The track was cleared at eleven. The morning express due at Widder Station at 2 05 p. m., was detained until 7 o'clock in the evening, owing to the engines of the freight trains being off.

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CNR-GTR.

GRAFTON,  
ONTARIO.

JANUARY 25, 1873.

# ACCIDENT ON THE GRAND TRUNK

## The English Mail Burned.

## THE CANADIAN MAIL SAVED.

A serious disaster took place yesterday morning, on the Grand Trunk Railway. The combined mail and baggage car of the express train, leaving Toronto about six a.m. and carrying the mail, took fire and was burned completely, when within two miles of Grafton station. The mail car English mail consisted of 111 lbs., and with the exception of a few burned letters, which were in sight back to Toronto, was completely destroyed. The baggage was also almost entirely rendered useless and passengers by the Grand Trunk who have arrived in the city from the east, and saw the ruins in passing say that all that would burn of the car had disappeared, nothing remaining but the framework. Up to this we have not heard what was the cause of the accident. We understand the Canadian mail bags, which were in another car, escaped the catastrophe.

It is reported that the telegraph advised us somewhat to the above.

(To be continued to the 22d.)

At 6 o'clock yesterday morning the west, the here at 9:30 a.m., and three hours later, more than two miles of Grafton station, the combined mail and baggage car was discovered to be on fire, and before the train could stop the flames had made such progress that it was found impossible to extinguish, and its contents were completely destroyed. Nearly all the English mail, part of the Canadian mail, and all the passengers' baggage were burned or badly injured, as also the express goods. The track for yards around the burning car was strewn with charred letters, newspapers, and a general mass of smoking mail and baggage. The mail fellow said he had 82x

January 25  
1873

Grafton,

CNR-GTR  
DANGERS-  
BRIGHTON

DECEMBER 7,  
1870.

DECEMBER 5, 1870.

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stream. As the Germans advanced to the attack they were met by a terrible fire from the forts of Nogent and Ronny and the redoubt Avron. The slaughter was fearful. The German troops wavered, but were soon rallied by their officers, who were themselves shot down in great numbers. The 1st brigade of the second division of Saxon troops lost all its officers. At noon a large column of fresh troops from Paris crossed the bridges near Brie, and drove the Germans some distance to the eastward. At 3 o'clock the firing ceased, the French retiring to the east bank of the river and not recrossing it, but holding all the bridges. The losses on both sides were very large. The German losses were greater on account of their sustaining the fire of the forts, and attacking the French in their chosen position.

The Tribune's Berlin correspondent telegraphs this afternoon as follows:—The King telegraphs to the Queen:—

No fighting of any moment yesterday at Paris. The French are massing troops from Vincennes. During the fight of December 2nd, the French lost 18,000 (?) prisoners, including one general and 20 superior officers, besides seven guns.

The bombardment of Belfort has commenced.

Nothing new has been received from the army of the Loire.

The military situation, among the best informed critics, is deemed critical. Manteuffel has been ordered to march to Paris.

## LATEST FROM OTTAWA

The Last "Gazette"—Militia Orders—Changes and Appointments—Dominion Revenue and Expenditure—New Railway—Destructive Fire—Four Buildings Consumed.

(By Telegraph from our own Correspondent.)

OTTAWA, Dec. 3.

The following Militia orders appear in the Gazette to-day:—

Under the provisions of the 23rd section of the Act respecting the Militia and Defence of the Dominion of Canada, of 1868, his Excellency the Governor-General in Council, has been pleased to direct that the day on

## ANOTHER SMASH-UP.

### FATAL COLLISION ON THE GRAND TRUNK.

EIGHTEEN CARS AND TWO ENGINES DESTROYED.

### THREE MEN KILLED.

(From our own Reporter.)

One of the most disastrous railway accidents which have occurred on the Grand Trunk line for some time past, happened at a place called the Dangers, about four miles west of Brighton station between 1 and 2 o'clock Saturday morning. The collision resulted in the death of three men and the injury of several others, one of whom it is feared will not recover. Eighteen freight cars, with their valuable contents, and two locomotives, are totally destroyed, one of the latter being almost new.

The facts of the affair are as follows:—It appears that since the arrest of Ryan, the former station agent at Brighton, who is accused of embezzlement, a young man named R. W. Ward has been performing the duties of operator and station master. Ward had been on duty for about ten days and nights, having applied several times to the Toronto office of the Grand Trunk for assistance, stating that he was unable to carry on the work single-handed. On Saturday morning, wearied with the continued loss of rest, he must have fallen into a doze, and failed to hear a message sent from Colborne, to the effect that No. 15 freight train had left that place, and would cross No. 10 at Brighton. The last named is a Merchants' Express through train, and has the right of way over all other freight trains; and the conductor receiving no orders from the station agent, proceeded on his way towards Colborne. At the place known as the "Dangers" the two trains met

December 5 1870 Brighton

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In the course of the afternoon the firemen of No. 2 Independence Fire Company, who had been sent for from Belleville to play upon the fire, discovered the remains of Thos. Wright and Chas. Chandler, the engineer and stoker of No. 10, horribly charred and presenting a most ghastly sight. Daniel Montgomery's body was discovered by the side of the track, where he had been thrown when the collision occurred.

The driver of No. 15 engine with his first man had a most miraculous escape from the fate of their comrades. Wm. Brown (the driver) saw the head light of the train in front of him and called out to his mate to make a jump for his life. They did so

December 5  
1870

Brighton

and injured:—

LIST OF KILLED AND WOUNDED.

Daniel Montgomery, of Roxborough, county of Stormont. He leaves a wife and three children. He was proceeding with a team of horses to the lumber district back of Peterboro', and was in the car with his horses next to the engine. Death appeared to have been immediate.

Thomas Wright, engineer of No. 10 train; unmarried; aged about 40. He was an Englishman and had been in the country about 5 years. He was formerly employed as engine-driver on the Newcastle and Berwick railway. He was burnt to a cinder under his engine.

Charles Chandler, fireman of train No. 10, aged 35, was about two years in the employ of the Grand Trunk Railway. He was married about three months ago in Cobourg, and resides with Mr. Travis, Front street, Toronto. He was burnt with Wright, under the engine.

William Brown, engine-driver of train No. 15, was slightly injured about the legs and groin.

Ralph Hutchinson, fireman of No. 15 train, was considerably bruised about the head and face.

James Shea, teamster, resides in the county of Stormont. He was in the same car with the deceased Montgomery. He was seriously and, it is feared, fatally injured.

James McDonald, teamster, county of Stormont, slightly hurt.

THE INQUEST.

An inquest was held on the body of Daniel Montgomery, at 11 a.m., in the waiting-room of the Brighton Station, before H. L. Cooke, M.D., Coroner. Mr. Stevenson, Superintendent, was present, and Mr. John Bell, Q.C., Solicitor of the Grand Trunk Railway, appeared to watch the proceedings on behalf of the company. After the empanneling of the jury, the Coroner stated he had only issued his warrant for an inquest on the body of Montgomery, as the other remains had not yet been found.

James McDonald, being sworn, stated: I was in the same car with deceased; knew him; he resided at Roxborough, county of Stormont, where I also live; was going in company with deceased and Shea with our teams to Port Hope, thence to the lumber district; our horses were in the car with us, next to the engine; he was asleep when we passed Brighton; the first I knew of the accident was being thrown violently out and found

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Brighton