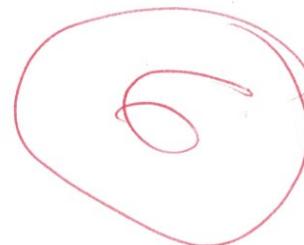


CANADIAN  
NATIONAL  
RAILWAYS

GRAND TRUNK  
RAILWAY.



HAMILTON TO  
NIAGARA FALLS

WELLAND  
CANAL

AUGUST 18, 1873.

NO LIVES LOST.

Amidst the darkness and gloom of last night (Monday night 18th,) a fearful accident occurred on the Great Western Railway, at Merritton, at Lock No. 12, Welland Canal, where the track of the Great Western Railway crosses. The midnight express train, which left Windsor at 7.45 p.m. for Rochester, N. Y., Conductor James Hamilton, proceeded in safety until 3.30 a.m., at which time it arrived at the iron railway bridge which crosses the Welland Canal at Merritton, a short distance west of the Thorold Station. The train consisted of an engine, tender, 6 passenger coaches crowded with passengers, one baggage car and an express car. The engine was in charge of Thomas Cox, driver and his son, who acted as fireman. The lock-tender, Mr. Martin Nestor, had just locked through the barge carrier, bound down the canal with timber, and consequently the bridge was "off," that is it did not connect with the railway. Although the law stipulates that a train shall come to a dead stop when approaching a bridge, the engineer did not whistle "down brakes" until his train was inside the semaphores, both of which were up, showing that the bridge was "off." Whether the fireman attended the engineer's signal or not we cannot say, but at all events, the train was not stopped, and the engineer finding he could not stop its headway reversed his engine and jumped off. The fireman stuck to his post and was carried over with the train, but managed to scramble off without injury. The cars plunged into the lock, 25 feet deep; the engine, tender, express car and one baggage car were swallowed up in the water.

Fortunately for the lives of the passengers, the first passenger coach, stopped on the brink of the lock and did not go over, otherwise there might have been a dreadful loss of life to chronicle. The passengers, of course, were dreadfully frightened and pushed pell-mell from the cars, fearing that many were injured, but finding that no one was killed or disabled, their joy was great. Of course nothing could be done until daylight and news of the disaster was telegraphed to Hamilton for a wrecking train, which arrived at an early hour, with a gang of men, who proceeded to work. The track was only slightly injured and connection was speedily secured, so that there was very little interruption to travel by rail. The railway officials devoted their attention to securing the baggage and postal bags, which were soon recovered, several of the trunks being smashed beyond repair, as well as the most expert bag-smasher could have accomplished the task. The bag-

propeller Lake Erie, has a line out, trying to push the debris from the lock. The engine and tender, and whatever other cars went over, are entirely submerged and cannot be seen.

Mr. Biggar and Mr. Collier, with his staff of assistants, were promptly on the ground, at the scene of the disaster, and orders have been given to draw the water off the level. The engine has broken through the plank flooring of the lock, which will render its removal more difficult than it would otherwise have been, but it is not likely that navigation will be retarded much by the disaster.

Where the blame rests for the accident is not certain. It is said that the bridge tender should have lowered the semaphores before the train came inside, while on the other hand it is said that the engineer should have come to a dead stop before going inside the semaphores. At all events there has evidently been some carelessness somewhere, and the residents of the neighborhood have long been expecting an accident to occur at this point. A searching investigation ought to be made into the affair, and those who are to blame punished. Had the passenger coaches gone over into the deep water, numbers would have been drowned before they could have extricated themselves from the cars.

Grows

to Fort William, and will probably arrive here on Monday next.

Mr. Wm. A. Thompson, M. P. for Welland, had the honor of entertaining at dinner on Monday, at his residence on the Niagara River, His Grace the Duke of Manchester, Lord Mandeville, Mr. William Townsend, of England, Hon. Mrs. Goo. L. Lucy and Mrs. Wolfe, of New Orleans; Rev. Dr. McMurray, of Niagara, Mr. and Mrs. Nicol Kingsmill, and Miss Grant of Toronto. His Grace has accepted Mr. Thomson's offer, on behalf of the Company, of a special train over the Canada Southern to Toledo, en route for Chicago, on the 27th inst.

Thomas Mitchell, a young man lately from Liverpool, fell off the steamer Enterprise last night, about an hour after the boat left Port Dalhousie, and was drowned.

Bargains in blankets. 100 pairs good blankets at twenty five per cent under usual prices. T. C. Dawson.

SCHOOL BOOKS.—A full stock of School Books, &c., &c., at Willard C. Copeland's.

CLARET.—St. Julian claret (very good wine) on draught, at a dollar a gallon, at John Nay & Co.'s. Trade supplied by the quarter cask or hogs-

August 18

1873

Welland Canal

ST  
CATHARINES

NOVEMBER 7,  
1873.

## Railway Disaster.

Owing to a blunder of somebody another accident occurred on the G. W. R. Monday evening about 300 yards east of the bridge over the Twelve Mile Creek. Two Express trains East and West usually meet at 4:40 p. m. at St. Catharines, but Monday night the train going West was a little behind time and the driver of the Eastern train got an order to proceed to Merriton; when he got near the bridge he must have seen the other train coming down from Merriton at a rapid rate. He whistled several times, and a number of passengers, of whom there was quite a number, leaped off in all directions. He succeeded in reversing the engine, and was beginning to back up when the collision occurred. The engineer, whose name was Temple, and the fireman stuck to the engine, which was named Wm. McMaster, and wonderful to relate, escaped without much injury. The fireman got a Mansard roof over one of his eyes, but the damage otherwise was trifling. A lady from Toronto was the only one injured from a stove falling on her and burning her. All trains bound West have the right of way when running on their own time, and we suppose that Dick Anderson the engineer had an order from the train dispatcher at Clifton or the Station Master at Merriton to go ahead. He was on a down grade and there is an overhead bridge which prevented him from seeing the other train till too near to do more than reverse his engine, and leap off. He was picked out of a ditch stunned but soon recovered. His engine, the Wm. Weir, mounted on top of the other and smashed the front of it, knocking off the smokestack and the fore truck wheels. The tender of the train going East was smashed to pieces. The wrecking trains East and West were on the ground, and about midnight the track was clear. It is due to the G. W. R. that they should make searching enquiry into the affair and punish the offenders, as the loss to the Company although severe is nothing compared with the fearful risk to human life. — News.

November  
7  
1873

ST  
CATHARINES,

JUNE 16, 1920.

## FREIGHT COLLISION AT BEAMSVILLE

(Canadian Press.)

HAMILTON Ont., June 16.—A freight collision that might easily have been attended with serious consequences, occurred on the Grand Trunk main line, half a mile west of Beamsville, at 9 o'clock this morning. It resulted in the injury of Thomas Pearz and Fireman Fred Allan, both of Bridgeburg. A way-freight was left in the main line at Crane's siding, the engine having gone in to bring out a loaded car. A fast freight from Hamilton with 25 cars and traveling 35 miles an hour came along and met the freight train left engineless on the line. Engineer Pearz applied the brakes and with his fireman, Allan, made a jump for his life. The engine crashed into the caboose of the freight and carried it nearly a quarter of a mile.

June 16

1920

St Catharines