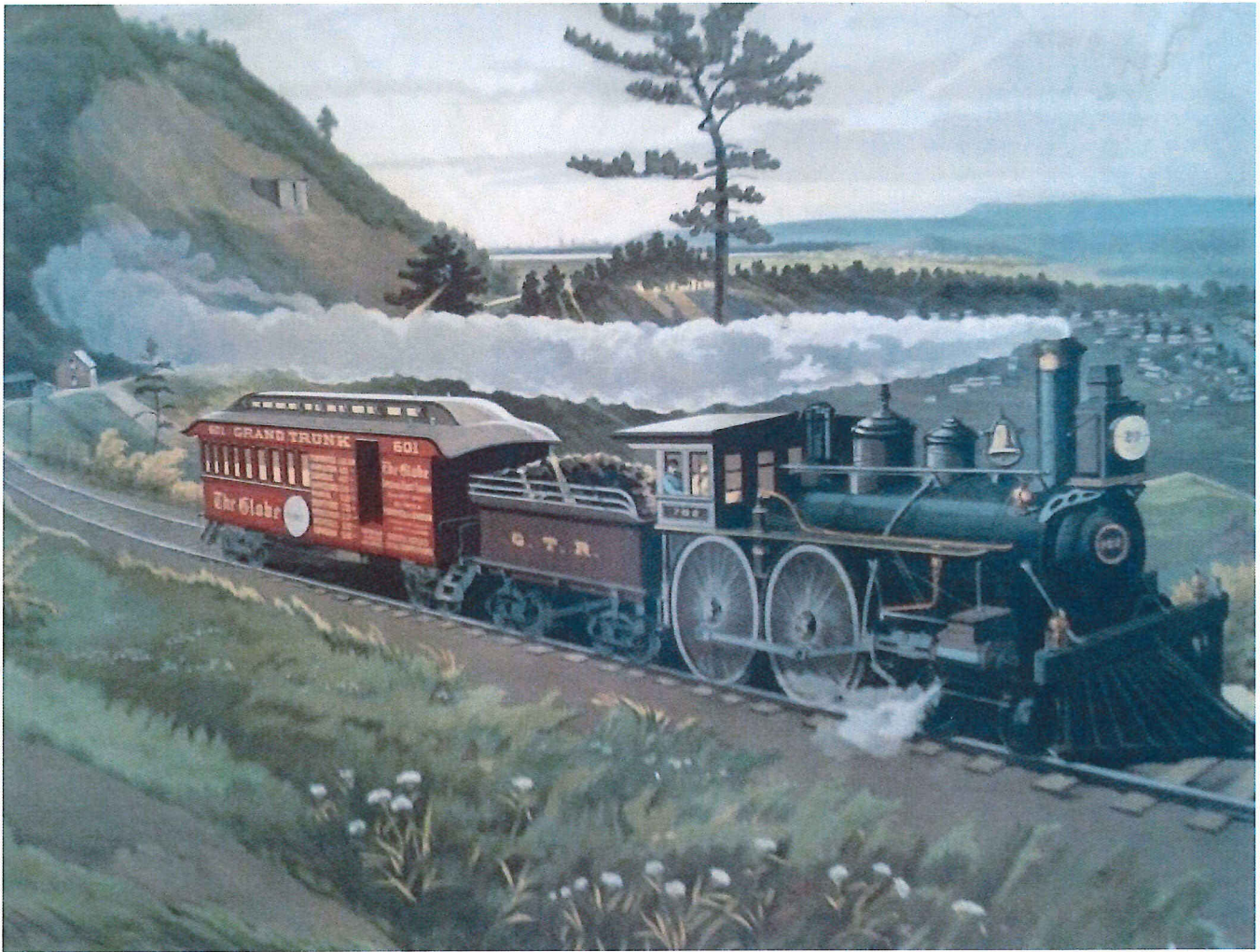


THE GLOBE  
TRAIN  
PART V.

MAY, 1887.



CPR

HAMILTON TO  
GUELPH

SOUTH ONTARIO  
PACIFIC.

MARCH 7, 1906.

# NEW LINE FOR HAMILTON

## Business Men Propose an Electric or Steam Road to Guelph Junction

### C.P.R. Connection There Would Open Up the Northern Peninsula to Hamilton Trade

Unless all signs fail Hamilton will soon be in close touch with another and most important section of country by rail. Well served as the city now is with railroads, there are still a few spots which are hard to reach quickly and easily. With the development of the great northern peninsula of the province, which is one of the few, it is becoming more and more important that the city should secure some direct line of road to this important locality. It is a part of the province to which railway builders have been paying a good deal of attention of late and new branch lines tapping lake ports, and the interior are being constantly added, connecting with one or other of the great trunk systems. So far Hamilton has not been able to get into direct touch with Goderich, Owen Sound and other Lake Huron ports, and the proposal now on foot will mean that this district, which is naturally tributary to this city, but which does much of its trade with Toronto, will come in.

A couple of weeks ago at a meeting of the industrial committee held in the city hall and attended by many business men, the matter of better connection in this direction was mooted, and since that time there have been active steps taken. A number of well known business and financial men of the city have become associated in a proposal to construct a line of electric or steam railway from Hamilton to Guelph Junction.

able to connect with the C.P.R., which operates lines from there to Goderich and Owen Sound. Among the men interested are Samuel Barker, M.P., W. Vallance, F. C. Bruce, Cyrus A. Birge, A. Turner, R. C. Fearman, W. A. Holton and J. W. Lamoreaux. It is the intention of these gentlemen to apply for a charter for the new road provided there is a disposition shown by the business men of the city to back up the enterprise.

For the purpose of finding out just how far the business men are interested in a scheme to bring Hamilton into direct touch with the great lakes trade and the northern Ontario peninsula business, a special meeting of the Board of Trade has been called for Friday night. The meeting is not confined to members of the board alone, but all business men and citizens interested are invited.

It is said that the promoters of the Guelph Junction line are anxious to reach the factory district of the city, and that what they will ask from the city is nothing more than right of way over certain north end streets to enable the line to be run from the northwest, where it will enter the city, to the east end, right through the factory region. There will be no bonus asked, and it is hinted that whatever the road may be outside the limits—steam or electric—within the limits the promoters are willing to bind themselves to give an all electric service, thus doing

## HERE'S A MYSTERY

MARCH  
7  
1906

# AGAINST AL PLUMBERS

Enough to Warrant Charges  
Against Hamilton Citizens

This Court This Morning and Their  
Afternoon's Session

Several Other Actions Disposed  
and Settlement

- ACCUSED**  
WILLIAM D. SMITH,  
J. H. STEWART,  
HUGH S. WALLACE,  
W. J. WALSH,  
ISAAC WALSH,  
WM. J. FITZSIMMONS,  
WILLIAM J. CLARK.

The case called upon to plead was that in 1903, 1904 and 1905, at the city of Hamilton, Ontario, the defendants, with, did conspire, combine, confederate, to unduly limit the facilities for supply of water to the city of Hamilton, Ontario, and did thereby commit an offence under the criminal code.

## Telegraphic Bredities

The Bank of Montreal, Canada, has decided to open a branch in Mexico City.

Dr. Coultier, deputy postmaster-general, left to-day for Rome to represent Canada at the international postal convention.

The Berlin bureau reflects the unrest in German financial circles, caused by that country's attitude at the Algeiras conference.

Lord Carrington says that English cattle entering Canada are subject to quarantine restrictions, and uses it as a point against removal of the British embargo.

The barn of J. E. Rogers, St. Catharines, was totally destroyed by fire late last night, together with all the contents, which included nine cows and four horses.

An Italian running a steam drill in the Shearwater stone quarries at Niagara Falls struck an unexploded dynamite cartridge. He was blown up, but will probably recover.

A British royal commission which investigated the legal status of trades unions holds that they should be declared legal institutions and makes important recommendations.

At a meeting of the Commercial Cable company, held to-day, the "regulation" dividend of 1 per cent on the preferred shares of the Mackay company was declared, payable April 1, to shareholders of record March 17.

"Interesting but untrue," is the British foreign office's comment on a story published in Paris to the effect that a formal political alliance between Great Britain and Spain will promptly follow King Alfonso's marriage to Princess Ena of Battenberg.

George Edman was instantly killed and two other men were seriously injured to-day in Buffalo when a freight elevator in the plant of the Doid Packing Co. fell. Edman was terribly crushed and Michael Placke and Charles Kriebner received internal injuries.

## NOT YET A WHILE

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Road to Guelph Junction

C.P.R. Connection There Would Open Up the  
Northern Peninsula to Hamilton Trade

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MARCH  
7  
1906

...ceptions they held.

## TRAIN DITCHED, CREW ESCAPES

### Fireman and Engineer Jump- ed to Save Lives

### Tracks Were Ripped Up and the Traffic Blocked

Hamilton to Guelph C. P. R. train No. 541, leaving the T. H. & B. depot at 8.40 this morning, was wrecked at Grand Junction, about one mile west of Hamilton. The train was in charge of Conductor Morgan and Engineer Bruce, and only for the fact that it was running at reduced speed there would likely have been serious loss of life. As it was, engine 835, and one baggage car left the tracks, and turned in the ditch, tearing up the tracks and roadbed and otherwise blocking traffic so badly that through service was not resumed until late this afternoon. Officials at the T. H. & B. said this morning that they were unable to state the cause of the derailment, and in the debris of the wreckage it was almost impossible to determine whether it was a broken rail or a broken truck or wheel.

The engineer and firemen jumped from the cab of the engine in time to escape injury other than a few bruises and a bad shaking up. Traffic on the Guelph and Goderich line was blocked all day. Passengers on the wrecked train for Guelph and connecting points were transferred to train 542 from Guelph, while the later train transferred its Hamilton passengers to the Empire State express, thus enabling passengers in both directions to continue with slight delay. T. H. & B. auxiliary and crew and the C. P. R. steam derrick, Toronto, were required to clear the wreck. Passengers in both directions were transferred from later trains during the day. No one was injured.

HAS KIRNEY TRAINS



CANADA FRIDAY APRIL 11 1913

DRAW LAST DAY

A CURIOUS PEXAM BY A MEMBER OF  
THE CLOSET STAFF.

The public has been already informed in different questions of the existence of the great Grand trunk, running from Toronto to London, and her hilly soil with becoming gradual slope, the appreciation and admiration of its construction. The public was further informed on Saturday morning last of the completion of Tim Gaulty's new special car, and saw it on a stretch of his "road," as he humbly designates the conditions, as of suburban traffic to the excited rank of the realizer of Tim Gaulty and Tim Gaulty's Southgate, throughout the garden of Ontario Park, where the car had made many successful runs, and the car here has become readily known.

11. **PRINTED BY J. J. JONES**

In his own capacity that Saturday morning, and the writer of this article was detailed from The Globe staff as a special attendant on the trip, with a view to the writing up any incidents that might occur during the trip, and generally to mark the experience and sensations. The weather was not at all what it was, precisely, on the previous occasion, but the same conditions

[illegible]

May 1887

ALICE L. LUTHER	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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SOMETHING NEW IN RAILWAY CARS.

[illegible]



# Globe.

TORONTO, MONDAY, MAY 9, 1887.

JUBILEE IN INDIA. | THE IDIOT DEADEND | THE PRESS CLUB

PRICE 2 CENTS.

## SPECIAL GLOBE TRAIN.

### A CURIOUS DREAM BY A MEMBER OF THE GLOBE STAFF.

A Probable Vision of What Is to be—Something  
About The Globe's New Special Car  
Which Took Its First Trip  
Saturday Morning.

The public has been already informed on different occasions of the existence of the special GLOBE train, running from Toronto to London, and has duly and with becoming gratitude shown its appreciation and admiration of this enterprise. The public was further informed on Saturday morning last of the completion of THE GLOBE's new special car, and was given a sketch of its metamorphosis from its old condition as an humble though useful medium of suburban traffic to the exalted rank of a disseminator of THE GLOBE and THE GLOBE's privileges throughout the garden of Ontario. Such a change in the circumstances of a man would have made him very conceited; but the car bore its honors meekly. It made its

#### FIRST TRIP TO LONDON

in its new capacity last Saturday morning, and the writer of this article was detailed from THE GLOBE staff as a special attendant on the car, with a view to the writing up any incidents that might occur during the trip, and generally to narrate his experiences and sensations. The writer boarded the car at 3.50 a.m. precisely,

and with a conscientious sense of his duty, his whole duty, and nothing but his duty. Unfortunately, however, for his good resolutions, the train had scarcely started—which it did at four o'clock, some ten minutes after time—before he fell asleep, and sleeping blissfully and calmly as only men with easy consciences can sleep, he dreamed that he was at sea; and the swaying of the car became the motion of the waves, and THE GLOBE train became a GLOBE steamer, and somehow the dreamer understood that he was taking an early morning edition of THE GLOBE across the Atlantic in a GLOBE special steamer, to give the latest news to benighted Britons; and when the train arrived at London at 6.37 a.m., or about three minutes ahead of time, having done the 112 miles, including stoppages, in a little over two hours and a-half, the writer, being still in a dream

the car bore its honors meekly. It made its

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#### A DIFFERENCE OF DETAIL

A few minutes more and he was experiencing

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he remembered that he was on a **GLOBE** train and not a **GLOBE** steamer—merely.

#### A DIFFERENCE OF DETAIL

A few minutes more and he was experiencing the novel sensation of breakfasting at ten minutes before seven o'clock in the morning, an incident which had never occurred to him before, and which he will always look back to as one of the most interesting points in his career. He observed with surprise that notwithstanding the earliness of the hour a good many other people than himself were already taking breakfast, and one curious fact struck him in this connection, it was that **THE GLOBE** seemed to form an indispensable portion of the breakfast of every one of the exemplary people around him; and thinking the matter over he found himself driven to the conclusion that these same early breakfasters had risen at this hour for the sake of reading **THE GLOBE**. He carried this line of thought still further, and his heart bounded with joy when he looked into the future and saw what a revolution **THE GLOBE** special train must eventually work among the people of Western Ontario in causing them to rise thus early, elevating them physically, mentally and morally, and in this way enabling them the better to work out Canada's great future. What changes was **THE GLOBE** train not capable of effecting? All these and a crowd of other great thoughts were surging into his brain, and he was thinking to himself how admirable they would look when dressed in graceful language and printed, when he suddenly called to mind the fact that he had been requested not to give utterance to such profound thoughts as these, but simply to write an account of the first trip of the special **GLOBE** car. So, with a melancholy sense of his own shortcomings, for having slept during all that trip, he wended his way again to the railway station, and then to a spot where a large group of Londoners—probably all that were up at this hour—were

#### GAZING IN ADMIRATION

upon the handsome exterior of **THE GLOBE**

up at this hour—were

#### GAZING IN ADMIRATION

upon the handsome exterior of THE GLOBE car. Numberless and extravagant were the compliments paid THE GLOBE and THE GLOBE car, until the innate modesty of the officials of the latter caused them to have the car side-tracked, when the compliments ceased and the platform was deserted. These officials, by the way, consisted of the Driver Wm. Blackwell, Fireman George Kettle, Conductor Thomas Hill and Brakemen A. Powers and D. Murray. Thomas Hill took the place of the regular conductor, D. A. Ellison. The engine was No. 702. The number of THE GLOBE car is 601, and the only peculiarity the writer remembers concerning the latter that was not mentioned in Saturday's GLOBE is the fact that it is the first car in Canada to use Snow's patent brake, which works upon the flanges instead of the surface of the wheel, which railway officials consider

#### A GREAT IMPROVEMENT

on the old brake system. Mr. J. D. McIlwain, Assistant Mechanical Superintendent of the Great Western division of the Grand Trunk, took a run with the car Saturday morning. And this is the sum and substance of what the reporter saw and heard during that trip he was despatched to write up. As for the experiences and sensations of one who rides in a GLOBE special train at the rate of sixty or more miles an hour, while everybody else is asleep, have they not been already set forth by other and abler members of THE GLOBE staff, in preceding issues of THE GLOBE. Far be it from the writer to attempt to improve upon or add to anything that has been therein said.

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### CANADIAN INSTITUTE.

The Annual Meeting Showing Much Pro-

TO SATURDAY MAY 7 1887.

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## SOMETHING NEW IN RAILWAY CARS.

### A Description of the New Car Specially Constructed to Carry the Leading Paper of Canada.

Seldom has a railway car excited so much curiosity as one which was standing at the Union Station yesterday. This car was especially fitted up to carry THE GLOBE to Western Ontario by THE GLOBE lightning train. The car, which is painted Tuscan red, has large gilt letters on it, and presents a striking and handsome appearance. The words, "THE GLOBE" appear in large letters on each side of the car towards one end, while at the other end is the following:—"THE GLOBE special fast train (daily except Sunday) between Toronto and London, connecting with early trains at London for all points throughout Western Ontario hours ahead of all competitors." Between this and name of the paper appears the following:—"GLOBE time-table for cities and towns in Western Ontario:—Toronto, 3.55 a.m.; Hamilton, 4.50; Dundas, 4.52; Harrisburg, 5.15; Paris, 5.30; Brantford, 6.00; Woodstock, 5.57; Ingersoll, 6.09; London, 6.40." Over this lettering is "601, Grand Trunk, 60L." The interior of the car is especially fitted up to meet the peculiar requirements for the handling with facility and speed of a large mass of papers. It is divided into two

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The car makes its first trip to London this morning.

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