

CANADIAN
PACIFIC
RAILWAY

TORONTO
TO
HAMILTON

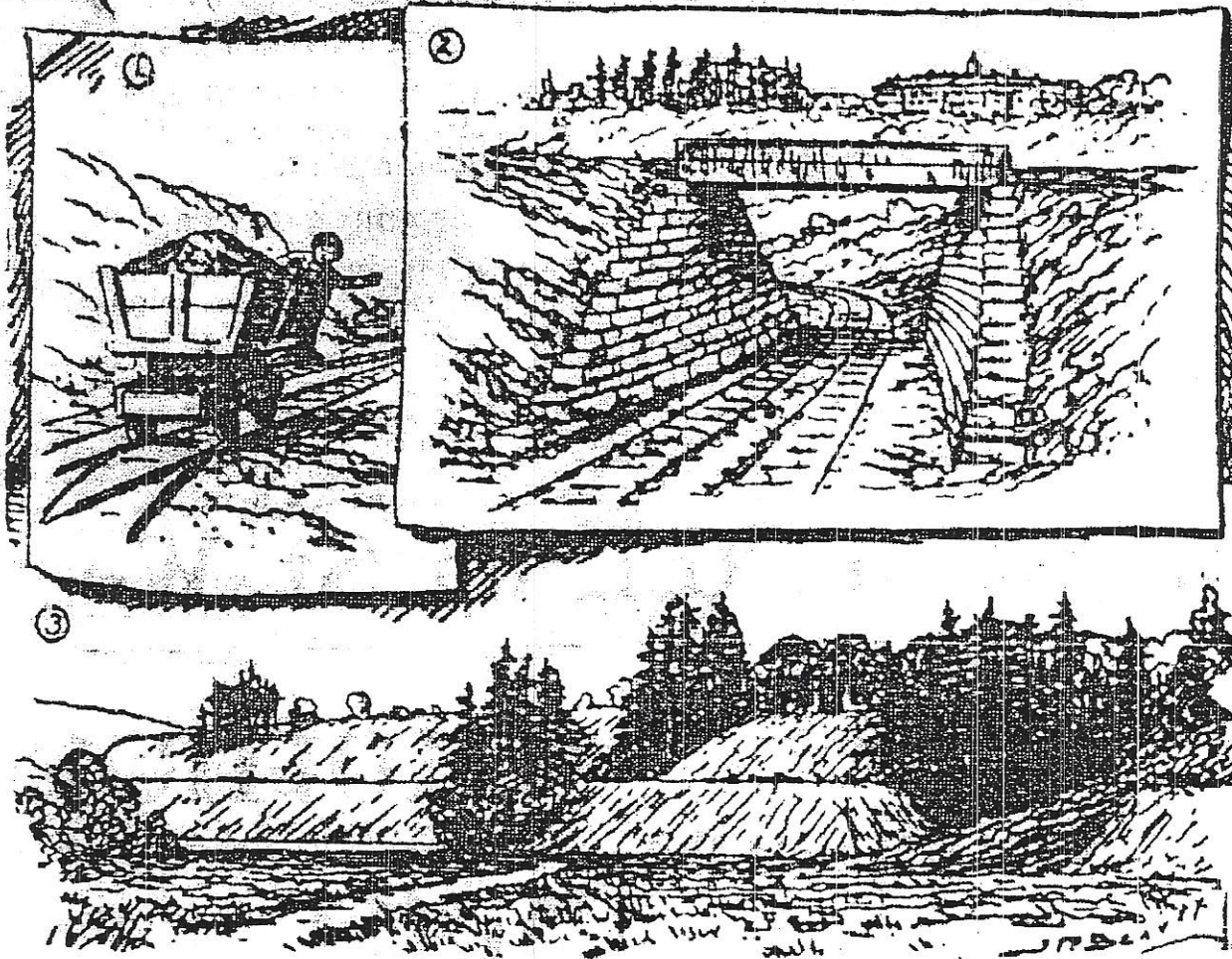
C. H. RIFF

THE SPUR LINE CONSTRUCTION 1896

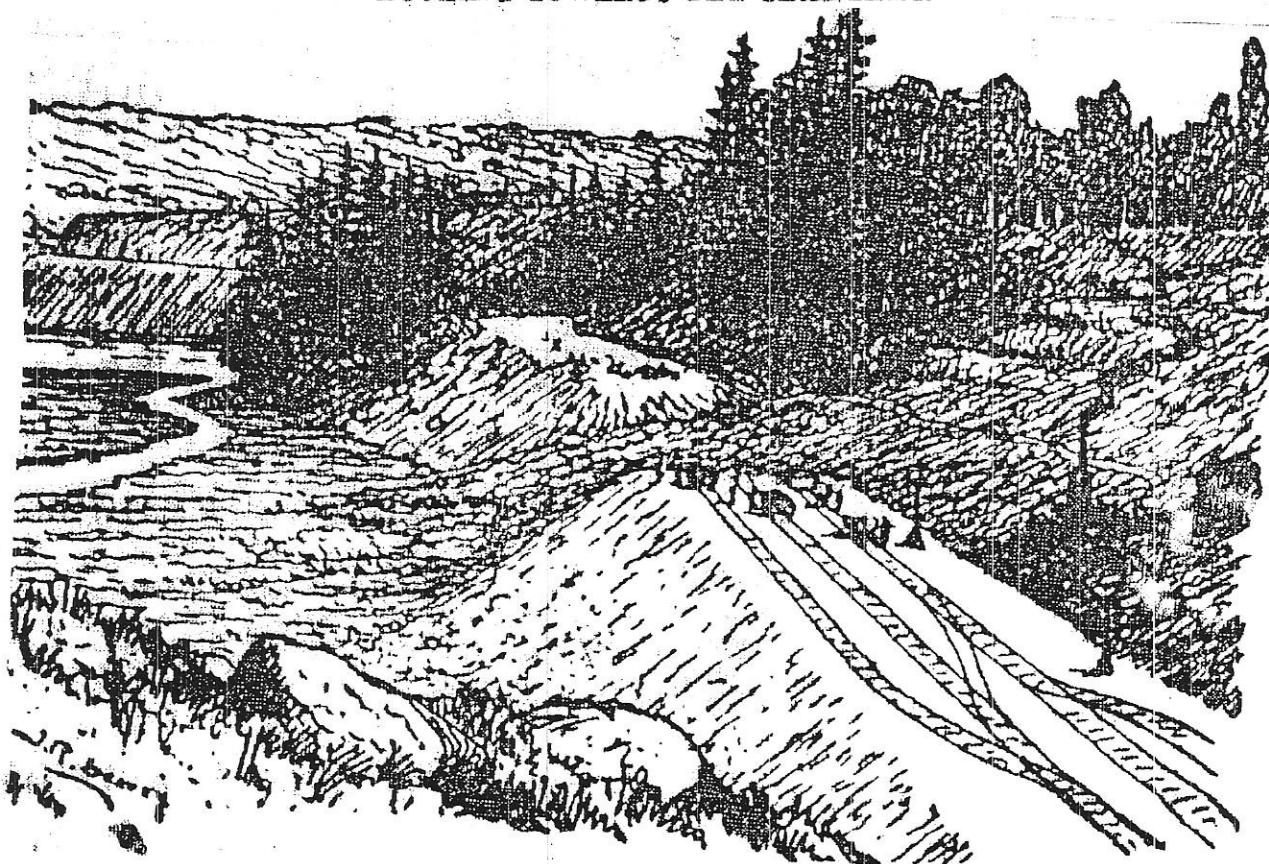
The stretch of land from the neighbourhood south of Dundurn street to the Desjardins Canal was never considered a picturesque site. There were hills and hollows - the biggest being Beasley's Hollow and marshland, lots of marsh. It was unimportant until the Canadian Pacific and the Toronto Hamilton and Buffalo Railways decided that through these lands was the only possible way that the two railways could connect with each other. The politics, the surveys, and the money were in place. Work just had to start.

Early on the morning of August 13th, 1896 a gang of men and their equipment started working on the railway on the north side of the canal. With teams of horses, a horse-derrick, stone and cement they arrived. The problem they blocked the Hamilton and Milton Toll Road. No one could pass. The roadway was blocked. F. R. Waddell of the Hamilton and Milton Road Company drove up shortly and ordered the construction foreman John Connors to move his men and material off the road. Connors replied that he didn't have orders from his head office, ignoring him, he went back and continued with his work. Waddell fumed and left, he went straight to the Courthouse and consulted with Acting Judge Walker, who agreed to issue an interim injunction against the foreman and the contractors preventing them from proceeding for eight days. The police patrol was sent to the canal to enforce the court order. Work stopped at the canal.

Two days later, Mayor Tuckett and city and legal notables went out to visit the site to understand the issues. The injunction motion was heard at Toronto on the first of September, 1896, to prevent the railway from interfering or crossing the Toll Road on the north side of the canal. Before Chief Justice Meredith, the railway company admitted that it did not have the right to cross the Toll road without the consent of the railway committee of the Privy Council, but the actual legal dispute was over the land where the bridge abutments were to be built, at the tiny intersection of the canal, railway and lower road bridge. The Chief Justice finally made an order that the present injunction be continued with the TH&B Ry. Company to compensate the road company for the use of the disputed strip if at trial it should prove it owns the land. Further the railway could not obstruct the toll road with equipment or material until the trial.



1—A DUMP CAB; 2—HOW MAIN STREET BRIDGE LOOKS; 3—IN BEASLEY'S HOLLOW
LOOKING TOWARDS THE CEMETERY.



THE CEMETERY FILL LOOKING SOUTH.

These push cars ran on a temporary narrow gauge railway from cuts out to the marsh where they dumped the fill. There was so much rock blasting with dynamite and black powder to impress the local citizens, for the ground shook and trembled every day.

By the second of October the contractors were still hard at work, the cut north of King street seemed to take the longest time. The steam shovel was able to work at track level. The difficulty was the earth sinking at the cemetery fill, so a fourth filling of the site was required. Work had stopped on the King street bridge waiting for stone for the abutments, the delay caused by the injunction that did not allow it to be carted from the north end. Ties were on the site and rails were started to be laid the following week. Rails were laid by October 15th. October 26th the Grand Trunk laid a double track on behalf of the Canadian Pacific from Hamilton West Junction to the edge of the Canal.

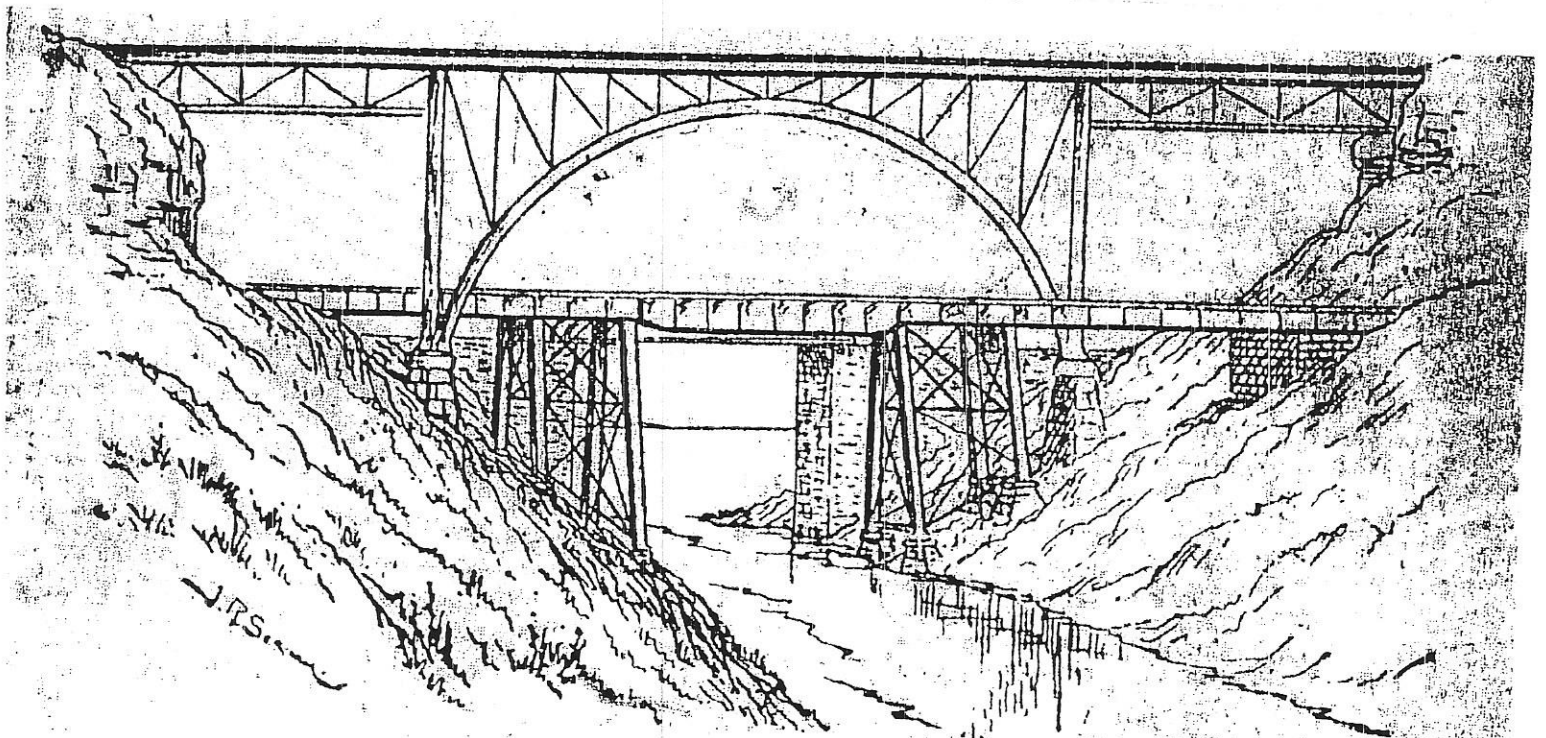
On the morning of October 24th the County Clerk received a letter from the secretary of the Railway Committee of the Privy Council that the work on the TH&B may go ahead as fast as the railway likes in completing the spur line across the canal and to the Grand Trunk tracks.

November 6th, 1896 saw the rails laid from Main street north to near the Canal. November saw continued work on iron bridge across the Desjardins Canal.

The dispute between the TH&B Ry, Company and The Hamilton and Milton Toll Road was solved by a agreement that a high level bridge be built way above the Canal. While this bridge was being built the railway would intersect the toll road in a cut five or six feet deep. Until the high level bridge was built a small drawbridge was over the cut to allow horses and teams to cross the tracks safely.

The November 25th edition of The Hamilton Spectator carried a rather complete description of the work.. Most of the iron work and the outer spans were in place. The center seventy-five foot spans, weighing fourteen tons each were a delicate engineering operation. The stone floor of the canal and the diagonal angle meant that normal false work to support the construction was not possible. The center span girders were run out the GTR junction with a large derrick. When the spans got out thirty feet a rope was attached and the span was pulled over the rest of

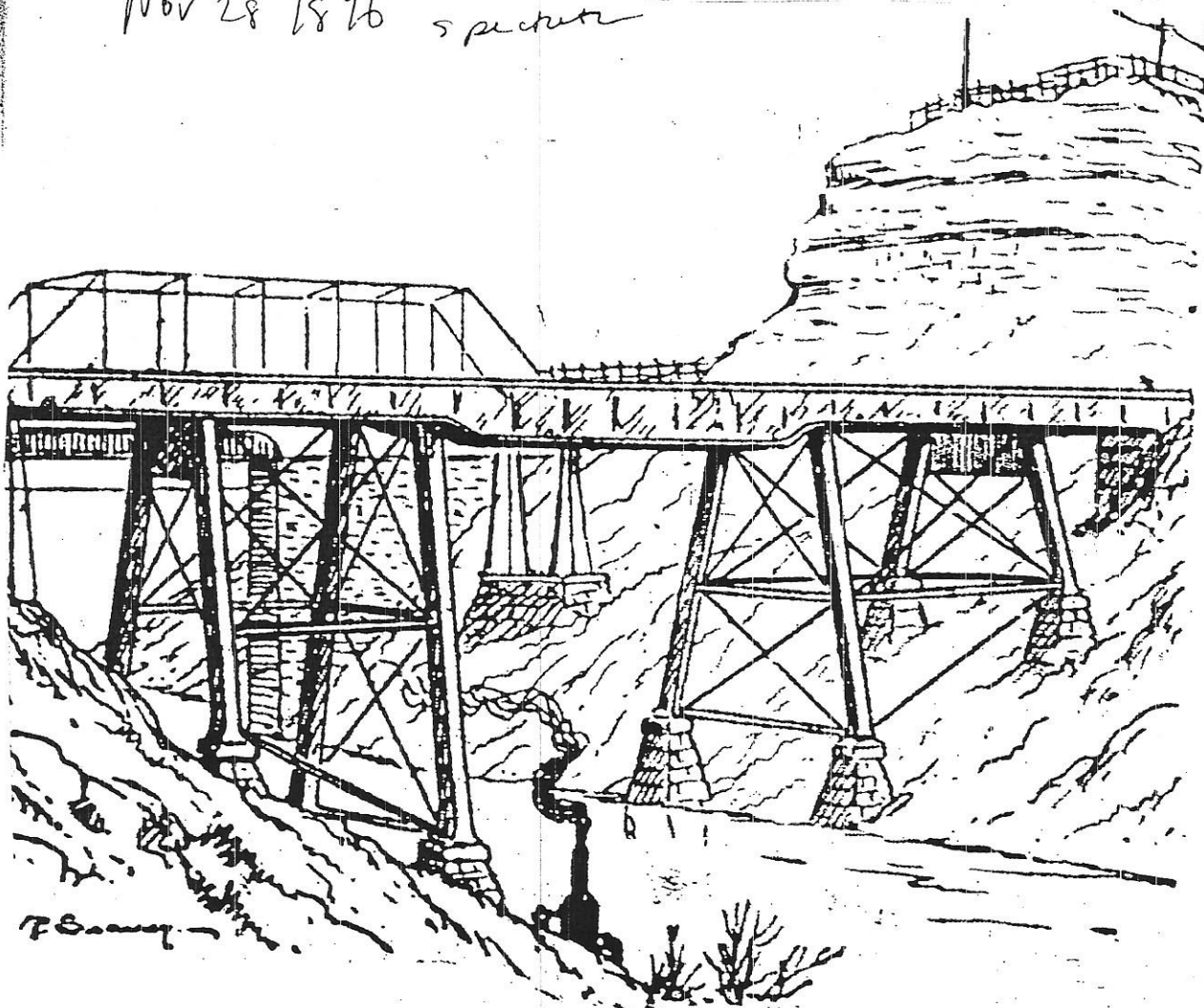
the way by another derrick on the south side of the bridge. The last girder was raised on December 21st, 1896, the rails were quickly laid. January 7th, 1897 Chief Engineer Wingate and J. N. Young went over the spur line to take possession from the contractors. The Toronto Hamilton and Buffalo Railway was now complete.



THE HIGH LEVEL BRIDGE—FROM THE ENGINEER'S DESIGN.

Although the railway committee has not yet made an order in reference to the crossing of the Desjardins canal by the T. H. & B. there is no doubt that the high level bridge will be built; in fact, work has been commenced on the foundation by Pigott & Ingles. The question to be settled is the compensation to be paid the Hamilton and Milton Road Company. The plans prepared by Chief Engineer Wingate show a handsome trussed arch bridge, similar in design to the bridge being built across the Niagara river. The arched span is 180 feet, with two end spans of riveted lattice, the northerly one being 115 feet and the southerly span 85 feet; the total length is 380 feet and the width of the driveway 94 feet. The bridge will be 57 ft. 6-10 above the railway bridge, with a clear headroom of 25 feet, and 108 ft. 2-10 above the water. The arch will rest on two stone abutments and the ends on stone abutments built on the high level. The cost will be \$20,000 or \$22,000.

Nov 28 1896 sketch

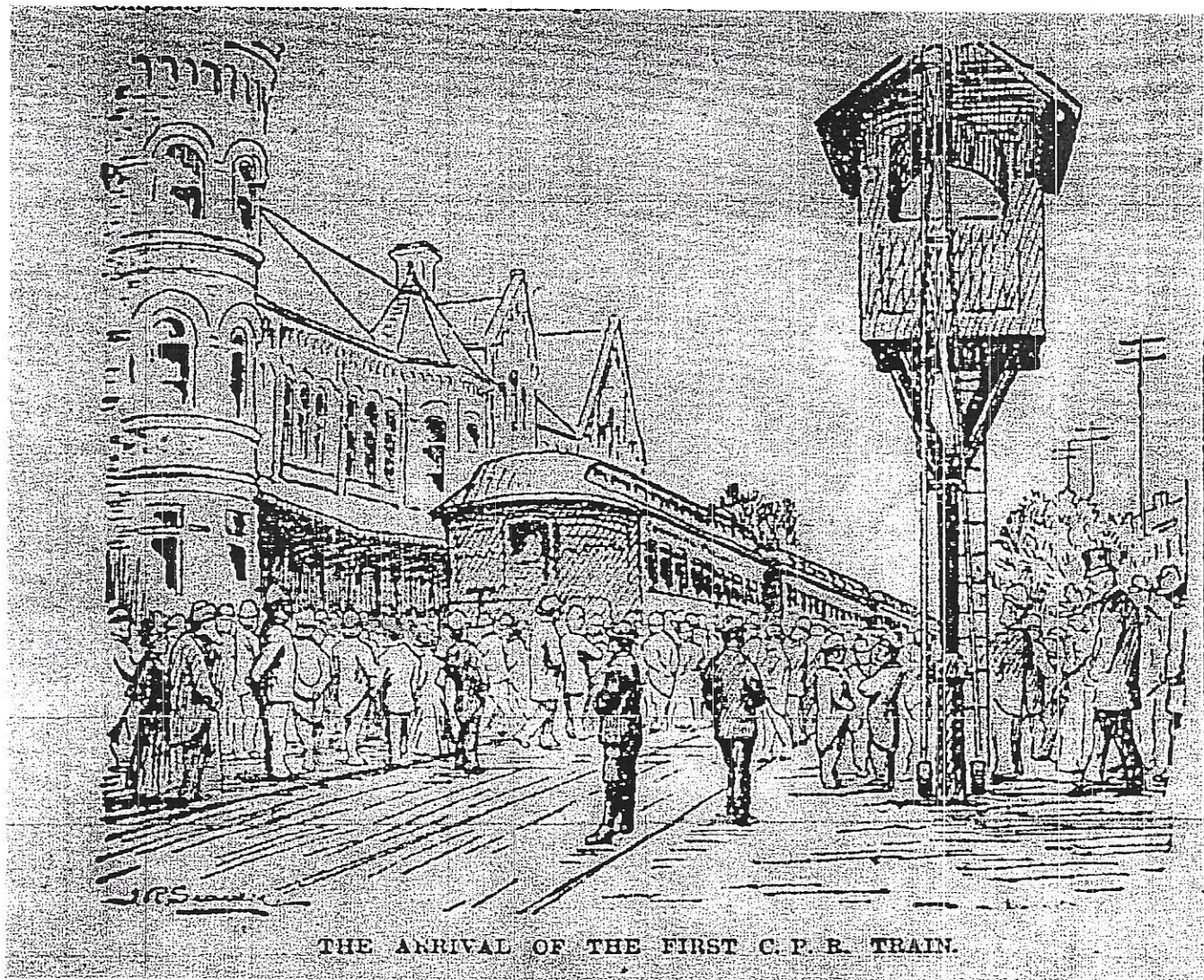


EW T., H. & B. BRIDGE OVER THE CANAL—THE PRESENT ROAD BRIDGE AND
G. T. R. BRIDGE IN THE BACKGROUND.

March 10th, 1897 Canadian Pacific Railway Vice-President Thomas Shaughessey arrived in Hamilton after inspecting the TH&B Spur. Michigan Central Railway Engineer Kinnear arrived on a tour of inspection. President Beckley of the TH&B arrived from Rochester that morning and welcomed the CPR officials. Altogether they made an inspection tour over the TH&B. The Canadian Pacific official position was very clear; that the company was not impressed with the terminal and freight yard facilities in Hamilton. They would have to be improved before the CPR started running through Hamilton. Shaughessey told reporters the railway would not only run through trains but also local service the same way that the Grand Trunk did at present.

April the first, 1897 the Michigan Central Railway took charge over the Toronto Hamilton and Buffalo Railway. After this day the railway would still be known as the TH&B but it will be operated by the Michigan Central, but from St Thomas. J. N. Beckley of Rochester, New York President; R. H. L'Hommedieu of Detroit general superintendent; J. B. Morford of St Thomas divisional superintendent; M. C. Coyle trainmaster, W. N. Warburton general passenger and freight agent; W. B. Swartout, assistant Engineer. The only officials that would be stationed at Hamilton would be Warburton, Coyle and Swartout. All the officials of the Dominion Construction Company would leave; Mssrs. Woodward, Young, Upton and Wingate.

A week later it was reported that Michigan Central locomotives and coaches were being used on the TH&B Ry. The old TH&B coaches were being repainted. A month later, two of the new cars from the CPR Montreal shops, for the Toronto Hamilton and Buffalo Railway had arrived in Toronto. They were composite, half first-class and half smoker. Elegant Wagner sleeping cars would be used on the through trains and that the Parlour cars that would run between Toronto and Buffalo were those on exhibition at the World's Fair.



THE ARRIVAL OF THE FIRST C. P. R. TRAIN.

CANADIAN PACIFIC

Sunday May 30th, 1897 was the first day that a Canadian Pacific train entered Hamilton. The CPR now with its partners the TH&B and the Michigan Central could run through trains between Toronto, Ontario, Canada and Buffalo, New York, the United States. The Canadian Pacific had obtained running or trackage rights over the Grand Trunk's old Great Western Railway line between Toronto Union Station and the junction with the TH&B's spur line at Hamilton Junction on the outskirts of Hamilton. The CPR had made survey's and proposals to build to Hamilton from Cooksville a decade earlier.

That Sunday morning CPR engine 552, a 4-6-0 passenger engine stood at the glass arched roof Toronto Union Station with three baggage cars, five CPR day coaches and two CPR sleeping cars. The coaches were brand new built for the TH&B service. The train had a natural mahogany finish. The passengers besides a handful of Hamiltonians consisted of a rich blend of travellers; the Geisha and Madison Square Opera Company, the Bijou Company, the Toronto Baseball Team and CPR officials.

The train under the charge of Conductor Henshaw left Toronto at eight o'clock in the morning running fast and directly west over the GTR line through Port Credit, Oakville and Burlington. After passing through Junction Cut (later known in the 1920's as Bayview Junction) it switched off the GTR at Hamilton Junction onto the TH&B Spur Line. The train crossed the Desjardins Canal bridge. spectators started lining the track to see the first CPR train all along the Spur Line, until the train plunged into the western end of the Hunter Street Tunnel. At 9:02 the train exhaled out of the stone tunnel almost directly unto James Street and the imposing TH&B Hunter Street station. Two thousand people had thronged the station and surrounding streets for several blocks. The crowds swarmed the train. The train was to leave at 9:07 but it was 9:25 before it steamed out of the station. The CPR engine was taken off and replaced by a Michigan Central locomotive. A coach and sleeping car had been shunted out of the train at Hamilton. Under the arrangement the CPR locomotives and crews simply run on the Toronto Branch, but there was no change of cars at

Hamilton they ran through to Buffalo. The train upon leaving Hamilton travelled up the grade alongside the Niagara escarpment through Smithville to Welland. There the train ran over the Michigan Central Falls View line to Niagara Falls. At Falls View the train stopped for five minutes to allow the passengers to view the great Niagara Falls. The train left Canada over the great cantilever bridge over the Niagara Gorge. A quick trip from NYC Suspension Bridge station over the New York Central Railroad brought the premier train into the NYC Exchange Street Station in Buffalo. Connections were available for New York City. There were two routes available to the Michigan Central at Welland; one was via Niagara Falls-Falls View, and the other more direct line was to Fort Erie, then across the International bridge into Buffalo. Only the eight o'clock morning train went via Niagara Falls, three of the other trains crossed the border at Fort Erie. Engineer Vail and Conductor J. R. Bill ran the return train that day.

The TH&B CPR connection, the Spur Line built in 1896, had some anticipation in late March 1934. There had been a number of rock slides caused by a spring thaw along the huge retaining wall that borders the Hamilton Cemetery. When the rocks started to fall the east bound mainline was closed and all the trains were moved to the westbound track. A watchman was installed to inspect the retaining wall twenty minutes before the arrival of each train. Colder weather had returned and officials thought it was now safe. At six o'clock in the evening of April 2nd the huge center section of the eighty foot high retaining wall collapsed on to the track. The tracks were covered with 1000 tons of wet rock, rubble and debris.

Grand Trunk Canadian Pacific Race

London Free Press

June 29 1897

A rather laughable incident in railroading occurred on the Toronto to Hamilton branch of the Grand Trunk Railway on Sunday last. The Grand Trunk Express for Toronto was on one of the tracks, awaiting her time to leave east to Toronto. The Canadian Pacific Express also going east to Toronto was forging towards Burlington in order to secure the other track, as soon as the drawbridge had been passed. The Grand trunk dispatcher, unthinkingly, no doubt, gave the CPR permission to take the south track, and between the two trains a pretty race was witnessed. The Canadian Pacific train reached Toronto three minutes ahead of its rival. It won't be repeated.

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MIMICO

MAY 16, 1907

Canadian Pacific express left Toronto at 9:45, on the morning of May 16th, 1907 bound for Hamilton, over the Grand Trunk tracks. Engineer Shields was reported having his engine running at forty-five miles per hour between New Toronto and Mimico.

In Mimico signal cabin, towerman George was able to survey all the tracks below. He looked up the mainline and could see the CPR express approaching the yard from the west, then, he looked down, a Grand Trunk freight was suddenly moving, moving onto the mainline. He ran down, crossing tracks, he ran beside the freight engine and told them they were fouling the mainline and that the express was coming fast. The engineer threw the quadrant into reverse, but it was slow, the freight moved just a little, when the passenger smashed into the freight. Engineer Shields had stuck to his post, applying the air-brakes, he would perish.

BURLINGTON

NOVEMBER 20, 1907

A Grand Trunk engine ran into a standing CPR freight at the Burlington junction. Both were west-bound.

MIMICO

OCTOBER 1, 1908

October first, 1908 Canadian Pacific passenger train No. 811 was to leave Toronto Union Station at seven o'clock bound for Hamilton, but it was late fifteen minutes. Engineer William Quinn was putting on extra speed to make up time along the lakehore, past Sunnyside, over the Humber, Mimico ahead. The passenger took the first Mimico siding clear, but when it struck the second siding to the north it tore away the switch frog, cut the south rail in two. Quinn jammed the airbrake over. The CPR crashed into the tender of a standing Grand Trunk doubleheader. Quinn was thrown from the cab to his death. The first passenger car derailed and telescoped but the two Pullman cars were fine. Willis Jarvis and John Smith while crushed in the cab of the GTR engine, were alive.

Canadian Railway & Marine World .

ISLINGTON TO MIMICO LINE

May 1910, p. 371

Announcement of a Islington to Mimico line that would connect with the Grand trunk Railway about four miles long.

June 1910, p. 479

On the Islington to Mimico line construction was well advanced. A start was made at the Islington end but work stopped pending an made for a crossing of the power-line company, which was owned by Mackenzie and Mann (Canadian Northern Railway) interests. With the exception of this crossing the grading was nearly completed, and ties were laid. The completion of this line will allow Canadian Pacific Railway trains to run from the Toronto Hamilton and Buffalo Railway connection at Hamilton without having to go over the whole Grand Trunk Railway. And not having to un backward after reaching Bathurst Street then backing to the Parkdale and West Toronto Yards.

September 1910, p. 731

The Islington and Mimico line, track-laying was completed on this short branch by connecting the CPR Toronto to Windsor line with the Grand Trunk's Toronto to Hamilton line.

October 1910. P. 850

The Islington to Mimico branch line was ballasted and completed, connection made with the Grand Trunk Railway.

November 1910, p. 933

The new freight route had been completed. The Board of railway Commissionaires inspected the railway October 18th, 1910. There was a delay in completing the interlocking plant with the Grand Trunk Railway.

December 1910, p. 1025

The Board of Railway Commissionaires approves the opening of the Islington to Mimco line.

HAMILTON JUNCTION

MAY 23, 1927

Canadian Pacific, Dundurn Street Roundhouse Hamilton, the morning before Victoria Day, 1927. Two engines ; CPR 2029, a E class 4-6-0, and 3696, a N class 2-8-0 were given the assignment of running a freight north to Guelph. The doubleheader backed down to the Aberdeen yards and coupled on to ththeir freight. The freight lugged off through the TH&B wye, back of Dundurn Street, the slowing under the High Level Bridge they approached the CPR- CNR crossover at Hamilton Junction, This shouldn't be a problem for they were headed north. The green signal told them to proceed. While the signal was set for the CPR, the switches were set for the CNR. The doubleheader unexpectedly swung towards the CNR line and both engines overturned flat on their sides. It was 8:30 AM. The engines fell over onto the Canadian National double track line, between Hamilton Junction tower and the Desjardins Canal, thus tying up traffic of both major railways

PORT CREDIT

DECEMBER 2, 1927

Ernest Newman, Canadian Pacific engineer was on the eastbound CPR passenger train December 2nd, 1927 bound for Hamilton. He passed Port Credit station and as he looked ahead he could see the headlight of an approaching Canadian National freight. On double track, together they came, and then in the distance, Newman saw something wrong. The CNR was derailing, far back in the freight cars were coming off. His mainline would be fouled, air brakes applied, he slowed his train quickly enough that when impact came the damage was minimal.

ALDERSHOT

OCTOBER 4, 1928

A heavy fog laid over the land on the morning of October 4th, 1928. Canadian Pacific had assembled a freight train at the West Toronto yards. CPR locomotive 3643, a heavy N-4 class 2-8-0 pulled out. Engineer Reesor was in the cab and Conductor C. Curtis was in the caboose. The freight left the Lambton yard west to Islington where it switched south to Obico where the train switched on to the Canadian National mainline behind the Mimico yard. It travelled west over the CNR past Burlington through the orchards and farmlands approaching Aldershot station. Engineer Curtis looked out to see the small bridge ahead as Canadian National's fast train No. 14 The International Limited was steaming fast toward him on the double track. Suddenly there was a loud crash. One of the freight cars had derailed, followed by six more and they smashed or sideswipped the passing passenger train coaches. Brakes were applied. Engineer Wright on the CNR slammed on the brakes of his heavy locomotive stopping on the high embankment near the Dominion Sewer Pipe. A coach CNR 4861 had had its steel side ripped off and was laying on the ground. A quick check found that no one was killed, but there were many injured. The passenger train was still on the tracks and because of the very high embankment it was thought wise to pull the train to Burlington station where ambulances could reach the injured. Trains were detoured over the CNR's Burlington Beach cut-off.

CLOSELY WATCHED TRAINS

The World was at war. 1943; the railway lines were full of extra troop trains, but two Canadian Pacific extra trains deserve historical attention. The trains ran over the Oakville Subdivision and then over the TH&B to the border.

Between August 1st to the 9th, the President of the United States Franklin D. Roosevelt had a secret fishing vacation in northern Ontario. The train ran from Canpa, the CPR connection at Mimico over the CNR mainline to the TH&B connection at Hamilton West Junction.

Only less than a week later, security was at its peak, railway sectionmen were called out in the middle of the night to secure the switches along the railway. A Canadian Pacific passenger extra pulled into the CPR North Toronto station, in the middle of the night. The crews were changed under flood-lights and armed RCMP security. The train ran across the CPR North Toronto line through the West Toronto freight yards and down to the connection with the CNR. No one was told who was on the train. Once again this train left CNR rails at Hamilton West Junction for the TH&B route. The train travelled over the TH&B and New York Central Railroads to Niagara Falls. When the train pulled up to Victoria station, soon it became apparent that the passenger on board was no other than Prime Minister Winston Churchill. A quick tour of the Falls was made with his daughter Mary Churchill. The train left for the United States where Churchill met with President Roosevelt. The first Quebec Conference was then held.

Churchill

August 1943 British, American and Canadian armed forces were victors in Sicily and the Russian army was marching west out of Stalingrad. These were historic times. At the TH&B station on August 11th new instructions arrived over the telegraph, clear the tracks that the night. Railway employees were sent out early in the morning to guard the track and to spike the switches closed. Those called out had no idea the reason. Police arrived at the road crossings and just stood on guard.

In Toronto there were a flock of rumors, Police, R.C.M.P. and railway employees mingled on the platform of the closed North Toronto station of the Canadian Pacific Railway. At 5:30 AM. a six car Canadian Pacific train pulled into the station. Hordes of security stood at their posts, Yonge Street was closed. There was no waiting, the engines were quickly changed. Engineer E. J. Griffith and Fireman Earl Du Maresq climbed up into the cab of the steam engine. The train left on the CPR freight line across the top of Toronto through West Toronto, the Lambton yards, it took the switch at Islington headed a few miles south to the junction with the Canadian National at Mimico. Quickly the special ran over the CNR lines through Bayview, then it took the switch onto the TH&B at Hamilton Junction. The train would have paused for water briefly at the Hamilton Hunter Street station. No one in Hamilton were even aware except the officials of the Toronto Hamilton and Buffalo Railway. They were secret. The TH&B extra east left, stormed up the grade through Stoney Creek to Vinemount. The Canadian Pacific train rushed through the Niagara hamlets still in secrecy. The train slowed through the Welland station and took the NYC Niagara Falls branch. The train slowed and came to a stop at the NYC Victoria Park station at the top of Clifton Hill, Niagara Falls. Despite all the top secrecy, as a small man came out on to the observation car platform, the news broke quickly. It was the Winston Churchill. The Prime

Minister accompanied by his daughter Mary Churchill descended from the train. A special motorcade took the great visitors around the Niagara points of interest for nearly two hours. Churchill then returned to his train, boarded it and the train ran out over the Niagara bridge to enter the United States. The destination would be a meeting in Washington with US President Franklin Roosevelt. The following week the famous first Quebec Conference would take place. This war time conference would lay the plans for Operation Overlord, D-Day, the invasion of Europe.

OAKVILLE

OCTOBER 1, 1956

The days of the steam locomotive on both the Canadian National and the Canadian Pacific were coming to an end. On Saturday morning, October the first 1956, heavy CPR Mikado 5397 was pulling a 49 car freight train west towards Hamilton. One mile east of Oakville, near the 8th line crossing, it hit or side-swiped a Canadian National freight train of 18 cars.

OAKVILLE

FEBRUARY 27, 1957

A more serious accident occurred once again to one of those big CPR P-2 class Mikado engines, only five months later. For on February 27th, 1957 Engineer Harold Yeo 45 car freight was following a Canadian National freight on the mainline. The CNR took to the siding outside of Oakville as it was supposed to, Yeo was to have had the through track, the CPR passed the rear of the freight on the mainline, but then a surprise. The CNR didn't fully stop. so it split the switch and came rolling back out of the siding at the other end, on to the main-line. The CPR smashed into the freight cars. One of the freight cars contained naptha gas and it violently exploded around the Steam engine. Engineer Yeo was thrown from the cab as was fireman J. Wardell. The engineer survived the collision and explosion but fireman Wardell did not.

PORT CREDIT

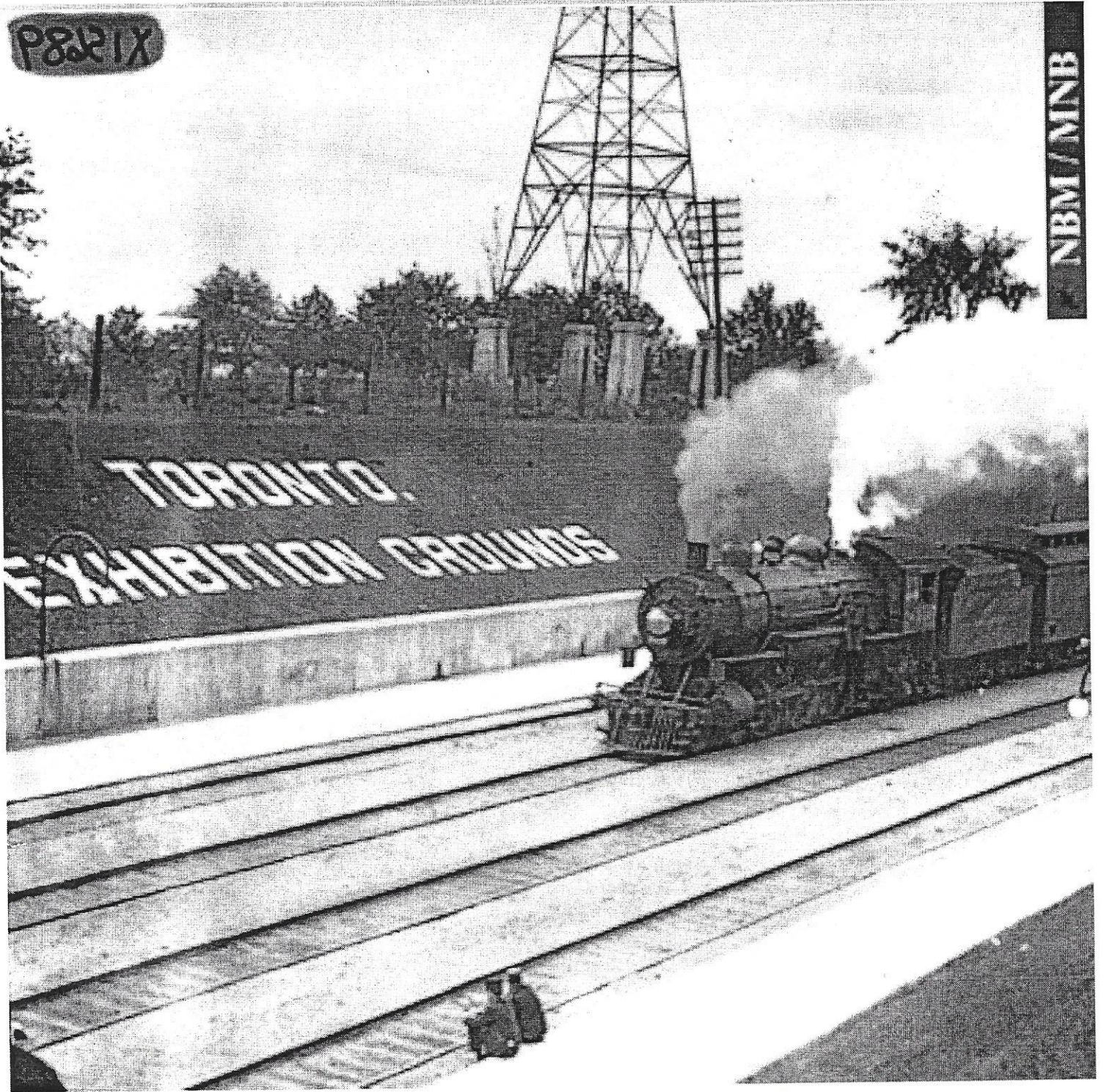
NOVEMBER 11, 1965

On Remembrance Day, 1965, Canadian Pacific Railway Hamilton to Toronto freight with 105 cars plowed into the rear of a slow moving Canadian National way-freight right on the Highway 10 over-pass. Twenty cars derailed, one of the boxcars, on impact was thrown over the bridge railing and landed onto Highway 10. The CPR train had Alco-MLW units 8575, 8445, and 8426, 8575 was heavily damaged. CPR engineer Joseph A. Cassidy and CNR conductor John F. O'Donnell were killed.



P821X

NBM / MNB



Fear Thugs on Holdup Spree With Stolen Guns

TORONTO DAILY STAR

THE WEATHER
Toronto and vicinity—Tuesday:
Mainly cloudy. Low tonight, 25; High
Tuesday, 32.

METRO
EDITION

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65TH YEAR

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ISRAELI ARMY FROM GAZA

BEN-GURION SHEDS TEARS ORDERS ISRAELI TROOPS QUIT GAZA IMMEDIATELY

Jerusalem, March 4.—(AP)—Ben-Gurion gave a tearful address today for the first time since the withdrawal of Israeli troops from Gaza, in the Sinai Peninsula, and the Gulf of Aqaba coast.

Ben-Gurion ordered the withdrawal of Israeli troops from the Gaza Strip, in the Sinai Peninsula, and the Gulf of Aqaba coast, in a speech to the Knesset today.

Ben-Gurion, 67, said he was proud to have led the Jewish people to the land of Israel, but he was sad to see the end of the Jewish presence in the Gaza Strip.

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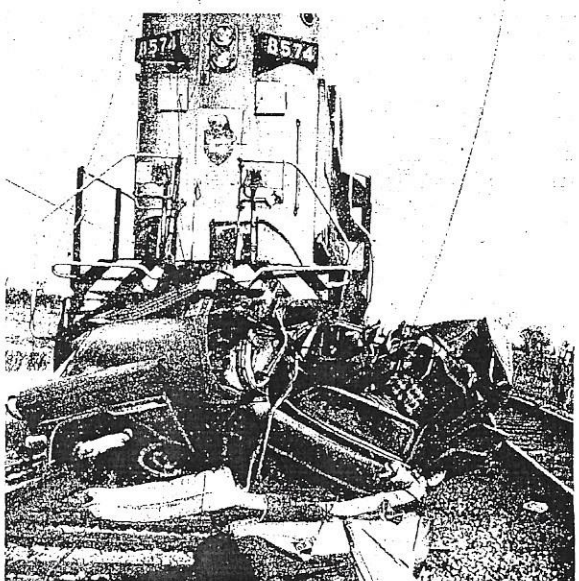
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Four Teenagers Instantly Killed as Car Collides With Train at Port Nelson



ONE OF four teenagers killed in Port Nelson train crash was Jessie Chmielewski.



THE CAR IN WHICH FOUR DIED is shown here on the front of the CPR diesel passenger train which carried it about 1,800 feet down the track. The car had been on a Sunday drive when they came to the Port Nelson crossing. One body was thrown 200 feet, another 200 feet by the impact of the collision.



SISTER of Jessie, Joanna Chmielewski, 17, also died in the wreck.



CAR was owned by father of Robert Richardson, seen here, who was killed.

WILL GO AHEAD ON HOSPITAL INSURANCE NOW, OTTAWA SAYS

Ottawa, March 4.—(AP)—The federal government will go ahead with its plan to introduce hospital insurance legislation, Ottawa says today.

The government will introduce the legislation in the House of Commons today.

The legislation will provide for a national hospital insurance plan.

BELIEVE CAMERA ROBBERS USED STOLEN PISTOLS

Police said today they believed a gang who shot a killing in a Toronto parking lot used stolen cameras and pistols.

The police are investigating the shooting, which took place in a parking lot in Toronto.

The police believe the gang used stolen cameras and pistols.

OPPOSE PHILLIPS AS LONE CHAMP OF TAXPAYERS

By LEE BELLAN
The House of Commons today was divided over the proposed changes in the tax system.

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4 TEENAGERS DIE AT UNMARKED CROSSING CAR PUSHED 1,800 FT.

Port Nelson, March 4.—Four teenagers, out for a drive after attending Sunday services at St. Stephen's Church in Port Nelson, were killed instantly yesterday when their car was pushed 1,800 feet down the track by a CPR diesel passenger train.

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FIRST IN YEARS BOY, NINE, DIES OF DIPHTHERIA

The first diphtheria death in Toronto for several years took the life of a nine-year-old boy at Toronto's St. Michael's Hospital today.

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GIRL, 13, SAVES BABY ITS CLOTHES AFLAME SIX LEFT HOMELESS

Orillia, March 4.—A mother and her five children are homeless and a sixth child, a nine-month-old baby, is in the hospital for St. Charles' Hospital with severe burns after a fire Sunday night.

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Police Number 0 in East End Change Exchanges

The police will begin by serving some 1,500 telephone numbers transferred from the old to the new system.

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PEARSON-PINEAU TALKS HALTED BY U.N. CRISIS

By BRUCE MACDONALD
Star Staff Correspondent
Ottawa, March 4.—Talks between Prime Minister Lester B. Pearson and French Foreign Minister Christian Pineau, which were expected to resume today, have been halted by the U.N. crisis.

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ATTACKED PRINCIPAL FOR SHAPPING SON FOR 30 DAYS

Clear Lake, Calif., March 4.—(AP)—A woman who was accused of attacking a principal for shapping her son for 30 days, was found guilty today.

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THE WEATHER

MONDAY-TUESDAY
Toronto and vicinity: Partly cloudy with some rain. High 32, low 25. Wind: Light variable.

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ARAB GUNRUNNERS CAUGHT IN NEIGH ISRAELI CLAIM

Jerusalem, March 4.—(AP)—Israeli military spokesmen said today that Arab gunrunners had been caught in the Gaza Strip.

Israeli military spokesmen said today that Arab gunrunners had been caught in the Gaza Strip.

WORKMEN BURIED RECOVER 2 BODIES

Little Rock, Ark., March 4.—(AP)—An earth and rock slide at a business district building site today buried two bodies.

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PORTS BY ISRAELIS

Jerusalem, March 4.—(AP)—Israeli ports in the Gaza Strip are to be closed to all foreign ships.

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SLUGS BURGLAR IN HOME, HOLDS HIM FOR POLICE

Hamilton, March 4.—(AP)—A Hamilton burglar, returning from work Saturday night, was held by a slug in his home.

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Lenten Series Starts Tomorrow

Omar Garrison, a Ph.D. from the University of Toronto, will lead a Lenten series of religious studies.

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Bride Gasp at Sweatshirt Boxer Blushes at Trousseau

A trouseau and a bride's first look at each other in a wedding ceremony.

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BANK OF HAMILTON

HEAD OFFICE.....Hamilton.

Capital Paid Up.....\$2,500,000

Reserve Fund.....\$2,500,000

Total Assets\$29,000,000

J. TURNBULL,....Gen. Manager.

H. M. WATSON,....Asst. Gen. Mgr.

DIRECTORS

HON WM GIBSON, President.
JAMES TURNBULL, Vice President
JOHN PROCTOR, Hon. JOHN S HEN-
DRIE, M.L.A. GEORGE RUTHERFORD,
CYRUS A BIRGE, C O DALTON.

Orangeville Agency.

A General Banking Business transacted.
Farmers' Notes Discounted and advances
made on security of Farmers' Sale Notes.
Drafts on all parts of Canada, the United
States, Great Britain and the Continent of
Europe bought and sold. Collections made
on all accessible points on most favorable
terms.

SAVINGS DEPARTMENT

Deposits received of \$1 and upwards, and
interest allowed thereon.

The attention of depositors is called to the
security offered by this Bank, the Reserve
Fund now being equal to the Paid up Capital.

J. F. DEWAR, AGENT

Orangeville, Dec. 25, 1906.

Orangeville, Dec. 25, 1906.

GET GOOD MEN

IF a number of really capable men do not come out as candidates for the council this year we might just as well let things go clean to the dogs and say nothing. Every December we hear a great deal of talk of good men who are willing to serve the town, but when nomination night comes around the good men and talk vanish into thin air. There are a great many men in this town who should go into the council and do something for their fellow-citizens, but they pursue the selfish policy and stick in their shells like snails. It is a lamentable fact that Orangeville is without exception the poorest lot of public-spirited citizens to be found in Ontario. We refer especially to municipal politics when we make this statement. There must be some reason for it and undoubtedly one is that in the past poor dubs have defeated first-class men in the race for office and the good men got tired and quit. However that may be the time has arrived for our solid citizens to bestir themselves and take a more active interest in our civic affairs. It is high time to relieve the mediocre men who have been working on the

DEAD AT THROTTLE!

C.P.R. ENGINEER KILLED, BUT TRAIN RAN ON.

Fireman Did Not Know That His Mate Was Dead—Train Had a Close Call From Being Wrecked

With the engineer dead at his post and the fireman unaware of what had befallen his mate, the C.P.R. Hamilton express tore thru Parkdale station early on Saturday afternoon, to the amazement of the station agent and many waiting passengers. Not until the train had reached Mimico did the fireman realize that anything was wrong. He knew the train should have stopped at Parkdale and John Paul, the engineer, had not told him that he had instructions not to stop. No. 220 engine is a big mogul and the engineer sits away in the front, while the fireman works like a Trojan at the back.

After Parkdale was left behind the train increased speed at an alarming rate. Fireman Bertrand then decided to ask the engineer what was wrong. He made his way up into the little box in which the engineer sat and found a dead man's hand clasping the throttle. Promptly he removed the stiff fingers from the throttle and shut her down. The emergency brakes were applied, and the express came to a stop. The conductor found a dead man in the cab and a fireman with his nerves unstrung sitting on the footplate with a dazed look on his face.

John Paul, the engineer, was one of the most trustworthy men in the C.P.R. service, and has a good record. He was probably struck and instantly killed by a home semaphore at the end of the Union Station sheds whilst looking out to see if the distance semaphore was against him. The run to Hamilton was new to him. He was just put on occasionally. He belonged to Toronto Junction, was 47 years of age, and leaves a widow and family of four children. He had been railroading for over 15 years.

Dr. Godfrey of Mimico will hold an inquest at Nurse's Hotel on Wednesday evening at 8 o'clock. The funeral will be held to-morrow at 3 p.m., under Masonic auspices.

"The hand of Providence was at the helm of that train," said an old railroad man. "To think that a train could run over the Bathurst-street neck without striking either a freight or a passenger train is marvellous."

There is hardly a minute of the day that a train is not passing over this converge of tracks. Every train from the west and the north passes over these two tracks, and it is rarely that a train does not have to pull up at the neck to let another train to pass. As it was, the express had barely crossed the neck when a train from Stratford came down along the eleventh district track.

James Bertrand, the fireman of the train, was a new hand. He had only been in the company's service three

A FARMER KILLED

Horses Ran Away and His Skull Fractured.

On Wednesday of last week Wm. Moody of Terra Cotta, driving from Georgetown home, team was in some manner frightened and ran away, throwing him, fracturing his skull and other injuries. He lived until Sunday morning last, when he passed away. The deceased was a kind-hearted, good fellow, and will be missed in the neighborhood, as who knew him will regret to learn his sad and untimely death. He leaves behind to mourn his loss, a wife and five of a family, three sons and two daughters, the eldest being about fifteen years old. In politics he was a Conservative, and was also a respected member of the Orange order.

DROPPED DEAD!

Just as He Was Giving His Wife Christmas Gift.

Philadelphia, Pa., Dec. 25.—Just as he presented a Christmas gift to his wife, Thomas Cardin of this city dropped dead of heart disease.

There had been the usual Christmas gaiety at the Cardin home. Mr. Cardin produced from its hiding place a neatly wrapped parcel, which he had bought several days previously.

He handed it to his wife and kissed her.

"I wish you a merry Christmas, my dear," he said, "and—"

The sentence was not finished. He put his hand to his side, reeled as he fell to the floor. In another moment he was a corpse, and his wife was sobbing over him, with the parcel lying unopened on the floor.

He was 62 years old.

FIND A GOOD FARMER HUSBAND

"What is best for the girl? Well, she should say the best thing for a girl is to be a good farmer's wife," says a writer in the Drovers' Journal.

"It is all right to learn some trade to make a living before you are married, and if it should ever happen that you would be left to depend upon yourself you would know something that you could make a good living at. I know a woman in our neighborhood that was a poor woman's girl and her mother was left with two girls and they both learned to be school teachers, but the one I am told about worked and studied until she got a license to teach and taught in a few schools. And there was a good farmer boy came along and they fell in love and married and live on a fine improved farm and she goes when she pleases and has everything heart could wish. They seem to be very happy. She, of course works and always took her share of the work, as all women should do to make home happy and prosperous. Girls who put in lives at any of the work you mention except farmers' wives most generally have to finance

December
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1906
Orangeville