HAMILTON AND NORTH WESTERN RAILWAY

2018

HAMILTON AND NORTWESTERN RAILWAY.

2018

Men's Suits at $9.00

r a week, and they are the best $9.95 Suits on.)

eviot Suits at $15.00

these suits are "English Models," made new soft roll collar.)

Coats, Tan, at $10.00

ats I know will not leak. I wear one of ll still better coats at $15. They look like oats. I sell "Cravenette" Raincoats at

coats, $5 to $10 less than you can buy the same kind class coats with some "maker's label" on them!

Trousers, Pure Worsted and Cheviot, at $2.98

(All trousers are guaranteed not to rip.)

Don't Pay $5.00 to $10.00 for Any "Maker's Label"

Some of the best makers of clothing in Canada have never advertised their name, but they sell their clothing to many of the best merchants in Canada. I come in that class. You don't have to help pay advertising bills for any maker's label when you buy clothing from me, but you buy good clothing, just the same under my good guarantee.

TOBEY, OF THE 2 T'S.

the reason why. Frankly, now, face to face, as man to man, let us see if it has been our fault.

Has it been a Matter of Quality? Surely not, for every fabric in our garments has been carefully selected by us and is guaranteed to be all wool.

Has it been a Matter of Style? As to this point we would have you know that our garments have been designed by the most skillful designers in the clothes-making profession, and were they not up-to-the-minute in every detail you would never find them in our store.

Has it been a Matter of Fit, Tailoring or Wearing Qualities? In regard to fit, better fitting garments cannot be

been made.

) If you'll put a minutes of ours, we

If you're not q to show you the ve C., N. & R. and Cus

FALL AND WINT

It's time your b Suits, prices from $ of the same cloth boy's suit at $5

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Have an U-

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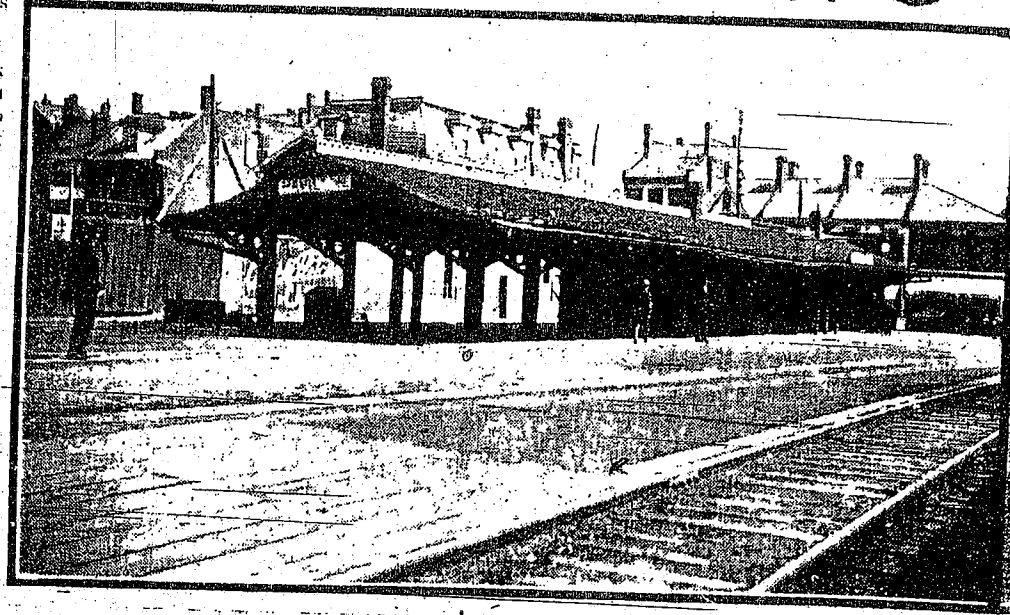
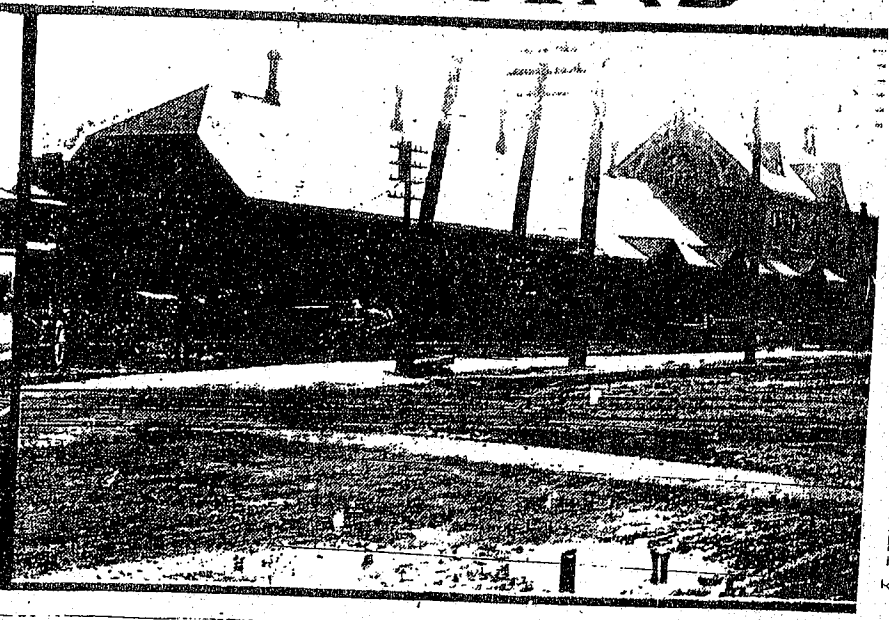
affe Jam C d Hamilton is the G. T. R nto and Buf Grand Trunk the ashamed ns. The two eet and King hardly satis of the in s population e one of the ring cities in ton outgrew the repro ou see along ty-five years believe there the world ood for two verfisements fair to the that great er in the or the ticket would be if they had own station revenue on alone would ction in one

THE TWO ORPHANS





TRUDELL & TOBEY
50 - 52 JAMES STREET NORTH

THE 2 T'S

TRUDELL & T
50 - 52 JAMES STREET

CAMPAIGN FOR NEW STATION
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HS
13 OCT 1911

PRESENTATION.—At noon on Wednesday the workmen in the Locomotive Department of the Great Western Railway presented Mr. John Cameron, who is leaving to enter the service of the H. & N. W. R. Company, with a meerschaum pipe. Mr. John McIntyre read an address expressive of the esteem in which Mr. Cameron is held by his fellow workmen, and the recipient made a fitting response.

EXTENSIVE CLEARING SALE.—A. MURRAY &

January 8
1878

enough for one whiff a piece.

LOCAL ITEMS.

THROUGH COAL TRAIN.—The first through coal train from the States to Montreal arrived here yesterday morning viâ. Caledonia on the H. & N. W. Railway. This is a new feature in railway traffic in this city.

PERSONAL.—Mr. C. T. Denroche, who has

January 8
1878

to it.

ACCIDENT ON THE H. & N. W.—Sunday night a rather exciting accident occurred in the H. & N. W. freight yard in this city. The engine "Peel" was engaged in shunting cars when, through some mistake, she was allowed to dash into a coach, smashing her head light, cow-catcher, and otherwise damaging her. Fortunately no one was hurt.

POLICE COURT.—Monday the session took

1878

County of Bruce. Decision was reserved.

Another Application to Quash the Dunkin Act—Judgment Against the Hamilton & Northwestern Railway.

TORONTO, Feb. 15.—In the Court of Queen's Bench and Common Pleas to-day, before Justice Gwynne, application was made for a *rule nisi* to quash the Dunkin Act in the County of Peterboro, on four grounds, namely, that wrong voters' lists were used, that counting the votes was delayed, that the voting was not free, and that undue clerical influence was brought to bear. Judgment was reserved.

Judgment was moved for against the Hamilton & Northwestern Railway Company for causing a nisance, by obstructing a street in Hamilton. A fine of two thousand dollars was imposed. It is not to be enforced until the first day of June, when, if the nuisance is removed, the Company may apply to have the fine reduced.

LONDON

1878

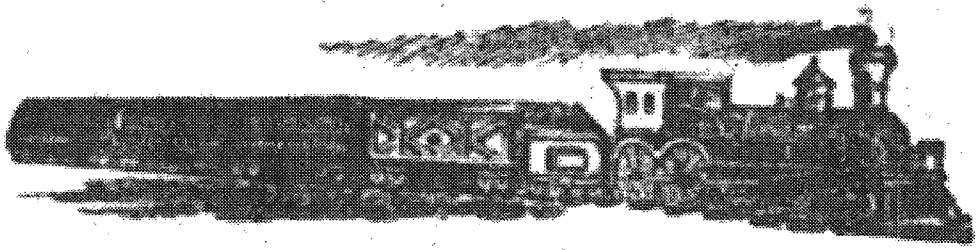
offenders will be called upon to answer at the Police Court this morning.

NEW LOCOMOTIVES.—The H. & N. W. Railway Company have recently put upon their line two new locomotives, in which it is the intention to consume coal. They are of most substantial build, and capable of more than ordinary speed. One of them, on the passenger train from the north on Saturday evening, made forty miles an hour.

1878

Feb. 11, 1878. d36-6i

HAMILTON & NORTH WESTERN



RAILWAY.

TO LOCOMOTIVE ENGINEERS.

WANTED—A PROPERLY qualified man to take charge of the engines and cars of this Company. Applications to be addressed to

MAITLAND YOUNG,
Secretary.

LOST.

February 7
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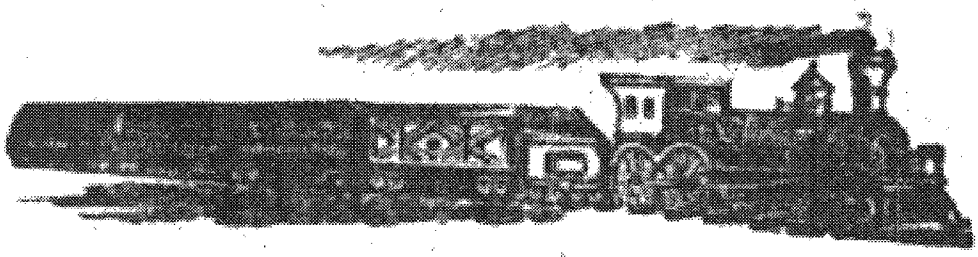

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February 7
1878

Chamber at midnight.

HAMILTON AND DUNDAS STREET RAILWAY COMPANY.

Annual Meeting.

The annual meeting of the shareholders of this Company was held on Tuesday afternoon at the Company's offices, 30 James street south.

The Secretary read the report, which set forth, among other things, that the grading had been completed from Dundas to the east side of Cline's gully at the end of Concession street, and the road bed was now ready for the iron. Three bridges had been well and substantially built. A canal one mile long and 28 feet wide was constructed through the marsh, and there was no danger anticipated from freshets. A large quantity of oak ties was secured, and now lay alongside the road bed. All that remained to be done was the grading of the streets in the city of Hamilton and the town of Dundas, and this would be proceeded with as soon as the frost was out of the ground. The Directors had definitely decided to use steam motors.

The adoption of the report was moved by the President and seconded by the Vice-President. It was carried.

The following directors were then elected: President, B. B. Osler; Vice-President, Joseph Cline; H. C. Baker, John Riddell, C. Cameron, H. Henderson, J. C. Macklin.

J. Howard was chosen Secretary-Treasurer, and D. G. Grier Auditor.

The meeting then adjourned.

—D. McQuarrie, Esq., of the firm of

February 2 1878

found and cared for."

STREET RAILWAY EXTENSION.—It is the intention of the Hamilton Street Railway to extend the line to Mackay's wharf, at the foot of James street, which action will be a great accommodation to the public. The pleasure steamers during the coming season will ply between the various holiday resorts and Mackay's wharf. The fare from any part of the city to the Beach and return will be 25 cents, this including passage by street car and steamer. This is certainly a step in the right direction and one which will receive hearty support from the people of Hamilton. We understand, too, that a large boat-house is to be instantly built on the east side of the wharf which will give all the accommodation that may be required in that line. Mr. Mackay has a very long water frontage, which will doubtless also be utilized for the purpose of private boat-houses.

2/2 1878

high time they were paid their money.

THE MAILS.—We quite agree with the Milton *Champion* when it says that it is a matter of surprise to most people that the mails are not carried on the H. & N. W. R., now that trains run through to Barrie. In our opinion the expense of the P. O. Department would be considerably lessened if the railroad had the carrying of the mails. Correspondence between here and Hamilton would be quite an object in itself. As it is two days will receive an answer from the city, whereas if it was in the hands of the H. & N. W. R. one day would do it. There are plenty of reasons why the mail matter should be carried by rail. It would be much better for our neighbors up north as well.—*Georgetown Herald.*

BEAVERTON SUPPER.—Last evening a com-

1878

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New Locomotives.—The H. & N. W. Railway Company have recently put upon their line two new locomotives, in which it is the intention to consume coal. They are of most substantial build, and capable of more than ordinary speed. One of them, on the passenger train from the north on Saturday evening, made forty miles an hour.

January 28 1878

the part of the citizens is called for.

ACCIDENT ON THE GRAND TRUNK.—Yesterday afternoon a freight train on the Grand Trunk (Buffalo & Lake Huron branch) ran off the track near Dunnville in consequence of the switch being left open. The obstruction of the road prevented the Buffalo train passing, and the trains going down the road to Buffalo could not pass, hence the 1:40 train passing through this city could not go further than Dunnville, thus causing the Toronto train through Hamilton to be an hour late. An auxiliary engine was dispatched from Brantford to afford assistance. On its arrival at Caledonia, after 35 minute srun.it met with a serious accident. The journal becoming heated blazed fiercely up against the bottom of the car. The fire was extinguished by the application of snow, but the effect of the heat was so great that the journal dropped out, and it was found necessary to put two new wheels on the car, thus losing much time.

February 12 1878

FATAL ACCIDENT.

Mr. Edwin Penny Killed on the H. & N. W. R. R.

It is with no ordinary feelings of regret we this morning announce the awfully sudden death of Mr. Edwin Penny (an estimable railway man), which occurred on the Hamilton & Northwestern Railway yesterday afternoon, as the train for Barrie, upon which he was employed as baggageman, was approaching the Barrie station.

A reporter of the SPECTATOR called on Mr. James Dick, the conductor of the train, on its arrival last evening at 7:35. He states that the train left on time yesterday morning at the usual hour, and everything went smoothly until they were approaching Barrie. Mr. Penny was in the baggage car, and was walking along the east side of the car towards the express van, when he was struck by the water tank, which is situated about a mile south of the town. The accident may be more readily explained when it is known that deceased is a corpulent man, and owing to the curve on the line at this point the car was swinging. The brakesman, who was stationed between the two coaches, was the first to notice the occurrence, and called out to the conductor that "Penny was struck." Mr. Dick jumped off the train, which was going at the rate of three miles an hour, and found the poor fellow lying on his face at the foot of the tank. Mr. Dick raised him to his feet, but Penny was insensible, the only sign of life given being a brief glance into his fellow-employee's face. He was removed to the station as soon as possible, and the conductor lost no time in summoning two physicians, who attended him to the last, but without being of any service from the nature of the injuries inflicted. The deceased was crushed about the body and head, and only survived one hour, never speaking from the time of the accident.

The Coroner of the town was notified, and will hold an inquest this afternoon.

The tank where the unfortunate occurrence took place was only a temporary structure, built for the accommodation of the locomotives engaged in the work of construction, and we believe it was the intention of the company to have the same removed this

February 12 1878

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Mr. Penny was an Englishman by birth, and came to the city with the Rifle Brigade, of which corps he was an honored soldier. Mr. Penny served faithfully in the Crimean

February 12 1878

LIFE ON A LOCOMOTIVE.

Down the Mountain on the Julia M. Collier.

The Heights Above and the City Below.

A Dark Night and a Fearful Grade Before.

The races were over at Caledonia Friday evening as the train steamed in from Jarvis on its way to Hamilton. It was sharp on time and the platform was crowded by an anxious, impatient body of people, who soon thronged into the cars and filled every seat, and even made the aisles impassable. Our reporter stepped aboard the locomotive, and on making his profession known and expressing his intention to sketch the run over the mountain, was cordially received by Engineer Henry Taylor, one of the best and most experienced drivers on the line. The locomotive was the Julia M. Collier, and as she steamed up to the tank she seemed to tremble with delight as Connolly, the fireman, poured a cool stream of water into the tender. He came back and heaved wood into the churning furnace below. Engineer Taylor took his seat, one hand on the rope connecting with the throttle valve, the other on the lever. His eye ran swiftly over the nuts and steam-gauges and cocks; he looked sharply ahead, on either side, at the air gauges, and waited. The great engine shook and trembled as if impatient to be gone. The steam went hissing through the pipes like burning blood through the veins of some monster, and the furnace churned and roared like a volcano. All was ready. Conductor Dick stepped out upon the platform and glanced with pardon-

MARCH 4 1878

the rushing demon of fire and iron that dashes into its midst. We are out of the cut and on the edge of the mountain. The rocks tower far above on one side, and the city lies far below on the other. With the motion of the locomotive its ten thousand lights seem to sway and move, to rise and fall like a sea of fire. The headlight divides the gloom like lightning, and the loud train, like faithful thunder, follows after, shaking the mountain side like an earthquake. The train swings round a great pile of rocks, and turns its burning face towards the city below. The houses seem to leap to one side and shrink into the gloom, leaving a clear, shining track. The mountain melts away like a dream, the rolling ocean of light suddenly lifts itself and is lost in the milky way, and in an instant we find ourselves gliding smoothly along a gas-lit street, aglow with common-place shop windows, and thronged with pedestrians who do not seem in the least surprised to see us. The bell rings, the train pulls up at the King street station, the engineer and driver shake hands with our reporter, and their words of "good-night" are lost in the chorus, "First 'bus for the St. Nicholas," "This way for the Dominion Hotel," "Take a kerridge for the American," etc., etc.

IT STANDS UNEQUALLED.—Those who have

MARC
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1878

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MARCH 11 1878

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MARCH 4 1878

an ocean of light, shining for an instant and then dying like good thoughts in a bad man's brain. Faster, faster! The great volume of steam winds round the train like a transparent snake, crawling everywhere and licking the windows with its wet, hot tongue. We near the mountain. The train comes to a dead stop and the breaks are tried. The engineer and fireman inspect the works and rapidly make preparations for the run down the terrible grade before them. The whistle is sounded, Taylor "lets her out," Connolly looks into the furnace, and the next instant we are thundering through the quarries. The head light of the locomotive illumines the hard, slimy rocks that tower far above with an unearthly glare, and as one looks into the deep cut, the mountain seems to open and divide its stony bosom to receive the rushing demon of fire and iron that dashes into its midst. We are out of the cut and on the edge of the mountain. The rocks tower far above on one side, and the city lies far below on the other. With the motion of the locomotive its ten thousand lights seem to sway and move, to rise and fall like a sea of fire. The headlight divides the gloom like lightning, and the loud train, like faithful thunder, follows after, shaking the mountain side like an earthquake. The train swings round a great pile of rocks, and turns its burning face towards the city below. The houses seem to leap to one side and shrink into the gloom, leaving a clear, shining track. The mountain melts away like a dream, the rolling ocean of light suddenly lifts itself and is lost in the milky way, and in an instant we find ourselves glid-

MARCH 4 1878

THE RAINS.

THE RAILWAYS SUFFER.

The H. & N. W. R. Washed Out in Two Places—Traffic on the H. W. R. East and Toronto Branch Temporarily Suspended—No Mails this Morning—The H. & N. Street Railway Considerably Damaged—the Concession Street Bridge Carried Away—Extensive Floods in the City—Several Streets Under Water—The Rain Unprecedented in this Section of the Country.

The rain which has been so steadily and persistently pouring since last Tuesday afternoon, has at length achieved the usual results in the way of flooding our roads, filling our cellars and destroying property. The most serious damage occurred last night when all the railways running into our city were washed out at different points.

THE H. AND N. W. R.

trains going both north and south this morning had to return on account of breaks in the line. The first named encountered a washout at Burlington and could proceed no farther. The bank had been washed away underneath the track and it is fortunate that no night trains were being run over the road, as an accident would have been inevitable. A construction train and men were at once dispatched to the scene, and they are now at work repairing the damage. It is feared other washouts have taken place further north.

NEAR THE LARGE CUT

on the Mountain, the engineer of the eight o'clock train this morning found a hole where the track should have been. He at once backed his train down, and the passengers disembarked. This break is also in an embankment which spans a small gully near the cut. As the break was composed of broken rock and other heavy material the force of water must have been immense to carry it away. The cause of the slide we believe was a culvert through the bank which proved altogether inadequate to carry off the water which flowed down from the Mountain side in a perfect torrent. When the construction men arrived upon the ground the track had fallen completely in and the embankment was still sliding rapidly down the slope. Work was begun upon the break at once, but it will probably take several days to repair damages. A much larger culvert seems to

September 14 1878

any which may occur on the railway. The total cost of repairing the damage done by it to the Company's property will not be less than £4,000. At Winona a new station has been erected. It is intended to accommodate both freight and passenger business, and contains the necessary rooms for station-master and family. At Chatham, the erection of a brick passenger station is in progress. The increase in the length of the Great Western Railway proper is due to the extension of the track of the Toronto Division to Hamilton.

Wellington Grey and Bruce Railway.—Instead of three pounds sterling per ton of steel rails, laid in place of iron, being debited to capital as was done formerly, the whole difference between the cost of the steel rails used on the line during the half-year, and the value of the iron rails taken up, has been charged to revenue through the Renewal Fund. Since the 31st July last the iron rails upon 16 12-100 miles of the track have been replaced by steel rails; there are therefore now 77 32-100 miles of this division of the railway laid with steel rails, and 91 miles yet to be relaid. The cost of the maintenance has been lower than it was during the corresponding half of last year, although a considerable extra expense has been incurred in consequence of the severity of the winter as compared with that of last year. The main line north of Palmerston, and the Kincardine division have been worked with difficulty since the 23rd December; in fact, between Wingham and Kincardine, in spite of all exertions, the line has been closed by snow several times.

tion to the business [illegible]

BRANTFORD, NORFOLK AND PORT BURWELL RAILWAY.

COMPLETION ACCOUNT.—This line has been greatly improved during the past half-year; additional sidings have been put in, and cattle pens erected; a combined passenger and freight station has been built at Springford; passenger platforms have been constructed at all the other stations; and the railway has been extended from the town of Tilsonburg to the Loop line. This extension, which was opened for business on the 19th December last, completes another valuable connection between the main and loop lines.

CHANGES TO REVENUE.

The cost of maintenance for the half-year compares favorably with that for the six months ended 31st January 1878. The charges per mile being respectively, during the two periods, $80 6s. 11d. and £111, 17s. 2d. The comparison would have been still more satisfactory had it not been for a flood on the 13th September, and for the extra expense of keeping the line free of snow during a winter much more severe than that of 1877-78 was. The flood in September was higher and more destructive east of Hamilton than any which has occurred since the opening of the railway. The total cost of repairing the damage done by it to the Company's property will not be less than £4,000. At Winona a new station has been erected. It is intended to accommodate both freight and passenger business, and contains the necessary rooms for station master and family. At Chatham, the erection of a brick passenger station is in progress. The increase in the length of the Great Western Railway proper is due to the extension of the track of the Toronto Division to Hamilton.

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above described.

GREAT WESTERN RAILWAY.

This road, notwithstanding its splendid condition, has also been a sufferer from the recent heavy fall of rain. In the Toronto yards this morning there was some three feet of water, and it was impossible to get the engine out for the early train which usually brings the Toronto dailies. An attempt was made to start the 7.10 train and this proceeded as far as about a mile this side of Port Credit, when, owing to the depth of water on the track, the engine ran off. Happily no one was hurt, but the road is completely blocked and up to the present time there is no communication with Toronto. This morning Mr. Biff, the General Superintendent, and Mr. Hobson, Chief Engineer, left on a construction train for the scene of the disaster. Two or three passenger cars accompanied the train laden with medical gentlemen, who had been attending the meeting of the Association. All the promise, however, the officers of the road could give them was, they would be taken as far as Oakville. The damage done, so far as known at present, is considerable. The Toronto Branch did not alone suffer. A serious break occurred on the main line, at the twenty-one-mile post, about one and a half miles east of Bramalvile. This was discovered before any train could reach it, and all communication with the Bridge is temporarily suspended. A gravel train left about ten o'clock for the spot, and it is expected the road will be in order this morning. A small land-slide occurred on the bank by the General Offices, but this was of small importance. Mean while all trains on the Toronto Branch and east are cancelled. The western part of the line is all right.

HAMILTON AND NIAGARA FALLS RAILWAY.

This road has also suffered severely from the storm. A large portion of the track on Hannah street, between Bay and MacNab streets, has been washed away, and the bridge on Concession street almost outside the city limits has been destroyed.

JAMES STREET SOUTH.

September 13 1878

of the steamer [illegible] for the purpose of conveying them, but the proposal was not acted on, and most of the disappointed ones returned to the city to await the opening of communication with the metropolis.

The telegraph wires on the railway between here and Toronto have been submerged, and therefore communication with the different points along that branch is difficult, and in most cases impossible.

Messrs. Broughton, Domville, Stiff and other executive officers were kept up all night attending to the business of the road, and had it not been for their indefatigable efforts it is likely that travel on the Great Western might have been, on some of its branches, impeded for some days in place of hours, but although the occasion was an unprecedented one in the history of the road, they proved equal to the emergency, and had the track in proper order in the shortest possible time.

Lawrence.—The main line of the Great Western Railway was got in running order both east and west yesterday afternoon, and the regular trains passed over it only a few minutes behind time. The damage to the track at Jordan has been temporarily repaired, but during to-day will undoubtedly be placed in as good condition as it was before the storm. A slight obstruction still exists east of Merritton, but connection is made with Suspension Bridge on the Welland Railway and Allanburg Branch. No train could be got through on the Toronto Branch yesterday, although a very large number of men were employed in repairing the damages at Port Credit. It is confidently anticipated, however, that the track will be put in condition some time during to-day. A very large number of passengers for Toronto,

the line is all right.

HAMILTON AND DUNDAS STREET RAILWAY.

The road has also suffered severely from the storm. A large portion of the track on Hannah street, between Bay and MacNab streets, has been washed away, and the bridge on Concession street almost outside the city limits has been destroyed.

JAMES STREET SOUTH.

Ex-Alderman Waddell's up-hill drain has

September 13 1878

since wash-outs have taken place farther north.

BRAKE THE TRAIN OFF

On the Mountain, the engineer of the eight o'clock train this morning found a hole where the track should have been. He at once backed his train down, and the passengers disembarked. This break is also in an embankment which spans a small gully near the gut. As the bank was composed of broken rock and other heavy material the force of water must have been immense to carry it away. The cause of the slide we believe was a culvert through the bank which proved altogether inadequate to carry off the water which flowed down from the Mountain side in a perfect torrent. When the engineer men arrived upon the ground the track had fallen completely in and the embankment was still sliding rapidly down the slope. Work was begun upon the break at once, but it will probably take several days to repair damages. A much larger culvert seems to be what is wanted at this point as there has been trouble from similar causes before. It may be stated that any railway in the world would be apt to suffer from such rains as we have had, as witness the G. W. R., and that it was not by any means on account of defective construction that the G. V. R. has been damaged in the manner above described.

WHAT WESTERN RAILWAY

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September 13 1878

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and other places east of that city, were detained here, and were accommodated at the Royal, St. Nicholas, and other hotels, some of them stating it to be their intention to make application to the Company for payment of their hotel bills, but whether the claim will be allowed by the management of the road is a question which the officers may decide in the negative, as the delay arose from no fault of the Great Western Co., or its officers, but solely from causes over which they nor no other human beings have control.

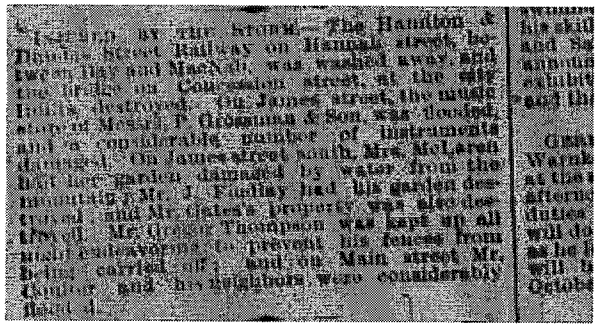
No mails left here yesterday for Toronto, a circumstance which must prove of great loss and inconvenience to the inhabitants. The Post Office Inspector, at Toronto was telegraphed to ascertain what should be done under the circumstances, but Mr Sweetman had not, up to a late hour last night, returned an answer. It was proposed to charter one of the Bay steamers to take the mails to Toronto to-day, if it should be found impossible to get a train through in time.

THE G. W. R. WASH-OUTS

At an early hour in the morning, it was discovered that there had been great damage done to the line of the Hamilton & Northwestern Railway. The most serious wash-out took place on the mountain, between two and three miles from the city, at what is known as the Rock Cut. Under the railway at that point, there is a culvert amply sufficient to carry off the water on ordinary occasions; but the late floods had caused the accumulation of a large lake of water to the west of the line, which augmented very rapidly by the torrents of rain that fell during Thursday night and Saturday morning, completely choked up the culvert. The only exit for the water in these circumstances was to make its way down the line of railway, which it did—washing everything moveable along with it, and leaving only the ties and the metal for a considerable distance. The washout was discovered at a sufficiently early hour for the General Manager Mr Anderson, to make arrangements for the transfer of passengers by the morning trains (both ways)—being conveyed on their journey. By this means, but little detention took place by these trains; but all trains were cancelled on this division of the line for the day. Meanwhile, the General Manager speedily set a large number of men to work, under the superintendance of Mr. McEwen, to remedy the breach; and it is expected that by to-morrow (Saturday) afternoon, traffic on the Southern branch will be resumed. There were minor wash-outs between this city and Georgetown, on the Northern Division; but they were speedily repaired, comparatively little delay resulting. In the afternoon, trains were running with their wonted regularity.

CITY ELECTION.

September 4 1878



Scarcely an equal brook.—The Hamilton & Thorold Street Railway on Hannah street, between Hay and Macnab, was washed away, and the bridge on Concession street, at the city limits, destroyed. On James street, the music store of Messrs. F. Gleasman & Son, was flooded, and a considerable number of instruments damaged. On James street north, Mrs. McLaren had her garden damaged by water from the mountain; Mr. J. Findlay had his garden destroyed, and Mr. Gates's property was also destroyed. Mr. George Thompson was kept up all night embankment to prevent his fences from being carried off; and on Main street Mr. Gaulter and his neighbors were considerably damaged.

September 14 1878

DISASTROUS FLOODS.

Midnight Experiences in the City.

Families Compelled to Leave Their Houses.

NARROW ESCAPE IN THE WEST END.

Washouts on the G. W. R.

The Track on the Toronto Branch Flooded for 14 or 15 Miles.

THE LOCOMOTIVE FIRES PUT OUT.

H. & N. W. R. Damaged.

The Traffic Partially Suspended.

DAMAGES MANY THOUSAND DOLLARS.

It was not to be expected that the heavy rain storm which prevailed without interval for three days and nights prior to Friday morning would pass off without doing a great deal of mischief, and when the rain descended in torrents between Thursday night and Friday morning, there was absolute certainty in city and railway circles that the damage would be serious. But no one anticipated that the result would be as disastrous as it has been, as will be seen from the annexed narratives of injuries sustained to property, so far as have yet come to hand. At no one spot

IN THE CITY

have the damages been serious; but floods have been numerous enough. Many residences, hitherto deemed thoroughly water proof, had

Tuckett, the Chairman, and the Commissioner.

THE FLOOD ON THE G.W.R.

LATER.—The main line of the Great Western Railway was got in running order both east and west yesterday afternoon, and the regular trains passed over it only a few minutes behind time. The damage to the track at Jordan has been temporarily repaired, but during to-day will undoubtedly be placed in as good condition as it was before the storm. A slight obstruction still exists east of Merritton, but connection is made with Suspension Bridge via the Welland Railway and Allanbury Branch. No train could be got through on the Toronto Branch yesterday, although a very large number of men were employed in repairing the damage at Port Credit. It is confidently anticipated however that the track will be put in condition some time during to-day. A very large number of passengers for Toronto and other places east of that city, were detained here, and were accommodated at the Royal, St. Nicholas, and other hotels, some of them stating it to be their intention to make application to the Company for payment of their hotel bills, but whether the claim will be allowed by the management of the road is a question which the officers may decide in the negative, as the delay arose from no fault of the Great Western Co., or its officers, but solely from causes over which they nor no other human beings have control.

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MORE SWEARING.

September 14 1878

sent.

AN IMPORTANT RAILWAY SUIT.

Pt. D. & L. H. R. vs. G. W. R.

During the past two days Chief Justice Haggarty has been engaged in trying the above important suit, of which the following will give our readers an idea:—On the morning of August 14th, 1876, at about 9 o'clock a.m., the *Globe* Express, then running on the G.W.R. between Hamilton and London, which was timed to arrive here about that time, came along from the East. At the same time the accommodation train on the Pt. D. & L. H. R., timed to leave Woodstock for the south, at that time, steamed along, and both met at the crossing, about 100 yards east of the Great Western Railway station here. The *Globe* train had almost crossed out of reach of the other train, which collided with the rear car and threw it off the track. Neither train was going at any great speed at the time, otherwise the results would have been very disastrous. As it was, the engine of the Pt. D. & L. H. R. train was damaged to a considerable extent, while the passenger car on the *Globe* was somewhat smashed and overturned. The "diamond" was also greatly damaged. One Donald Graham, a passenger on the *Globe* train, was seriously injured. For this he sued the G. W. R., and on August 2nd, 1877, received judgment of $4,037.37. The control of the crossing was in the hands of the G. W. R., who had as watchman one Utting. The contention of the Pt. D. & L. H. R. Co. is that the semaphore was lowered, which allowed them to pass along over the crossing. Acting on this, they attempted to proceed, with the result as above mentioned. The watchman swore that the semaphore had been lowered, but at once raised, and raised in sufficient time to be acted upon by the officials of the Pt. D. & L. H. R. This statement of the watchman was supported by a good deal of the evidence of the G.W.R. No definite decision as to the merits of the case was made by His Lordship, but by consent of counsel for both companies a verdict was rendered for plaintiffs for one shilling. The case G. W. R. vs.

September 13 1878

to seek a more dry and secure spot. The [illegible] of the road, as soon as informed of the state of affairs, dispatched auxiliary trains and gangs of men to relieve the imperiled passengers and to repair damages as fast as possible. At one o'clock in the morning an auxiliary was dispatched for Port Credit, and it is expected that some time during to-day a train will be got through to the metropolis, but just at what time no one could tell with the railway could tell. At one o'clock in the morning a special was dispatched from the station for the West, the number of passengers and the non-arrival of the Eastern train rendering such an arrangement a necessity.

The track of the Great Western between this city and Suspension Bridge is generally elevated, and so well built and drained that no one could have imagined that any amount of rain which could descend would prove sufficient to submerge any portion of it, but man is not quite so perfect in his works as he fondly imagines, for some four or five miles of the track between Jordan and Beamsville was completely covered, the road bed being from two to two and a half feet under water, and travelling so dangerous that No. 4 from Suspension Bridge had to be cancelled and assistance sent to the section in question. It is supposed that this portion of the road will be got into proper running order in a very short time. The Atlantic express, which arrived twenty-five minutes late, was dispatched, the understanding being that if it could not get through the passengers should be transferred at the break.

The track west of the city is in a very fair condition, the reports being that very little rain fell west of Harrisburg, Guelph and other points to the north. It is said none fell until Thursday evening, and then the downfall was so light as to produce no appreciable effects.

The officers of the Great Western Railway have been most indefatigable in their efforts to provide for the accommodation of the patrons of the road, and no doubt the line and its branches will be opened by the afternoon. A large number of passengers for Toronto and other points west were at the station during yesterday morning, and at one time a proposition was made that one of the steamers on the Bay should be chartered for the purpose of conveying them, but the proposal was not acted on, and most of the disappointed ones returned to the city to await the opening of communication with the metropolis.

The telegraph wires on the railway between here and Toronto have been endangered, and therefore communication with the different points along that branch is difficult, and in most cases impossible.

Messrs. Broughton, Denville, Reid and other executive officers were kept up all night attending to the business of the road, and had it not been for their indefatigable efforts it is likely that travel on the Great Western might have been, for a week, impeded for some days in place of hours, but although the occasion was an unprecedented one in the history of the road, they proved equal to the emergency, and had the track in proper order in the shortest possible time.

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September 14 1878

have their hands full attending to the
done for the next meeting or two.

THE GREAT WESTERN.

Very much surprise was occasioned by the fact that no train either east, west, or on the Toronto branch arrived over the Great Western. On inquiry by our representative at the proper quarters, it was reported that in consequence of the sweeping away of about a mile and a half of the track at Port Credit, the 9.00 Toronto train had to be cancelled, as there was no possibility of getting through until late in the day, as the Globe train, which is due here at 7.10 a.m., was off the track about a mile and a half this side of Port Credit. Some 14 or 15 miles of the Toronto branch, on both sides of Port Credit, were under water, the depth being from two to three and a-half feet.

It may, perhaps, afford our readers some idea of the extraordinary nature of the flood when it is known that the water rose to such a height in the locomotive round-house of the Great Western at Toronto that the water was three feet above the rails and the fires in the locomotives were put out and the men in charge were forced to seek a more dry and secure spot. The officers of the road, as soon as informed of the state of affairs, dispatched auxiliary trains and gangs of men to relieve the benighted passengers and to repair damages as fast as possible. At 10 o'clock in the morning an auxiliary was dispatched for Port Credit, and it is expected that some time during to-day a train will be got through to the metropolis, but just at what time no one can speak with the railway could tell. At 10 o'clock in the morning a special was dispatched from the station for the West, the number of passengers and the non-arrival of the Eastern train rendering such an arrangement a necessity.

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east of the Great Western [illegible] here. The *Globe* train had almost crossed out of reach of the other train, which collided with the rear car and threw it off the track. Neither train was going at any great speed at the time, otherwise the results would have been very disastrous. As it was, the engine of the Pt. D. & L. H. R. train was damaged to a considerable extent, while the passenger car on the *Globe* was somewhat smashed and overturned. The "diamond" was also greatly damaged. One Donald Graham, a passenger on the *Globe* train, was seriously injured. For this he sued the G. W. R., and on August 2nd, 1877, received judgment of $1,037.37. The control of the crossing was in the hands of the G. W. R., who had as watchman one Utting. The contention of the Pt. D. & L. H. R. Co. is that the semaphore was lowered, which allowed them to pass along over the crossing. Acting on this, they attempted to proceed, with the result as above mentioned. The watchman swore that the semaphore had been lowered, but at once raised—and raised in sufficient time to be acted upon by the officials of the Pt. D. & L. H. R. This statement of the watchman was supported by a good deal of the evidence of the G.W.R. No definite decision as to the merits of the case was made by His Lordship, but by consent of counsel for both companies a verdict was rendered for plaintiffs for one shilling with leave to move. The case G. W. R. vs. Pt. D. & L. H. R. involved the same points of contention, and by consent a similar verdict was rendered for plaintiffs. It may thus be said that nothing, therefore, was done, more than taking the evidence. The Pt. D. & L. H. R.'s claim was for damage sustained by the engine, while the claim of the G. W. R. in the second suit was for $1,037.37—the amount recovered against them by Graham—and some $300 for other damages. H. B. Beard, Q. C., and H. Bird for Pt. D. & L. H. R.; C. Robinson and Harry Becket for the G. W. R.

POLICE COURT.

September 14 1878

An Engine on the H. & N. W. Railway Off the Track.

THE FIREMAN INSTANTLY KILLED.

An accident of a very serious nature and resulting in the loss of one life happened on the H. & N. W. Railway on Tuesday evening. The mixed train which leaves Hamilton, going north, at 6 a.m., under charge of Conductor Morris Begley, was approaching Glencairn, a station a few miles this side of Collingwood, when the engine suddenly left the track and was thrown over on the ground. The train was not running at very great speed, but sufficient to cause considerable disaster. The front cars were piled one on top of the other, all being more or less damaged. The fireman on the engine, Mr. Gill, of this city, was instantly killed, his body being badly bruised and otherwise disfigured. His mother and brothers, who live on Barton street, have been notified of the sad occurrence, and the latter have left for the scene of the disaster. Mr. Gill is well spoken of by the officials as a faithful and diligent servant. He was a comparatively young man and his mother, who lost her husband not very long ago, feels this second bereavement very much. The driver on the engine was seriously hurt, his leg being broken and badly scalded. His name is John Garrison. A brakesman named Downs was also hurt, and it is feared dangerously. He became wedged between the cars and had his leg broken, in addition to which he received internal injuries. The wounded men were promptly and carefully looked after and medical assistance summoned. The passengers did not suffer much beyond a few bruises, more or less severe. The accident is said to have been caused by one of the wheels on the engine breaking, but no definite particulars of the cause can be obtained. An auxiliary train with every assistance was dispatched from here as soon after the accident as possible, and the line cleared.

RAILWAY ACCIDENTS.

February 5
1880

THE RECENT RAILWAY AMALGAMATION—AN UNLOOKED FOR PHASE.

We are of opinion that nineteen-twentieths of our citizens looked upon the amalgamation between the Northern and the Hamilton & Northwestern Railways as a step that should not be attended with some of the disadvantages that have lately cropped up. It was given out that both Companies were driven to effect some such sort of arrangement in order that they might float their bonds in England, and that unless some understanding was entered into by the Companies, one if not both of the lines would seriously suffer. Indeed, for the Hamilton enterprise, it was said there was nothing but ruin before it, though this is difficult to admit in the face of increasing business, larger gross and more and more cheering annual reports. Be this as it may, there was little or no serious opposition offered to the scheme of amalgamation, because the impression was general that it was an absolute necessity and that the interests of Hamilton were fully protected.

We are sorry to have to lift the veil on this matter and show how badly faith is being kept by the Company with the city. It will be remembered that we gave the Company two licenses of [illegible] each, and that the second

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JULY 10, 1879.

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was granted upon the express condition that the sum of $100,000 should be expended within the limits of Hamilton in the erection of dwellings, shops, etc., and that a large number of workmen should be employed. We do say that had it not been that the Company solemnly engaged to carry out the terms of the By-law, it would have met the fate of one that was previously submitted and defeated. Well, how are these obligations being observed? In the first place, not a twentieth, certainly not one-tenth of the sum agreed upon was expended in erecting shops and other buildings within the city limits, and at no time was a large force of men employed. Still shops were put up and some score or two of mechanics supplied with work. It was hoped, nay, it was believed, that whatever changes the amalgamation of the roads would render necessary, the shops and the men would be left, and whatever advantage their presence afforded would be continued to the city. But it appears this is not to be so. Two weeks ago last Saturday the work of discharging the men employed in the Company's shops began on something like a sliding scale. Some half dozen carpenters were paid off. On the following Saturday some painters were got rid of, and last Saturday a number of fitters, blacksmiths and carpenters were "sacked," to use an expressive term, at about an hour's notice. Some dozen or so of men are left, but they are trembling in their shoes, for they believe, so we hear, that it is the Company's intention to discharge them all, saving, perhaps, one man to look after the Round House and a blacksmith or so. Now, if there were no work for these people, one should not complain, but the fact is there is work for them if there was no order that everything hereafter is to be done in Toronto thus giving Toronto mechanics employment at the expense of our own. We learn that brass castings formerly made in Hamilton are

July 10 1879

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We conceive this is a state of affairs not contemplated by the citizens when they raised no objection to the amalgamation of the Companies. The amalgamation was one thing, but the sacrifice of the local interests of Hamilton to those of Toronto is decidedly another. The latter is a subject worth being considered, and it is a question whether the city should not enter a lively

July 10 1879

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LY TIMES, JULY 10, 1879.

opponents to "free quinine," who, for the credit of the country, were few. The two or three monopolists who for years have been protected by a twenty per cent. duty have coined fortune after fortune by being able to charge the American suffering public what they pleased for this drug. A more abominable and unjust tax was never levied upon God's creatures. There was no defence for it either. The bark from which quinine is made is not produced in the United States, so there was no home industry to protect against foreigners. In the meantime, the few houses which monopo-

Dundas Items.

(From the Standard, July 3rd.)

The Street Railway Company are now completing the T switch at the Eight House depot. This will save considerable trouble in running back and shunting, etc.

In the matter of the anti-Sunday train agitation we have good authority for stating that on Friday evening the committee having the matter in hand met and adjourned without arriving at any decision. The probability is that the extreme measures at first talked about will not be resorted to, but that the question of the company's alleged right to run trains on Sunday will be tried in a friendly way before a competent tribunal.

THE HAMILTON & NORTH-WESTERN RAILWAY.

NEARLY A TERRIBLE ACCIDENT.

Something Wrong—A Crossing place Forgotten—Two Trains Trying to Pass One Another on a Single Track.

On Tuesday afternoon what might have been a terrible accident on the H. & N. W. R. was averted by the promptitude and coolness of Conductor Alverson. It appears that the 3.10 p. m. train from Hamilton, and the 3.00 train from the Beach pass at the Wentworth street siding, the train from Hamilton having to go into the siding to allow the other train to pass. Conductor Sims was in charge of the outward train and a conductor whose name we did not learn in charge of the inward. In the baggage car was seated Conductor Alverson, who was going down the road on business, engaged in conversation with another gentleman. The train was going round the curve at the rate of twenty-five miles an hour, and Lewis, who was engaged collecting his tickets, appears to have forgotten all about the siding. The engineer apparently had no instructions, and the switch was passed. Alverson jumped up on noticing it and said "My God, they've passed the siding," and pulled the bell rope. The train was stopped and the engine driver shunted to back down. This was done, but only just in time, for before the switch was reached the other train came round the curve and had to whistle "down brakes and stop." "Some one had blundered," who, we do not know, but at all events Alverson deserves credit for his promptitude in averting what might have been a terrible disaster. Meanwhile, though we believe the authorities of the H. & N. W. R. do the best they can for the comfort and safety of the public, too much caution cannot be used in running these numerous Beach trains, which are usually crowded.

High Praise for Barnum's Greatest Show on Earth.

July 17
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THE HAMILTON WEEKLY TIMES, JULY 17, 1879.

AMILTON WEEKLY TIMES, FEBRUARY 5, 1880.

Sad Accident on the H. & S. W. R.

FIREMAN GOFF KILLED.

THE ENGINE, TENDER, AND BAGGAGE MAN DEPOT DESTROYED.

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COMMERCIAL.

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THE HAMILTON WEEKLY TIMES, APRIL 8, 1880.

A BRIGHT OUTLOOK.

Visit to the H. & N. W. Railway Shops.

GREAT ACTIVITY.

A Lively Demand for More Cars.

AN INCREASE OF WORKMEN.

A SPECTATOR reporter visited the offices and shops of the Hamilton & Northwestern Railway yesterday, and was received by Mr. Dickson, Assistant General Freight and Passenger Superintendent, who very kindly devoted a couple of hours in conducting him through the premises and giving him a few facts as to the staff and workings of the road.

PASSENGER STATION.

This building, situated on King street east, is easily accessible, and though not of extensive dimensions it is very conveniently fitted up. Mr. Nichol, ticket agent, and Mr. Beasley, baggage-master, are always on hand to attend to the wants of the traveling public. Two assistants are employed in the baggage-room.

THE COMPANY'S OFFICES.

These are situated in the southern end of the freight sheds, and they have been newly fitted up and furnished. The local freight and passenger traffic is under the charge of Mr. Geddes and his assistant, Mr. Tait. In this office, also, are Mr. Ireland, cashier, and Messrs. Smith and Kerr, billing clerks. The latter are kept constantly busy. In the southeast corner of the building is the Despatcher's office for the Northwestern division. Messrs. Hotchkiss and Grant are engaged here, and look after the train service and st- [illegible] generally, under Mr.

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This building, situated on King street east, is easily accessible, and though not of extensive dimensions it is very conveniently fitted up. Mr. Nichol, ticket agent, and Mr. Beasley, baggage-master, are always on hand to attend to the wants of the traveling public. Two assistants are employed in the baggage-room.

THE COMPANY'S OFFICES.

These are situated in the southern end of the freight sheds, and they have been newly fitted up and furnished. The local freight and passenger traffic is under the charge of Mr. Geddes and his assistant, Mr. Tait. In this office, also, are Mr. Ireland, cashier, and Messrs. Smith and Kerr, billing clerks. The latter are kept constantly busy. In the southeast corner of the building is the Despatcher's office for the Northwestern division. Messrs. Hotchkiss and Grant are engaged here, and look after the train service and attend to the trains generally, under Mr. Webster. Off the Despatcher's office is that of Mr. Dixon, where every information in regard to freight and passenger rates can be obtained. Mr. Dickson has immediate charge of the business between Georgetown and Port Dover, and issues through bills of lading from all stations to any European points. The freight arrangements are very extensive, and give to Hamilton shippers every advantage desirable. Through rates are given over the Toronto, Grey & Bruce and Canada Southern Railways at figures that compete keenly with Toronto rates.

THE FREIGHT SHEDS

are exceedingly large and commodious. They are divided into three apartments. The first of which—120 x 45 feet,—lying south of the

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THE FREIGHT SHEDS

are exceedingly large and commodious. They are divided into three apartments. The first of which—120 x 45 feet,—lying south of the others, is used exclusively by the company for local business on their own and the Canada Southern road. A warehousemen and seven porters are at present employed, and are kept extremely busy, working sometimes two or three hours overtime. The amount of freight handled by the company is something wonderful, exceeding very much what many citizens imagine it to be. This is attributable in a great measure to the better position they are placed in by their agreement with the Northern Railway.

The next room, 180 x 95 feet, is used as a bonded warehouse, and is frequently filled to excess with goods. It is the largest in the city. Both the bonded and local business are double what they were a year ago.

The northern portion of the building is occupied as a freight shed by the Grand Trunk Railway, who do a very extensive business. They employ a warehouseman and eight porters, and keep nine team of horses constantly busy. There are six men in the office, including the agent, and they are all working over time.

A LACK OF CARS.

The amount of traffic has increased so much and so rapidly that the greatest inconvenience is felt by all parties, owing to the small number of cars owned by the H. & N. W., and to obviate this difficulty an order has been given for fourteen new cars to be constructed altogether in Hamilton. The work of construction is now going on, work having been commenced on two cars, and the others will be proceeded with as rapidly as possible. All the necessary materials are to be obtained in this city and the work necessitates an increase of fifteen in the number of workmen. Mr. M. A. Graham, formerly of Brierley & Graham, has been sent up here from Toronto to superintend the work, and he intends pushing matters on

October 24 1879

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THE SHORE.

October 24 1879

are not at hand.

THE SHOPS.

A tour through the machine and blacksmith shop and engine room gives ample evidence of the large amount of work going on. In the machine shop where all kinds of repairing is done, four men are employed. The machinery is run by a forty horse power engine situated in the adjoining room. In the blacksmith shop eight hands are busily engaged in manufacturing links, pins and all kinds of iron work. They are just completing an order for eight signal switches for the Toronto yard. A shipment of 80 axles, manufactured here, is also about to be sent to Toronto. The locomotives belonging to the Company are kept in almost constant use and Mr. Barnfather, the Locomotive Superintendent, says that great need is felt for one or two more. It is certainly very gratifying to know that such a large business is being done.

THE STORES DEPARTMENT

is under the charge of Mr. Beatty, who conducted our reporter through the various rooms, where were to be seen stationery of all descriptions, hardware, oil, lamps, lanterns, iron castings, shovels, etc. These are all purchased in Hamilton, thus conferring no small benefit upon the city. The stationery department, it is said, is four times larger than it was a year ago.

Time did not allow of a visit to the elevator but it is well known that an enormous business is being done there. The activity manifested both in the sheds and at the works lead to the most hopeful assurances of the future prosperity of the road and the immense advantages derived by the arrangement with the Northern.

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1879

HAMILTON & NORTH-WESTERN.

OCTOBER 29, 1900

JULY 4, 1898.

President Hancock.

STRUCK THE BRIDGE.

An Accident on the Northern and Northwestern Division.

This morning when a pile driver was being brought to the city on a flat car on the Northern and Northwestern division, it struck the Barron street bridge and did considerable damage. The top of the driver fell on the locomotive and damaged it, and some of the lower timbers of the bridge were broken. The damage was quickly repaired.

ESTIMABLE YOUNG MAN DEAD.

The death of Charles R. Hilman was

July 4 1898

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ACCIDENT ON G. T. R.

Train For the North Derailed at the Smelting Works' Switch Saturday Night.

Engineer Holden and Fireman Southerst Pinned Under the Wreckage For Some Time!

When the Engineer Was Taken Out He Was Badly Injured and Died Sunday.

There was an accident on the Grand Trunk railway in the vicinity of Hamilton late Saturday afternoon. The only persons injured were the fireman and engineer of the wrecked train. The latter has since died from his injuries, while the former will most likely recover, his injuries though extremely painful not being considered necessarily fatal.

The unlucky train was the evening express over the Northern division for the north, consisting a baggage car, a combination baggage and express, a smoker and first-class coach. Walter

ous injury, and were soon out and assisting in releasing the engineer and fireman.

As soon as the baggage and mail bags could be collected from the wreckage the auxiliary engine pulled the passenger coach, with all the passengers aboard, back to the city, and another train was made up, being sent around the bay on the Toronto branch, and then switched to the Northern tracks.

An inquiry will at once be started to discover who was responsible for the accident. The blast furnace switch is supposed to be set for the main line at all times when not actually in use, and the general impression seems to be that on Saturday afternoon it was not set that way.

HONORED THE ORGANIST.

Presentation to Ben Arthur, Who Is Going to Kingston.

Ben Arthur, the retiring organist of the James street Baptist church, was honored at the conclusion of the services last night. C. W. Bradfield, on behalf of the music committee and the congregation, presented to Mr. Arthur a purse of gold.

Speeches were made by Rev. J. L. Gilmour, W. Copp and others, all expressing their high appreciation of the services rendered by Mr. Arthur. The speakers said they felt that in his departure the city lost a good musician.

Mr. Arthur made a suitable reply, thanking the members for their hand-

October 29
1900.
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The unlucky train was the evening express over the Northern division for the north, consisting a baggage car, a combination baggage and express, a smoker and first-class coach. Walter Holden, who lived at 165 Wellington street north, was the engineer, and his fireman was Charles Southerst, 21 Florence street. The conductor was Thomas Page, 31 Picton street west, and the brakeman W. J. Robinson, 8 Picton street east.

The train was about three minutes late leaving the King street station, being delayed to take on some hunting dogs. There were a considerable number of passengers on the train. The trouble came when the train reached the Steel & Iron company's switch just east of Sherman avenue. At this point on the road there has been placed a siding connecting the blast furnace yards with the Northern division main line. The switch must have been open as the express came rushing along. The engineer set his air brakes and did all he could to stop the train, but it was no use, and in less time than it takes to tell it the forward wheels of the locomotive, refusing to take the switch, jumped the track, the drivers following. With a plunge the heavy locomotive shot into the deep ditch be-

October 29
1900

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shon street. The conductor was [illegible] Pegg, 31 Pleson street west, and the brakemen W. J. Robinson, 4 Pleson street east.

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On top of the engine piled the tender, and, shooting into the air up on top of this double wreck, came the front end of the forward baggage car. The rear trucks of this car somehow caught the switch and in this way the rear end of the baggage car was swung around and landed in the field north of the siding, and directly across it. The second baggage car followed the engine, leaving the rails and landing on its side in the ditch between the main line and siding.

The smoker behind this car jumped the track, but did not leave the ties, remaining right side up. The first-class coach in the rear did not even leave the rails, being undamaged and on the siding when the passengers jumped out to see what had happened. Those in the rear coach had no idea that anything serious had occurred. Speaking to a Spectator reporter a short time after the accident, one of

October 29
1900

HNW-3

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On top of the engine piled the tender, and, shooting into the air up on top of this double wreck, came the front end of the forward baggage car. The rear trucks of this car somehow caught the switch and in this way the rear end of the baggage car was swung around and landed in the field north of the siding, and directly across it. The second baggage car followed the engine, leaving the rails and landing on its side in the ditch between the main line and siding.

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When the passengers hurried from the cars they could see nothing ahead but a dense cloud of steam, which hid everything from view. Willing workers rushed in, and the engineer, Walter Holden, was discovered in the overturned engine cab, his body pinned down by a mass of wreckage above him, and his legs held in by debris that fastened him about the thighs. Holden was conscious, and as soon as the pile over him was removed he straightened himself up and gave directions to the workers as to the best way to work to get his legs free. It

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1900

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done for him, but the shock proved too great for his system, and he died yesterday afternoon.

Shortly after the accident the auxiliary was sent out from the Stuart street station, Dr. MacKelcan accompanying it. With the arrival of the auxiliary gang efforts for the release of the fireman were doubled. The poor fellow was jammed beneath the tender, fastened tight by his head and with his legs, in such position beneath the wreck that one of them was directly under a stream of boiling water from the boiler. In this position he was forced to remain for nearly two hours, it being impossible to clear away the wreck sufficiently to release him in any shorter time. During all that time he remained conscious and did all he could to cheer on the workers. He said that his head did not hurt him nearly so much as did his leg, which was being parboiled by the hot water. At last he, too, was released. Dr. MacKelcan and Dr. Bell, of Hamilton, who was a passenger on the train, did what they could to temporarily relieve his sufferings. When he was pulled from under the wreck it was found that the back part of his head was badly cut. There did not seem to be any bones broken, however, and for himself the fireman had no complaint to make other than that his foot hurt him a great deal.

The escape of the baggageman in the forward baggage car was most remarkable. In this car were a number of deer hounds and some heavy pieces of baggage. As luck had it, the baggage was piled in the end of the car that finally found its resting place in the ditch north of the siding. Piled on top of the baggage, which had not moved, were the baggageman and the hounds, which latter at once set up a most dismal howling. Had the heavy pieces been piled in the other end of the car, which was hurled up on top of the engine, there is no doubt that both the baggageman and the hounds would have at least been severely injured. In the second baggage car the men were badly shaken up, but escaped any seri-

October 29 1900

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AY, OCTOBER 29, 1900.

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ous injury, and were soon out and assisting in releasing the engineer and fireman.

As soon as the baggage and mail bags could be collected from the wreckage the auxiliary engine pulled the passenger coach, with all the passengers aboard, back to the city, and another train was made up, being sent around the bay on the Toronto branch, and then switched to the Northern tracks.

An inquiry will at once be started to discover who was responsible for the accident. The blast furnace switch is supposed to be set for the main line at all times when not actually in use, and the general impression seems to be that on Saturday afternoon it was not set that way.

October 29 1900

HANW-6

Y, OCTOBER 24, 1900.

ENGINEER YAPP'S DEATH.

Result of the Inquest in the Hamilton Junction Accident.

The investigation of the accident at the Hamilton junction was concluded last night. Several additional witnesses were examined.

A. Cross, operator, gave unimportant evidence about the working of the derailer, and the effect the temperature has on the wires.

Fireman Richard Knowles gave his version of the accident. Some time before reaching the signal, he saw that it was turned against the train, and he was sure Engineer Yapp applied the air brakes. No words passed between him and the deceased. The brakes were in good working order, and in the witness' opinion Yapp allowed the train to run too far before applying the brakes. When the accident happened the train was running about fifteen miles an hour. The pressure operating the brakes was weak, but the engineer was responsible for this, as he should have stopped at Dundas. Knowles did not jump when the engine left the track, but escaped without injury.

Wm. Pabba, engineer on the second engine, swore than Engineer Yapp was in charge of the train. After passing Dundas, he whistled for the brakes to be released. At Harrisburg the witness made arrangements with the deceased that if the brakes were not operating properly to give him one short whistle and he would give him what

October 29 1900

H-NW-7

this, as he should have stopped at Dundas. Knowles did not jump when the engine left the track, but escaped without injury.

Wm. Phibbs, engineer on the second engine, swore than Engineer Tapp was in charge of the train. After passing Dundas he whistled for the brakes to be released. At Harrisburg the witness made arrangements with the deceased that if the brakes were not operating properly to give him one short whistle, and he would give him what assistance he could. He did not hear this special whistle. Later on, when Tapp whistled for brakes, he (the witness) applied the air brakes from his engine, but they did not appear to catch. The witness explained how the air brakes were worked.

John Kennedy, fireman on engine No. 1, gave evidence of a corroborative nature. He did not consider the train a particularly heavy one for two engines.

George Hand, brakesman, was on the top of a car near the middle of the train, and noticed the danger signal. He heard the engineer whistle for brakes, but was powerless to do anything. In his opinion the train was under control before reaching the signal.

Frederick Jones, another brakesman, was on top of the cars near the end of the train. He heard the whistle when passing the semaphore, but did not hear any whistle for brakes. He did not consider this unusual, considering that he was a long distance away from the engine. Had the hand brakes been applied the accident would still have happened. His evidence was principally of a corroborative nature.

Malcolm McPhee, watchman at Hamilton Junction, was in the tower at the time of the accident. He didn't hear the whistle, as he was in the lower part of the tower.

John McPhee, son of the former wit-

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Malcolm McPhee, watchman at Hamilton junction, was in the tower at the time of the accident. He didn't hear the whistle, as he was in the lower part of the tower.

John McPhee, son of the former witness, is employed as operator at Junction cut. He notified the operator at Hamilton junction, where the accident happened, that a train was approaching from the west.

Joseph Wallace, local agent of the Grand Trunk, swears that all engineers on eastbound freight trains have orders to stop at Dundas. They also have orders to have their trains under control, so as to be able to stop should the signal at the junction cut be against them.

Coroner Woolverton addressed the jury briefly.

The jury returned the following verdict:

"We find that Engineer Tapp came to his death by his engine running off the derailing switch at Hamilton Junction. That the evidence showed the deceased was unable to stop his train before he (being derailed, owing to insufficient pressure on the air brakes, and that the derailing switch could not be placed in proper position on account of its being out of adjustment. The jury believes that the rule that all east-bound freight trains should stop at Dundas be more rigidly enforced, also that the speed of such trains going down this grade be lessened. The jury also recommends that all east-bound freight trains should be stopped west of the distance semaphore."

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of Stony Creek, was robbed

Frank Clark and Alf Goldsmith. Chilman and his son were in the barn about four rods from the house, when robbery occurred. The robbers en- l a window in the back kitchen, then g through the parlor entered a bed on the right side, turned the bed up- , broke open a chest from which a suit of clothes, and a silver ch and gold chain. They then went a bed room on the opposite side, burst n another chest and took all the valua- contents. Coming out of the parlor y looked under the cupboard and found . They then made their way to a back r and started across the field. Mr. ilman's son went in and saw that there d been a robbery committed. Seeing door open, he went out and w the thieves crossing the field with the thes and pursued them to Trusdall's ods when he caught up. Clark drew a volver and threatened to put a bullet rough him if he gave further chase. hilman gove up the chase and went to nstable Springsteed. In the meantime ord was sent to Mr. Cline's, where some en where threshing, and when the con- able arrived the men had chased the bbers to the east of Clinesville, into an ad- oining woods. A Mr. Swazie came up to em and they pr[illegible] revolvers. Mr. Swazie, [illegible] stunned, halted and started back for his gun, when they escaped again. They were followed by the constable for about four miles through woods and across fields. They took advantage of the tall grain, but were finally routed north of Tapleytown. One took through a lane and the other across a field. The men, present- ing shotguns, caused Clark to stop. Spring- steed captured the other about a hundred yards further on. Mr. Chilman kindly presented Mr. Springsteed with a silver watch for his services.

POLICE COURT.

THURSDAY, Aug. 6.

Geo. Jones, drunk, gave up the usual.

George or "Pud" Myers seems to have degenerated somewhat since he was compelled to quit pounding wind with the Clippers. This morning he had two charges brought against him by his brother, James. One was drunk and disorderly, while the other was sententiously expressed in the simple word threatening. The first cost Pudney $10 or 30 day, and for the second he was bound over to keep the peace, $200 in himself and two sureties of $100 each.

James O'Donnell was accused by Nora Backus with assault and housebreaking. The explanation was simple. James went into the wrong house when somewhat under the influence of liquor. It cost him $5 though.

Mr. Gowland and Jno. Gage had each two charges against them of breaches of the health act, brought by Geo. Murison and G. Peacock. The cases were adjourned until to-morrow morning.

Wm. McNulty was brought up for sentence for stealing 34 yards of print from Alec Wetherall. He got 30 days.

Tom Connell was represented by Mr. Teetzel and pleaded guilty to the adjourned charge of fighting. A fine of $3 was imposed.

THAT STREET MASHING.

TO THE EDITOR: With justice to Mr. Harris the affair mentioned in your columns on Tuesday last demands some explanation, especially as the said gentleman was guilty of no misdemeanor. If the officer who took him into custody had not been so officious, he would soon have had abundant evidence to prove that the accused would be the last man to insult any person, and that he makes no pretensions to "mashing," or if he exercised any judgment in the matter he could easily have seen that the whole disturbance was uncalled for. No doubt the policeman ascertained afterwards that he had been "too previous," which probably accounted for [illegible] when his

with a hook on the end in place of a bar, and a small compass as a charm; also, a bunch of keys, a white-bone handled knife with both blades broken, and a small canvas bag containing 27 cents.

August 7 1885

BEACH TRAINS.

TO THE EDITOR: Sir, in your remarks upon the regatta in to-day's paper you make several charges against the Northern and Northwestern railway. You say that insufficient accommodation was provided, that the coaches were dirty, that extra trains were not run, that the first race was over or about to begin before the passengers reached the spot, and that no extra facilities for selling tickets were provided. As the city agent of the company, I made all the arrangements with the committee, and we ran all the trains that the committee thought necessary, and at the hours they asked. We would have run more if they wished. The 1 p. m. train had thirteen coaches and one baggage car. Only eight were filled. Five empty coaches were taken off at Cannon street. The train ran to the Ocean house in 25 minutes, and arrived 45 minutes before the first race. The 2 p.m. train had eighteen coaches and one baggage car, two of these being entirely empty, and were taken off at Cannon street. Owing to the number of passengers the train was run with great care, but arrived at the Ocean house in 37 minutes. The 3:30 p. m. train had eleven coaches and one baggage car. Three of these were empty, but were sent out for return trip. It arrived in 28 minutes. The 4:10 p.m. regular train had four coaches and one baggage car—no crowding, train ran on regular time. The 10:30 train was run to take home a few of the Beach residents. As to the return trips, it was not expected that many would return by the 5 p.m. train. Seven coaches and one baggage car were provided, but although the people were told there would be a large train at 5:45, they crowded into this train in spite of the station master and his assistants. The 5:45 train had twenty coaches and one baggage car; two of these were entirely empty. The train was delayed 30 minutes by two steamers passing through the canal. Over this we have no control and it delayed the next train fifteen minutes. Each of the three following trains had some cars entirely empty. I think this statement shows that we provided ample coach room, and I repeat that we ran as many trains as the committee desired and at the hours agreed. We also gave the committee 40 per cent of the fares, receiving only 15 cents for the round trip. As to want of cleanliness it must be borne in mind that on a regatta day the trains must run to and fro without opportunity to clean them between the trips. You say also that there were no extra facilities for selling tickets. That also is without foundation. An extra wicket was made and an additional clerk sold tickets from 12 o'clock until 3:30.

Yours truly, W. J. GRANT,
City agent N. and N. W. R.

Hamilton, Aug. 6, 1885.

SWIMMING EXHIBITION.

There was a large crowd at the swimming exhibition at the James street salt water baths last night. The following are the successful contestants:

Hurdle race, four lengths of the bath. Six entries: Willie Marshall, 1st; J. Jarvis, 2d.

Swimming race, three lengths of the bath, boys under 13 years: J. Coppley, 1st; J. Watson, 2d.

Boy's race, under 17, six lengths of bath: W. Marshall, 1st; A. Jarvis, 2d; John Burke, 3d.

The object diving of six or eight small boys was a special feature of the exhibition. Three trials were allowed each individual, those who secured the largest number of the seven saucers dived for were the victors. James Burke, 21; E. Cleary, 17; J. Coppley, 16.

[illegible] the baths

In the Afternoon.

The music of many bands and the general air of enthusiasm that pervaded the palace when the crowd had again assembled testified to the loyal and hearty manner in which the 110th anniversary of Daniel O'Connell's birth was being observed. The attendance was very large, although the day was cool, and the bright regalia of the men and the pretty dresses of the equally pretty girls made the grounds gay and lively. So did the laughter and the happy talk that sounded everywhere. The festivities were festivities. There was fun and plenty of it, and what more can be attained by any demonstration. The baseball match kept a solid ring around the diamond, and the other games attracted a large crowd. Nelligan's orchestra was reeling off waltzes, quadrilles and various other things of a similar nature, in the Crystal palace, and a happy party of young men and maidens were tripping through the familiar figures until sheer exhaustion compelled a stop. A good programme of athletic competitions had been prepared, and was run off in good time and in good order. The bicycle race was the first event. Frank Carpenter's was the only entry. He went over the course, but as the committee had decided not to give the medals unless there were five entries, he gets nothing. The other games resulted as follows:

Half-mile race—E. Case, J. Chambers, T. Bassonett.

Running hop, step and jump—M. Wren, W. Harris.

Running long jump—M. Wren, T. Bassonett.

Old men's race, over 45 years—D. Buckley, Thos. Mahoney, Jno. Burke.

Boys' race, under 14 years—Jos. McBride, A. Devlin, Jas. Curran.

Girls' race, under 14 years—Hattie Phillips, Jenny Reid, Flora Heath.

Tug of war, Hamilton v. Toronto, nine men on a side, won by Hamilton in two straight pulls. J. Henigan, captain of the home team; Jno. Burns, captain of the Torontos.

Football match, Dundas, captained by Jno. Keating, and St. Catharines, captained by C. Ferguson. The match was declared a draw, and the prize equally divided.

Hundred yards race, members only—J. P. O'Reilly, C. Wallie, M. Birtch.

Throwing league ball—J. Wilson, J. Bierbaur

Baby show—Mrs. Halpin, Mrs. Crogan.

In the latter there were eleven entries, and Mr. Doyle, a Toronto bachelor, who filled the difficult position of judge, found that in acting as judge he had not tackled any particularly soft snap. But he is a bachelor, and, of course, capable of anything. And he performed his duties in a manner that pleased one mother, even if all the others were not entirely satisfied with his decision, and grumblingly asked: "What can a bachelor be expected to know about babies, anyhow?" John Roach was secretary of the games committee, and while they were on he was the busiest man in town. He went around with his hat on the back of his head, while the smiles chased the anxious wrinkles over his good looking face. On towards evening the gathered throng began to disperse. Many of them were unable to return at night.

The Evening Programme.

In spite of the threatening weather the attendance in the evening was large. The gay throng of men and maidens covered the floor and galleries of the palace, and the air was filled with the happy hum of people who were having a good time. The interior of the palace was brilliantly illuminated with clusters and rows of gas jets. The refreshment stands ranged along the walls were well patronized and the pretty young ladies who presided over them were kept very busy all the evening. Until the regular programme was begun, as many persons as could crowd themselves on the dancing platform in the center of the building danced to the music of Nelli- [illegible] and got more fun out of it

wrote to [illegible] to postpone the day of th[illegible] until after the fight, T[illegible] fused to do, and said if he did [illegible] and keep his part of the en[illegible] would consider the engagem[illegible] young man preferred to trust [illegible] gard to the engagement to bei[illegible] a coward in running away [illegible] battle, and remained on t[illegible] lady love, however, was so [illegible] refusal that she persisted in [illegible] of his suit and married anot[illegible] spired with the feeling of th[illegible] rejected one wrote the so[illegible] such a wide run.

He not only wrote the s[illegible] mained true to his first lov[illegible] time, the story goes, he [illegible] here with his mother. Not [illegible] ever, his love's husband [illegible] that time he has renewed t[illegible] of the widow, who, though [illegible] he went to the war, is still [illegible] old flame has, it is said, rev[illegible] widow's breast, and there i[illegible] of a match.

How Old Sol Used to Shi[illegible]

In 1303 and 1304 the R[illegible] Seine ran dry. The heat i[illegible] provinces during the summ[illegible] equal to that in a glass [illegible] could be cooked by merel[illegible] the sun. Not a soul dar[illegible] tween noon and 4 p.m.

In 1718 many shops ha[illegible] theaters never opened the[illegible] months. Not a drop of [illegible] six months.

In 1773 the thermomet[illegible] grees.

In 1779 the heat at Bol[illegible] that a great number of p[illegible] There was not sufficient [illegible] and people had to take [illegible] ground.

In July, 1793, the heat [illegible] tolerable. Vegetables w[illegible] fruit dried upon the tre[illegible] and woodwork in dwell[illegible] and split up; meat wen[illegible]

The Arizona [illegible]

Paper Out [illegible]

A company of duffers [illegible] night at Barney Hill's [illegible] dizzy snap called "Ha[illegible] heard of the drama bef[illegible] want to see it again. [illegible] thing in the way of a s[illegible] fell up against. The[illegible] singing, fighting or dan[illegible] blamed shebang. Th[illegible] fight in the middle of t[illegible] great success. The act[illegible] but the duck that pla[illegible] tarred and feathered.

Marriage in [illegible]

Texas s[illegible]

Judge—John Henry [illegible] woman to be your wed[illegible]

Bride—So you ask [illegible] be his wife? I guess y[illegible] if I take him. He is [illegible] I've got $47 laid up."

Cholera F[illegible]

In order to withst[illegible] like epidemics a p[illegible] and the proper acti[illegible] required. To insu[illegible] cheapest, most ava[illegible] manner, use McGre[illegible] dyspepsia and impur[illegible] purer, safer or mo[illegible] existence for indige[illegible] tiveness, etc. Ask [illegible] person who has used [illegible] & Parke. Trial bot[illegible]

Just t[illegible]

W. J. Guppy, d[illegible] writes: "Dr. Fowl[illegible] just the thing for su[illegible]

President Hanford.

STRUCK THE BRIDGE.

An Accident on the Northern and Northwestern Division.

This morning, when a pile driver was being brought to the city on a flat car on the Northern and Northwestern division, it struck the Barron street bridge and did considerable damage. The top of the driver fell on the locomotive and damaged it, and some of the lower timbers of the bridge were broken. The damage was quickly repaired.

ESTIMABLE YOUNG MAN DEAD.

July 4 1898

G.T.R.

HAMILTON AND NORTHWESTERN

WENTWORTH STREET,

HAMILTON.

MARCH 4, 1901.

ACCIDENT TO A FREIGHT TRAIN

Wreck on the Grand Trunk Railway Near the Wentworth Street Crossing Last Night.

A Number of the Cars Left the Track, and Some of Them Were Badly Damaged.

Accident Was Due to the Switch—Fortunately All the Trainmen Escaped Uninjured.

There was a bad smash on the G. T. R. about 50 yards east of Wentworth street between nine and ten o'clock last night, but fortunately no person was injured. Fourteen freight cars loaded with potatoes, meat in refrigerator cars

MARCH 4 1901

Hamilton Spectator

Hamilton Wed -1

caped Uninjured.

There was a bad smash on the G. T. R. about 50 yards east of Wentworth street between nine and ten o'clock last night, but fortunately no person was injured. Fourteen freight cars loaded with potatoes, meat in refrigerator cars and furniture were ditched, nine of them being badly wrecked. The loss to the rolling stock will be heavy, but very little damage was done to the freight.

The accident occurred at the switch leading into the Hamilton Sewer Pipe works and Lawry's pork factory. The train, consisting of 40 freight cars, an engine and caboose, was east-bound, and the engine and seven cars had passed safely over the switch when in some manner, as yet unexplained, the switch sprung and the eighth car turned on to the siding. This pulled the car in front of it off the track and it rolled into the ditch. The couplings were broken and the rear end of the train continued down the siding until the first car jumped the tracks and rolled over, the seven cars immediately behind it following suit.

When the auxiliary arrived on the scene shortly after ten o'clock the train was a pile of debris and broken timbers. Some of the cars were telescoped, while others left the trucks and toppled

March 4 1907

Hi Speed

Hamilton-West -2

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When the auxiliary arrived on the scene shortly after ten o'clock the train was a pile of debris and broken timbers. Some of the cars were telescoped, while others left the trucks and toppled over. A large force of men was set to work at once to clear up the wreck, and by noon to-day they had the cars emptied, the freight loaded into other cars and started on its journey, thus preventing any serious delay in transportation. Superintendent Egan and Local Agent Joseph Wallace were on hand early this morning and personally conducted the work of the wrecking crew. When the freight had been

MARCH 4 1901

H. Spect. Hamilton-West -3

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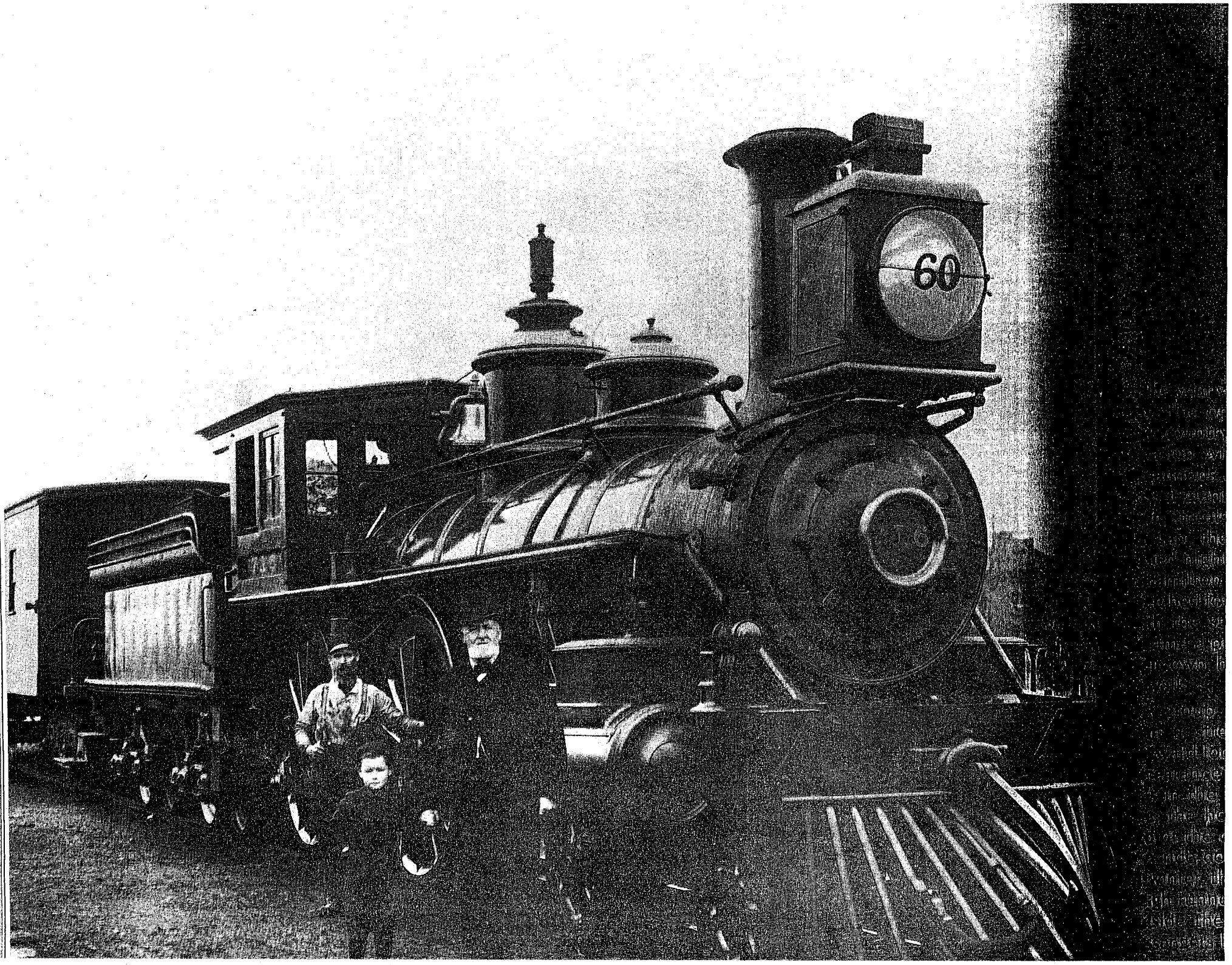
The siding is one that is in use every day, and the railway officials cannot understand how the accident occurred. It was suggested that some person who had been at the fire earlier in the evening had opened the switch, but this could not have been the case, as the first part of the train passed over the switch and continued along the main line. Conductor Smith was in charge of the train, but neither he nor the other members of the crew was injured.

MARCH 4 1901

Hamilton Weat -4


60

red men residing within the United States.

A BIG TALK.

The Hamilton and Lake Erie Men have a pow-wow with the Six Nations.

The pale faces make a favorable impression and get what they want.

On Friday last a meeting of the Council of the Six Nation Indians was held in their Council Hall in Tuscarora. There were 123 Indians present, of whom 33 were chiefs. These represented all the tribes of the Six Nations.

The Council meeting was attended by Messrs. James Turner, President of the Hamilton & Lake Erie Railway, W. J. Copp, J. M. Williams, and Edward Gurney, Directors, A. H. Aikin, Chief Engineer and M. W. Browne, Secretary, John Scott, Warden of Haldimand and Alex. Taylor, of Caledonia.

The object of the delegation was to obtain the consent of the Council to a surrender of sufficient land for the railway track through the Indian Reserve and for station grounds at Ballsville and Hagarville. At a previous meeting of the Council an adverse decision was given and hence the necessity of the present conference. The pow wow lasted some six hours, and was conducted with grave deliberation on the part of the Indians. Each tribe deliberated apart and the consent of each had to be obtained.

After some preliminary business not connected with the visit of the pale faces

Mr. J. T. Gilkinson, Indian Superintendent, introduced the President to the Council in a few complimentary remarks, in which he said he was sure that a patient hearing would be given him, and that all he had to say would receive careful consideration.

Mr. Turner, said: Mr. Superintendent and Chiefs and Warriors of the Six Nations, —I am extremely obliged to you for the handsome reception we have met with at the hands of your Chief, Fire Keeper, and your gentlemanly Superintendant. The British nation has always been distinguished for the care with which it has guarded the rights of the red man. From the day when the Pale Faces first crossed the ocean until now there has been, with little exception, peace and friendship between the British and their Indian brethren. This has come from the kindness and good faith which has marked the dealings

good faith which has marked the dealings between the two. Your rights are guaranteed by your Great Mother who sits upon the English throne (applause), and not even the Canadian Government can interfere with them. We are here to-day to ask you for a privilege, but not to do away with any of your rights. I am confident that upon due deliberation you will agree with me that your Reserve here should not stand in the way of necessary public improvements which will be an advantage to you as well as to your pale-faced neighbors. We want from you the privilege of running our railway along the Blind Line at the east of your Reserve, and as much land as will make suitable station grounds at Ballsville and Hagersville. Under the Act of Parliament we have the right to what land we require, and can leave the price to be settled by arbitration; but we don't want to use our rights harshly, because we want you as friends, not as enemies. I hope, therefore, that we shall be able to come to an agreement without any arbitration. We intend to deal fairly with you, we want to pay you a fair price for your land, and we have no doubt you will deal fairly with us. After we have given you all the explanations you require, I hope we shall be able to come to a satisfactory settlement and remain good friends for all time to come. Besides being willing to pay you a fair price for your land we shall have to keep up the fences which will be a considerable saving to you. We have to bring to your own doors the iron horse, which will be a great convenience in moving what you have to sell or buy, from point to point, and thereby improving your position in the township. I think a station on your own land will be of great advantage to all of you, but especially to your women, who will be able to get on the train in the morning with their berries, or their baskets, or their bead-work, which they can make so much better than the women of the pale faces. They will get into Hamilton in time to sell their goods and be back again in the evening. The directors, I may tell you, have decided that your women are to have the privilege of naming the station, and I have no doubt they will select some one of those pretty Indian names which we all admire so much. (Laughter.) In case of an invasion the railway will be of great advantage in a military point of view, and as loyal subjects of our Queen I am sure you will all rejoice in this. Had it been built at the time of the Fenian invasion I know that many of your strong arms would have been upon the battle-field fighting for your country and your homes. I am sure that your Superintendent who has known us all for many years will tell you that whatever we

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Mr. Gilkison assured the Council that he

had known Mr. Turner, and the gentlemen with him for many years and whatever they said might be relied on. He also read the railway clauses showing the powers vested in the railway company.

Chief Jacob General was very much afraid that the locomotives would create fires in the dry season, and that drunken men would lie down on the track and get killed.

Mr. Turner replied that screens were kept over the smoke stacks to prevent this; but if any damage did occur from the cause mentioned the company would be obliged to pay for it. The only remedy he could think of for the drunken men lying on the track was for them all to join the temperance society. [Laughter.]

Chief Nicholas H. Burring [Mohawk] said he did not appear in opposition to the surrender. He had agreed with the former decision that no land shou'd be granted for this purpose; but after the explanations made, he thought it would be as well to come to a friendly settlement.

Chief Jacob General [Cayuga] was in favor of the road, and all he wanted was the same treatment as the white people got.

Chief Simeon Kerr said he had heard all the President and others had said on this matter; as he read the law he was satisfied the company could take the land, he, as their Chief, would advise them to keep on good terms with the company—sell them what land they wanted and make them pay for it in hard cash, and divide it among them.

Chief Burring was surprised at the brilliancy of the legal luminary who had just spoken. But has he no idea of grand children when he advises us to divide the money. (Laughter.) He [the speaker] was in favor of allowing the Government to deal with the funds as usual.

Mr. John Scott, Warden of Haldimand, said he appeared as a friend of the Hamilton and Lake Erie road, and would

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Mr. John Scott, Warden of Haldimand, said he appeared as a friend of the Hamilton and Lake Erie road, and would explain what the pale faces had done. They had granted $65,000 in hard cash. We only come to ask you to give us a few acres of ground, and don't ask even that as a gift. If his Indian friends wished to make a free grant, good and well; but that is not asked. He said he dissented from the President's idea of encouraging their women to go to Hamilton. They could all see that the President was a very handsome man, and no doubt there were other handsome men there, so they might lose their women altogether. [Laughter].

The President said that Mr. Scott could see well enough that he—the President—was sufficiently good-looking to become an Indian, but that he—Mr. Scott—had no such chance, and that was the cause of his ill-natured remarks. [Renewed laughter].

After some further discussion the Council deliberated apart for some time, and at the conclusion

Chief Buck, Fire Keeper, announced that the Council had agreed to grant the right of way through the Reserve, and also the land required for the station. This, he said, was contrary to their former decision, but owing to the pleasing manner in which the President had addressed the Council and the gentlemanly decorum he had observed in dealing with them they had arrived at this decision.

The President thanked the Council, and the deputation withdrew.

The New Dominion Map.

its are special for Saturday and all next

Men's Suits at $9.

r a week, and they are the best $9.95 Suits on.)

eviot Suits at $15.00

these suits are "English Models," made new soft roll collar.)

Coats, Tan, at $10.00

ats I know will not leak. I wear one of ll still better coats at $15. They look like oats. I sell "Cravenette" Raincoats at

but at $15 and $18 we sell what I call elegant overcoats, $5 to $10 less than you can buy the same high class coats with some "maker's label" on them.

Trousers, Pure Worsted and Cheviot, at $2.98

(All trousers are guaranteed not to rip.)

Don't Pay $5.00 to $10.00 for Any "Maker's Label"

Some of the best makers of clothing in Canada have never advertised their name, but they sell their clothing to many of the best merchants in Canada. I come in that class. You don't have to help pay advertising bills for any maker's label when you buy clothing from me, but you buy good clothing, just the same under my good guarantee.

TOBEY, OF THE 2 T'S.

the reason why. Frankly, now, face to face, as man to man, let us see if it has been our fault.

Has it been a Matter of Quality? Surely not, for every fabric in our garments has been carefully selected by us and is guaranteed to be all wool.

Has it been a Matter of Style? As to this point we would have you know that our garments have been designed by the most skillful designers in the clothes-making profession, and were they not up-to-the-minute in every detail you would never find them in our store.

Has it been a Matter of Fit, Tailoring or Wearing Qualities? In regard to fit, better fitting garments cannot be

been made.

If you'll put a minutes of ours, we

If you're not qu to show you the ver C., N. & R. and Cust

FALL AND WINT

It's time your bo Suits, prices from $2 of the same cloth boy's suit at $5

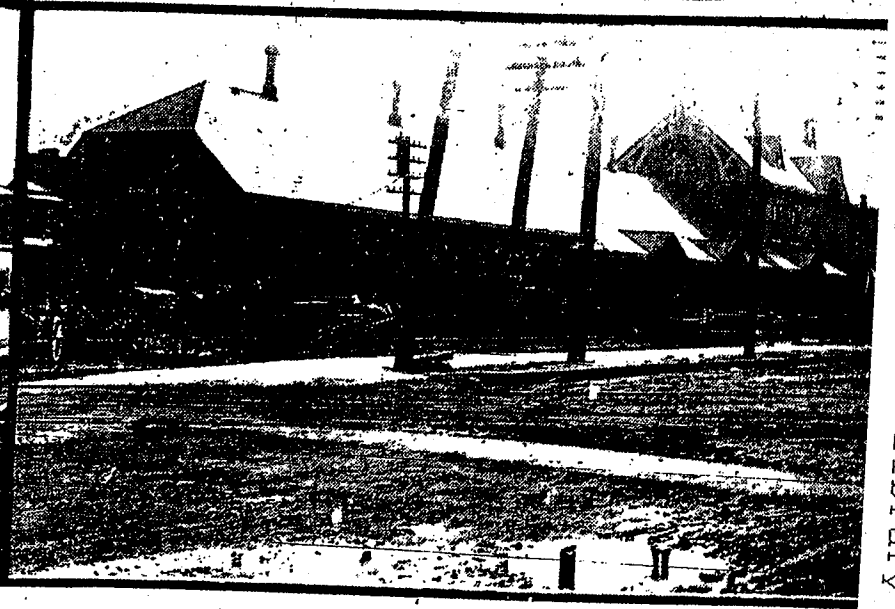
EEDED

Have an U-

ation

affe Jam C. t Hamilton is the G. T. R. nto and Buf Grand Trunk the ashamed ns. The two eet and King hardly satis of the in- s population one of the ing cities in m outgrew the repro u see along ty-five years believe there the world ood for two vertisements fair to the that great r in the r the ticket would lo if they had own station revenue on lone would tion in one

THE TWO ORPHANS



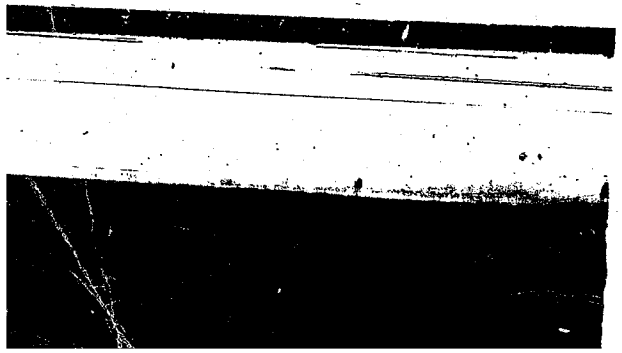
TRUDELL & TOBEY

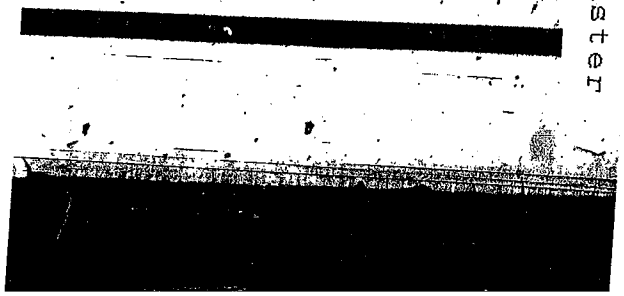
50 - 52 JAMES STREET NORTH

THE 2 T'S

TRUDELL & T

50 - 52 JAMES STREET





CAMPAIGN FOR NEW STATION

3/4

HS

13 OCT 1911

VOL. LXIII. NO. 211

GRAND TRUNK AGENT READY TO CLOSE DEALS

E. Donald Ready to Deal With the Residents

Makes Offers on Assessed Value of Properties

E. Donald, land commissioner of the Grand Trunk railway, arrived in the city this morning, and immediately started interviewing residents on Ferguson avenue with a view to purchasing their property.

Owing to many complaints from residents on that thoroughfare to the effect that shunting depreciated the value of their property, and that the crashing of cars kept them awake of nights, the railway board ordered the company to either buy out the residents or compensate them. After the order was issued, the company showed no particular activity until last week when word was received that Mr. Donald was expected here shortly. Previous to that, the controllers decided to ask the commission to place a time limit on the company to carry out the order.

The arrival of Mr. Donald and staff will help to clear the situation. He lost no time in starting to interview the residents. Word reached the city hall officials that Mr. Donald was authorized to deal liberally with the property owners on an assessment basis, one report stating that he might even offer each resident almost double the assessed value of the property in question. It was also stated in the city hall that if the company's offers were not accepted arbitration proceedings will follow.

That the company has made a change in its plans was evidenced by the party's activity in working from King street northerly. It is now reported that the company desires to buy the property between King and Robert streets, instead of between Rebecca and Barton streets, as originally estimated. The property between King and Robert streets is assessed at $133,100, which figure gives a good idea of what the company will have to pay if all the land in question is purchased.

The assessment on the various properties between the two streets mentioned and its location, with owners are as follows:

No.	Street.	Owner.	Assessment.
445 and 447	King street	George, Margaret and Isabella Mayes	$ 4900
11	Ferguson	Chas. A. Colville	3600
17	Ferguson	Edward Goff	1350
21	Ferguson	Jas. B. Kingdon	2200
25	Ferguson	Canada Wire Goods	3800

September 6 1912

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No.	Street.	Owner.	Assessment.
445 and 447	King street	George, Margaret and Isabella Mayes	$ 4900
11	Ferguson	Chas. A. Colville	3600
17	Ferguson	Edward Goff	1550
21	Ferguson	Jas. B. Kingdon	2200
25	Ferguson	Canada Wire Goods	1600
196	King Wm.	Mary Cox	1350
189	King William	Ed. S. Smith	1950
19	Ferguson	Ed. S. Smith	800
186	Rebecca	Henry K. Fell	750
183	Rebecca	Joshua Phillip	1300
73	Ferguson	Harry Levitt	1900
54	Wilson	Catharine Scully	1500
85	Ferguson	John Lavall	800
87	Ferguson	Mitchell Est	960
91	Ferguson	Martha A. Jones	1200
93	Ferguson	Mitchell Est	800
99	Ferguon	Walter Schofield	1550
101	Ferguson	Robt. F. Patterson	1550
107	Ferguson	Mitchell Est	300
109	Ferguson	Mitchell Est	1000
113	Ferguson	Myer Cohen	1400
	Grand Trunk railway from Kelly to Barton		53810
	EAST SIDE.		
349	King	Abraham and Fred Harris	5850
14	Ferguson	John E. Riddell	5800
18	Ferguson	James Dixon	1400
Land	Ferguson	Hamilton Distillery Co.	900
202	King Wm.	Hamilton Distillery Co.	500
	King Wm.	The M. Brennen & Sons Ltd.	28800
	Rebecca	The M. Brennen & Sons Ltd.	3150
189	Rebecca	Robt. C. Fearman	1900
71	Ferguson	Mary L. Hill	1400
73	Ferguson	William Corbett	1400
82	Ferguson	David Golden	2000
84	Ferguson	Wm. Waters	1500
86-88	Ferguson	William Sutterby	2500
94	Ferguson	Frederick G. Taylor	1100
98	Ferguson	Mitchell Est	1100
100	Ferguson	Mitchell Est	1100
104	Ferguson	Samuel Dulberg	1000
106	Ferguson	Harry Levitt	2000
108	Ferguson	William Jones	1650
112	Ferguson	William Jones	1650
114	Ferguson	Hilda C. Donn	1250
Land	Ferguson	Shedden Forwarding Co.	800
128	Ferguson	Shedden Forwarding Co.	1500
130	Ferguson	Richard J. Press	1840

84	Wilson	Catharine Scully	1500
85	Ferguson	John Lavall	800
87	Ferguson	Mitchell Est	880
91	Ferguson	Martha A. Jones	1300
93	Ferguson	Mitchell Est	800
99	Ferguson	Walter Schofield	1550
101	Ferguson	Robt. F. Patterson	1550
107	Ferguson	Mitchell Est	300
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112	Ferguson	William Jones	1650
114	Ferguson	Hilda C. Donn	1250
Land	Ferguson	Shedden Forwarding Co.	800
126	Ferguson	Shedden Forwarding Co.	1500
130	Ferguson	Richard J. Press	1840
132	Ferguson	Arthur Armstrong	1180
136	Ferguson	Arthur Armstrong	1290
142	Ferguson	Richard J. Press	2500
146 and 148	Ferguson	Ben Hur Manufacturing Co.	4600
177	Cannon	Peregrine Coal Co., Ltd.	2000
160	Ferguson	Shubal Hill	1700
162 and 163	Ferguson	William Hunter	1900
180	Ferguson	John M. Peregrine	6220
	Ferguson	Grand Trunk railway	7500
	Total		$189100

MIMICO WRECK CAUSED GREAT ANXIETY HERE

People Waited Hours For the Special to Arrive

Fireman Will Probably Die, Passengers Shaken Up

The crowded Canadian Pacific railway exhibition special, which left Toronto shortly before 11 o'clock last night crashed into a light G. T. R. engine, No. 206, two yards west of the Mimico yards, crushing Fireman John Doherty, of Mimico, so badly that he will probably die. The engineer was also badly bruised. Fortunately none of the passengers in the eight crowded coaches were seriously injured, although some of them were badly shaken up and all of them frightened.

Most of the passengers were from Hamilton, and wild reports of the

talk when they got here. R. Waddell, 291 Emerald street north, a street railway employe, who was on the special, said that while all the passengers were badly scared, there was nothing resembling a panic.

Fireman Doherty's injuries are very severe. He was badly crushed between the tender and the engine, and was trribly cut. The engineer was badly bruised, but was able to take the crippled engine back to the Junction yards.

The special had just left the Mimico yards and had not attained an excessive speed at the time of the accident. She was making about 20 miles an hour, and was rapidly gaining speed when the crash came. Without the least warning the light engine loomed up on the tracks. The engineer applied the air-brake and reversed the throttle, but he was too close to the other engine to stop. Neither he nor his fireman had time to jump. They were caught like rats in a trap.

The night was clear and the track is straight at the place where the two engines came together. No tail lights were showing on the engine ahead. That is why the engineer on the special did not get a chance to slow up before the impact came.

The fireman's legs were badly mangled, and he was otherwise bruised.

HAMILTON PEOPLE INJURED

One woman, a farmer's wife, from Stoney Creek, was brought in on the regular train at 1.35. She was said to

the Mimico yards, crushing Fireman John Dotherty, of Mimico, so badly that he will probably die. The engineer was also badly bruised. Fortunately none of the passengers in the eight crowded coaches were seriously injured, although some of them were badly shaken up and all of them frightened.

Most of the passengers were from Hamilton, and wild reports of the accident which reached here caused considerable anxiety, as it was rumored that several people had suffered broken limbs. It was 4 o'clock this morning before the wrecked train was able to proceed to Hamilton and from midnight until 5 o'clock this morning the T., H. & B. station was filled with anxious relatives and friends of those on board the special. Little information was given out at the station concerning the accident, and the first authentic information was learned when the 11.10 regular C.P.R. train steamed in at 1.35 this morning, with the news that the exhibition special had smashed into a Grand Trunk engine. In addition to those who had waited from midnight for the special, several men and women who had become alarmed over the non-arrival of some of the passengers went to the station after 3 o'clock. There was a rush for the delayed train when it rolled up to the station platform at ten minutes to 5 o'clock this morning, those who were most excited hardly waiting for it to stop, so anxious were they to find out if relatives or friends had suffered injuries.

HOW ACCIDENT HAPPENED

Most of the passengers after the long and tedious wait were too tired to

The night was clear and the track is straight at the place where the two engines came together. No rail lights were showing on the engine ahead. That is why the engineer on the special did not get a chance to slow up before the impact came.

The fireman's legs were badly mangled, and he was otherwise bruised.

HAMILTON PEOPLE INJURED

One woman, a farmer's wife, from Stoney Creek, was brought in on the regular train at 1.35. She was said to have suffered a broken rib and was removed to her home in a cab.

Mrs. Randall, 57 South Bend avenue, was badly shaken up. Mr. Davis, 73 King street west, was also bruised, and his wife was quite hysterical. She was removed to the city hospital.

HAD LONG WAIT

Cabs and automobiles lined James street, awaiting the arrival of the train, and no one could get any sleep as nothing definite could be learned as to the time the train would get in. Several residents of Welland came in on the regular train, being transferred from the special outside of Mimico, and they were forced to await the arrival of the special at 5 o'clock before they could proceed to their destination.

CARS WERE DARK

Preparations for a long delay had not been made, as several of the cars were in absolute darkness, the oil in the lamps having burned out. There were eight coaches in all, and three of them only were illuminated.

The street railway conductor and motorman on the late car, with one of the big cars, at 11.45, waited until 1.35, when the passengers of the regular train were taken to their homes. The car then returned to the station and waited for the train.

WAS WARNED THAT HE

SOLVE THE PROBLEM

C.N.R. Could Handle Its Freight Over That Line

Ald. Heming Thinks This Clinches His Railway Plan

In connection with the scheme he proposed as a solution of the railway problem here, Ald. Charles W. Heming thinks he has figured out the remedy for the Canadian Northern hadling its freight through Hamilton, the one thing that threatened to block the original plan he placed before Mayor Lees and City Engineer Macallum. Ald. Heming informed the Spectator this morning that he had his plan practically complete now. He has shown it to one of the Canadian Northern engineers, who is satisfied that it is entirely feasible and that there is a good chance of his company accepting it. He said he would at once take the matter up with the mayor, controllers and aldermen, and expects to have the council's solid backing when the city goes to the railway commission again.

Ald. Heming's solution of the C. N. R.'s freight problem is to have it abandon its original plan to cut across the north end and instead come in over the Grand Trunk tracks and handle its freight business by using the Grand Trunk's old Northern tracks, which branch off at Ferguson avenue and tap the manufacturing district. As the C. N. R. in its original plan proposed to practically parallel the Grand Trunk's Northern tracks through the east end, Ald. Heming thinks that not one argument can be advanced against the west could come in over Hunter street and down Ferguson avenue, folowing the Grand Trunk tracks east and out of the city. The T., H. and B. could also use the loop so that there would be no necessity of trains backing in and out. This means that the whole railway problem is solved by th constructon of a couple of blocks of track linking the T., H. and B. tracks with the Grand Trunk tracks on Ferguson avenue. The tracks along Hunter street and Ferguson avenue could be depressed. This would mean a little steeper grade for the Grand Trunk up Ferguson avenue and the mountan, but that should be easily adjusted."

The board of control and City Engineer Macallum inspected some lots necessary for the west end sewage disposal plant this morning. There are four lots necessary before work can be started on the plant, and it was decided to buy them at a cost of $1,400. The activity shown in the west end plant indicates that Mr. Macallum will complete his plans in the near future to provide for work being started next spring.

The health report for the week includes one case of chickenpox, four of whooping cough, two of typhoid fever and one each of mumps and scarlet fever.

The city council on Monday night will pass a by-law creating 14 additional polling sub-divisions for the municipal elections. There were 90 sub-divisions in the election last January, and there will now be 104. By wards they will be arranged as follows:

	1912	1913
Ward 1	11	12
Ward 2	9	9
Ward 3	13	16
Ward 4	11	12
Ward 5	10	10
Ward 6	14	14
Ward 7	11	13
Ward 8	11	18
Total	90	104

Announcement was made by Industrial Commissioner Marsh this morning that the Niagara Navigation com-

since at night.

MATTAWA WRECK

Inquest Into C. P. R. Fatality Concluded at North Bay

North Bay, Sept. 7.—The inquest into the C. P. R. wreck at Mattawa on Saturday last, when five men were killed and ten injured in a collision between a work train and through freight, was concluded yesterday after three sessions before the coroner, Dr. James, and a jury.

The C. P. R. was represented at the inquest by W. H. Williams, K.C., of Pembroke. Herbert Shepherd, engineer of the work train, was represented by G. L. T. Bull, North Bay, who stated that Shepherd was too ill to appear at the inquest.

Evidence developed the fact that the work train was late getting out of Mattawa, and in the hurry train orders were not carefully read until under way. In both the engine and caboose, orders were being read when the crash came, one mile west of Mattawa, between two curves, where both trains would be hidden from view until within a few feet of each other.

Engineer Casey, of the through freight, saw the smoke of the work train, and had his train almost at a standstill. When the crash came, he and his fireman jumped, and watched the collision from a fense. No one on the work train saw the freight coming, and the crash was the first knowledge of the trouble they had. The verdict of the jury was that Conductor Thomas Duncan, deceased, and Herbert Shepherd, engineer, were fully to blame for the accident, having disobeyed orders.

Neil McAlpine, one of the injured,

[illegible] company now. He has shown it to one of the Canadian Northern engineers, who is satisfied that it is entirely feasible and that there is a good chance of his company accepting it. He said he would at once take the matter up with the mayor, controllers and aldermen, and expects to have the council's solid backing when the city goes to the railway commission again.

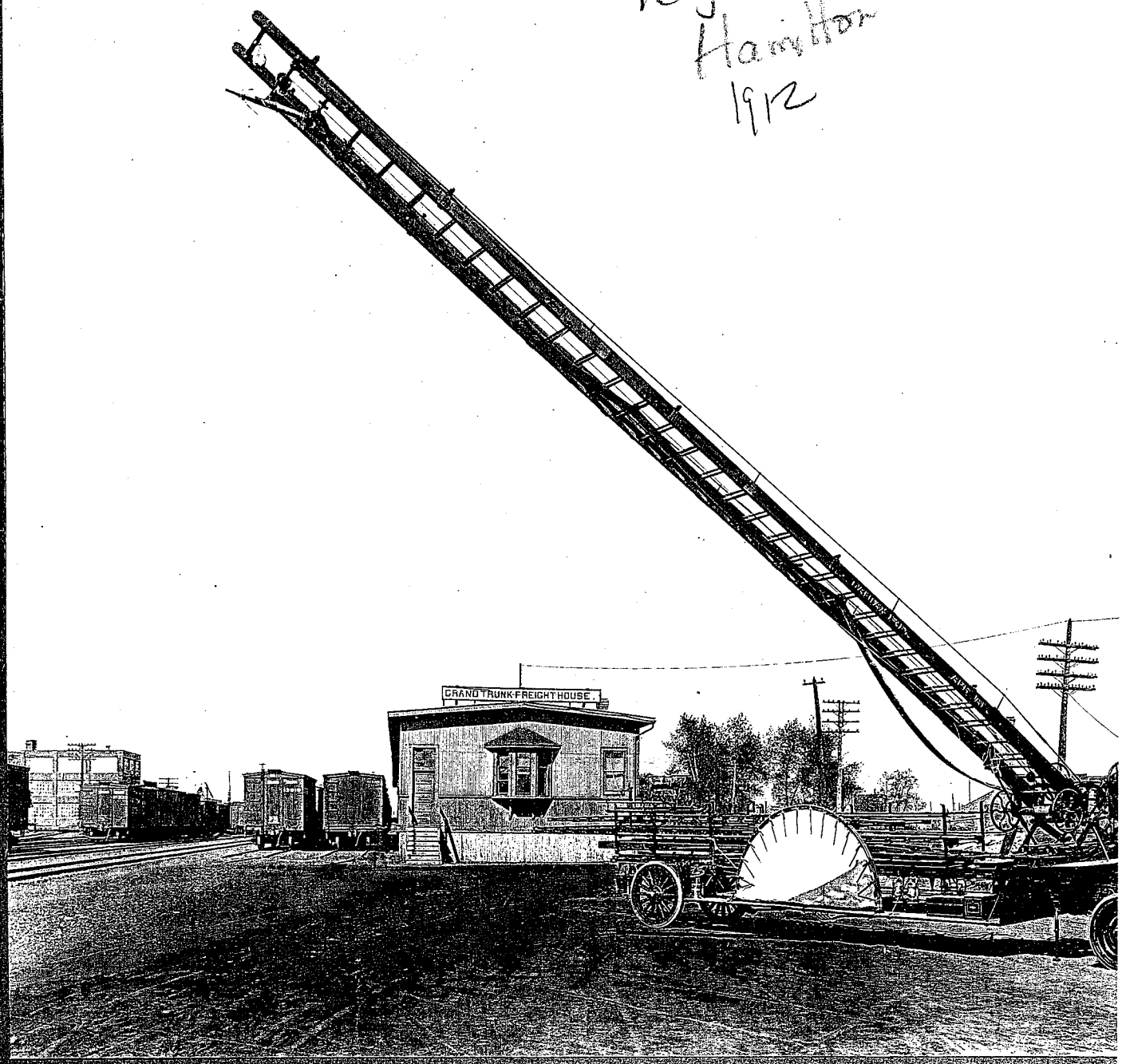
Ald. Henning's solution of the C. N. R.'s freight problem is to have it abandon its original plan to cut across the north end and instead come in over the Grand Trunk tracks and handle its freight business by using the Grand Trunk's old Northern tracks, which branch off at Ferguson avenue and tap the manufacturing district. As the C. N. R. in its original plan proposed to practically parallel the Grand Trunk's Northern tracks through the east end, Ald. Henning thinks that not one argument can be advanced against his suggestion. If the congestion would be too great he points out that it would be an easy matter for the C. N. R. to lay new tracks side by side with the Grand Trunk.

"That solves the whole question," he said. "Erect a union station over King street. Let the C. N. R. and Grand Trunk run their trains from the east up Ferguson avenue and out of Hamilton by way of the T., H. and B. tracks on Hunter street. The C.N.R. and Grand Trunk trains from Toront

ADA SATURDAY SEPTEMBER 7 1912

"BREAK CITY HALL RIN

Ferguson Ave
Hamilton
1912



Hamilton Library

[illegible] came by chance or luck. Mighty [illegible] would grew in a night, but centuries were needed for the growth of the cedars of Lebanon, and centuries were needed in the making of a nation that would contribute something to the welfare of humanity. Continuing in this strain, he dealt briefly with the making of the British nation and the United States. The latter, he said, was sometimes spoken of as a young nation, but it was old in comparison with Canada. He referred to the two great periods of strife in the making of the United States, the war of independence and the great struggle between the northern and southern States. He looked forward to the United States becoming a very great nation, because of its complexity of elements, with the central element, the British, controlling and assimilating the others.

Complex Elements in Canada.

That complexity of elements existed in Canada and was a permanent feature in the nationality of the Dominion, which was composed, in the main, of two great races, the British and the French. To these races Europe owed its free institutions, and its ideas of liberty, equality and fraternity. Some people were so much in love with themselves as to fancy that the future of Canada would be more hopeful if the population of Quebec Province was British. (Laughter.) He did not concur in this view, and thought it a good thing for Britain that the people of Quebec were French. (Applause.) In this connection he pointed out that the British people did not descend from one race, and so in Canada the races blending together were building a great nation, and should be judged by their fruit. He mentioned the names of Cartier, Joly, Laurier, Marchand, and other French-speaking Canadians as men whom any nation might be proud to produce and honor.

Canada's Citizen Soldiers.

Speaking then of the forces essential to the making of Canada, he placed first her citizen soldiers. There was nothing that could stir the heart of the people like war, because it went down to the tenderest and deepest spot in the heart of the people. The heart of the people of Canada had been stirred in the last year as never before. He referred in this connection to the South African campaign, showing that Canada's manhood had gone to the front "in defence, not defiance." For his own part, up to the time that the Boers had repudiated British territory, he had sympathized with them, believing that time and patience would bring about an amicable settlement of the questions in dispute. But by their insulting and childish ultimatum and invasion the Boers had declared their belief in themselves as the strongest of the parties in the dispute, leaving no other course to Britain than to teach them that they were in error. (Applause.) Principal Grant then referred to the attempts of Great Britain and the United States forces to conquer Canada in 1774 and during the war of 1812-15. On those occasions, he said, Canada held herself inviolate largely through the efforts of the people of Quebec. He did not, and would not, call them French-Canadians, because he had no belief in hyphenated Canadians or hyphenated individuals. (Laughter and applause.) The people of Quebec never spoke of themselves as French-Canadians; they were proud to be Canadians. For a long time there were no other people in Canada than those of Quebec, "and," said the Principal, "woe unto us if we ever forget that, or the grand, heroic struggles they made for generations." It was well to remember, he said, that the invasions of 1774 and 1812-15 had been brought about by a few "rascally" Canadians who had represented to the United States authorities that the people of this country were anxious to throw off their allegiance to the British Crown. But the citizen soldiers had done their duty, as they had also done it in 1869, 1866 and 1870.

The Constitution.

Statesmen, said Principal Grant, were essential factors in building up a nation. Sir Richard Cartwright had once said "Party is war;" "and so it is," said the speaker, "but it is civilized [illegible] the upbuilding of Canada. [illegible] in a few well-expressed sentences [illegible] ended the motion, which was carried with great applause. "God Save the Queen" was then sung and the gathering dispersed.

FIVE KILLED ON A HANDCAR.

Toronto Globe

Struck by a Grand Trunk Engine Near Cheltenham.

All the Men Were Residents of Cheltenham, and Married—An Inquest to be Held.

Dec 6 1900

(Special Despatch to The Globe.)

Inglewood, Dec. 5.—Five men, three sectionmen and two farm hands, lost their lives in the twinkling of an eye shortly after 7 o'clock this morning on the Grand Trunk Railway about two miles south of here. They were riding on a hand car and were struck by an engine running light with a van in the same direction as they were going. The men killed were J. W. Allen, section foreman; Neil McArthur, and Oliver Ellis, sectionmen; Arthur Frame and John Tetzel, farm hands. All of them resided in Cheltenham, the first station from here, three miles down the road. The sectionmen started from Cheltenham at 7 o'clock to go over their beat, and the other two accompanied them to go to a threshing, a mile and a half away. Fifteen minutes later their dead bodies were strewn along the track. They were run down by engine 211, in charge of Engineer W. Curtis and Fireman Chas. King. Conductor J. Tansley was in the van. A little way out of Cheltenham there is a curve and past that is a straight mile of track, and it was about half way over this that the accident occurred. No satisfactory explanation to account for it is available. The men were working the hand car against a heavy wind and would appear all to have been facing the way they were going, leaving no one to watch behind for a train. The engineer stated afterwards that they on the engine were not aware of the mishap at all. They heard something pounding, and, thinking there had been a break, stopped, and when they got off found two dead men. Frame and Tetzel, on the pilot along with the wreck of the hand car. Fifty yards back the body of Foreman Allen was found. A wheel had passed over his head, and it was crushed beyond recognition. At the scene of the accident, 400 yards away, the body of Ellis lay close to the rails and that of McArthur at the foot of the embankment. Engineer Curtis ran into Inglewood and notified Coroner Emmerson, who immediately empanelled a jury and with them proceeded to the scene of the accident. Frame when found was still breathing but unconscious and died immediately after. The dead were collected and taken back to Cheltenham, and the engine and van proceeded to Allandale, where all the members of the crew reside. During the day Dr. Moore of Brampton made a post-mortem examination and found that in each case the men had been struck on the head and all their skulls were shattered, otherwise they were but slightly injured. The inquest was opened in the Cheltenham station, and one witness, Henry Bracken of Boston Mills, near where the men lost their lives, was heard this morning. He said he was out this morning at about a quarter of a mile from the railway track shortly after 7 o'clock and heard a noise as of two cars clashing together, but paid no attention to it until shortly after he heard of the accident. It was pretty light at that time. The inquest then adjourned to meet in Inglewood on Thursday, Dec. 13th. The jury are: Jas. Graham, J. Harris, W. Maxwell, A. Sithes, J. McCague, J. Dodd, J. Mountain, C. Scott, J. Scott, R. C. Walker, Donald Campbell, Wm. Janson, W. P. Goodman and Thos. Ireland. None of them are married men. All of the dead men were married, and the little village of Cheltenham is in deep gloom. In five small cottages the shattered forms of the dead workers and as many widows and fifteen orphans mourn for husbands and fathers. Foreman Allen was 51 years of age and on account of poor health was leaving the road on Saturday next. He leaves a widow and five grown children. Neil McArthur was 30 years of age and leaves a widow and four small children. Oliver Ellis was 28 years old and leaves a widow and three small children. Arthur Frame, who was 40, also leaves a widow and three babies. John Tetzel, aged 40, leaves only a widow. The constant toiling of the section here leaves the respective families in [illegible] with the exception of [illegible]. The deadlight of the engine was [illegible] and it seems quite [illegible] that the men did not have [illegible] of the approaching train. The [illegible] pressed that the hand car was [illegible] by the men on the engine. They [illegible] that they were not running at high speed.

[illegible] youngest daughter of Mr. J. M. Rousseau, and Mr. Arthur Anderson Morrice, Toronto, son of Mr. David Morrice, Montreal. They were united by Rev. W. H. Wade. Miss Margaret Rousseau, sister of the bride, was maid of honor, and Miss Annie Morrice, the groom's sister, was bridesmaid. The groom was attended by his brother, Mr. R. B. Morrice, Montreal. Messrs. W. J. Morrice, Montreal, and M. J. Taylor, Toronto, were the ushers. The bride was gowned in white duchesse satin, with rose point lace, and she wore a veil and orange blossoms. She carried a shower bouquet of lilies of the valley. A reception was held at the residence of the bride's parents, James street south. The happy couple, who received many beautiful presents, left on an evening train for the southern States.

Judge Snider has concluded his work on the appeals from the decisions of the Court of Revision. The Hamilton Steel & Iron Company appealed against an assessment of $58,000 on realty, but the Judge did not allow the appeal. The company also appealed against a personalty assessment of $250,000, which was $200,000 more than the amount named last year. The Judge decided to fix the personalty assessment at $125,000, the understanding being that the matter could be opened up again if it was desired. Mr. John Moodie, jun., appealed against the income assessment which the Court of Revision had placed at $102,000. This money having been invested in stocks, the Judge decided that it was improper to assess it as income, and his Honor reduced the assessment to $80,000, holding that the balance was capital. The G. W. Robinson Company's assessment was reduced from $71,000 to $70,000.

The County Council this morning made a grant of $400 to the House of Providence, Dundas, this to include the $200 already advanced to that institution. A grant of $50 was made to St. Peter's Home for Incurables. Both of these grants are the same as were made last year, although Councillor Collins made a hard fight for an increased grant to the House of Providence, and Councillor Carr tried to get more for St. Peter's than was voted. Councillor Collins, having questioned the qualification of Councillor Carr, who is now a resident of the city, the matter was referred to the Warden, who may get a legal opinion on it. Councillor Carr retaliated on Councillor Collins by questioning the latter's right to sit in the council, because of his alleged connection with a hotel in Dundas, but Mr. Collins retorted that this question had been settled in the Dundas Council some years ago.

Mr. W. B. Ford, of the firm of surveyors, Tyrrell & Ford, this city, has received a telegram announcing the safe arrival of his partner, Mr. J. W. Tyrrell, at Victoria, N.W.T., after an eleven months' exploration of the Great Slave Lake and Hudson Bay Districts for the Dominion Government.

Pearson, the young man who will be hanged on Friday morning, was photographed 12th in order at his request. He is exhibiting great nerve, and eats and sleeps well. The Sheriff has given him some cigars, which he seems to greatly enjoy. Revs. W. F. Wilson and A. McWilliams are very devoted in their ministrations. Jailor Ogilvie, who is in poor health, will not witness the execution, the Sheriff having undertaken to relieve him. It is understood

Jury Find That Margaret [illegible] as a Result of a Crim[illegible] tion by the Accused.

At the final meeting of [illegible] Jury in the Hazelton [illegible] the Crown Counsel decli[illegible] ing sifted the facts of th[illegible] no further evidence was [illegible] After a brief review of th[illegible] the Coroner, in which [illegible] points were taken up, the [illegible] with the jury, who, aft[illegible] some two hours, gave [illegible] verdict:—

"That Margaret Milne [illegible] death in the Western H[illegible] City of Toronto, in the C[illegible] on the twenty-eight day [illegible] 1899, from blood-poison[illegible] sult of an abortion, wh[illegible] to the evidence she, the [illegible] Milne, had induced [illegible] ton, of the city of To[illegible] County of York, drugg[illegible] upon her, the said Mar[illegible]

To the verdict was a[illegible] which states that "the [illegible] monously of the opinion [illegible] ron should not have be[illegible] attention to see the pa[illegible] death, and the treatme[illegible] lent was not all that [illegible]

A DELIBERATE F[illegible]

Mr. Tarte Denounces Report of His [illegible] The Globe.

(Special Despatch [illegible]

Ottawa, Dec. 5.—Mr [illegible] the Premier this morni[illegible] Star's reporter my s[illegible] is as much a fabric[illegible] Globe was [illegible]

HAZING AT WI[illegible]

Death of Cadet Boo[illegible] Brutal Treatment [illegible] His Fellow-stude[illegible]

(Associated Pres[illegible]

New York, Dec. [illegible] the father of former [illegible] tol, Pa., as saying of [illegible] "My son was the victi[illegible] ing. He came hom[illegible] and physically wreck[illegible] a well day after he [illegible] I know they forced [illegible] throat which perfo[illegible] He was forced into [illegible] wounded in some [illegible] and his [illegible] who [illegible] for several weeks a[illegible] were injured by the [illegible] nex student's Bla[illegible] Dr. Wells P. W[illegible] who treated young [illegible] him ever since he [illegible] said that he had [illegible] went to West Point [illegible] he return[illegible] he worked. The [illegible] was hazed a great [illegible] disrupted.

SONS OF T[illegible]

The Grand Divisi[illegible] Session at P[illegible] Proceedings.

(G.N.W. Pr[illegible]

Perth, Dec. 5.—T[illegible] sion of the Grand [illegible] Temperance of [illegible] 3.30 p.m. to-day [illegible] being called to [illegible] present: G.W.P. [illegible] Cataraqui; G.W. [illegible] G.T., A. D. West [illegible] M. Walton, Bro[illegible] Work, Mrs. Peter [illegible] Bowell, P.G.T. [illegible] J. Davis, committee [illegible] Hon. Geo. W. R[illegible] Brockville; Thomas [illegible] Toronto; T. M. [illegible] Vankleek Hill; W. [illegible] son, D.D., Moose [illegible] den, N.L.; H. C. [illegible] ing, Toronto; [illegible] Cataraqui; D. [illegible] and others. A[illegible] officers were app[illegible] Jamieson, of G[illegible] In the morning [illegible] delegates preach[illegible] sion.

Proceed[illegible]

Lieut.-Gov. D[illegible] letin to-day that [illegible] Prince Nicholas [illegible] Czar has recov[illegible] well. His condi[illegible] longer is "Th[illegible] 10.4 and the [illegible]

His Majesty's [illegible] from sitting on [illegible] local thrones and [illegible] the court in [illegible] time of its tri[illegible] which, however

about thirty-five years old.

A GOOD CONNECTION.

C.P.R. and G.T.R. Trains to Connect at Cardwell Junction.

The following correspondence will explain itself:

C. R. Smith, secretary Hamilton Board of Trade—Dear Sir: Canadian Pacific railway—General Superintendent's office, Toronto, April 25—Referring to yours of the 21st about connection between trains of the Grand Trunk and this company at Cardwell Junction, I have just received a message from Superintendent Stephenson, of the Grand Trunk, saying that the south-bound morning train would reach there at 9 a.m. and asking if I would arrange our south-bound morning train so that the connection would be made between the two. I am glad to be able to advise you that on our new time table, taking effect May 1, we will bring our south-bound morning trains to Cardwell Junction at this hour. This is the connection which I understand your board has been anxious should be made. Yours truly, THOS. TAIT.

BOARD OF TRADE, HAMILTON, April 28.—Thomas Tait, Toronto: I have the honor to acknowledge receipt of your favor of April 25, and am instructed by the president of this board to thank you for the prompt action taken by you to meet the wishes of this city in making connection with the G. T. R. at Cardwell Junction—a connection for which the Hamilton Board of Trade has long been anxious, and now appreciate. Your obedient servant, C. R. SMITH.

April 28 1892 Globe

A FAITHLESS LOVER

trains for the North.

Hamilton & Northwestern R'y. Time Table.

SOUTH.

	A.M.	P.M.	P.M
Hamilton dept	6:10	12:40	4:25
Jarvis, arrival	9:35	3:40	5:55
	A.M.	A.M.	P.M
Jarvis departure	7:10	10:30	6:10
		P.M.	
Hamilton, arrival	9:45	12:10	7:50

NORTH.

	A.M.	P.M
Hamilton, departure	7:00	3:15
Georgetown, arrival	8:45	4:55
	P.M.	P.M
Glencairn, arrival	12:35	9:35
Barrie, arrival	12:50	8:30
	A.M.	P.M
Barrie departure	6:20	2:30
Glencairn, departure	6:15	2:25
Georgetown, departure	10:00	6:00
Hamilton, arrival	11:35	7:35
		P.M.
Buffalo express leaves Hamilton at		1.40
Toronto and Montreal Express leaves Hamilton at		4:17

Canada Southren Railway.

January 1878