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THE WATERLOO
JUNCTION RAILWAY

THE ELMIRA BRANCH

C.H. RIFF

August 24, 1891

The Waterloo Junction Railroad under the management of J. C. Boyd has been pushing forward with considerable energy of late between Waterloo and St Jacobs, the track being laid and construction trains running to the later place. The first freight over this branch was shipped by E. W. B. Snider of St Jacobs on Saturday consisting of three cars of flooring destined for export. The large bridge across the Conestoga River will be ready to receive the iron, so that the present terminus of Elmira will be reached in the near future.

October 30, 1891

There will be no regular traffic up to Elmira for the next few weeks yet. The grading on the main line is completed, but the rails have only been laid to within a mile of Elmira, owing to the fact that the plates for joining the rails have given out, and it is stated that the fresh supply will have to arrive from England before the work can be finished. The locomotive with several flatcars attached which is being used in the construction of the road up to Elmira, made the run from Waterloo to St Jacobs, six miles, in six minutes last Saturday.

November 27, 1891

Opening of the New branch in Waterloo County.

The first train up in the morning carried a number of prominent Grand Trunk officials. The train crew for the day were J. R. Bostwick, conductor; J. Roberts, engineer, T. Hamilton, fireman; William Whitechurch pilot and D. McIntosh and Robert Casey, brakemen. There are a good many curves in the first half of the road, but above St Jacobs it is straighter. It is up grade to Elmira, but no

grade is over one foot in one hundred. There are three bridges, one of them being a 287 foot long steel viaduct over the Conestoga River at St Jacobs. The chief cutting and filling is on either side of this bridge, one cut is 1200 feet long. A spur runs from the St Jacobs station over a third of a mile to the Sniders mills. A shed, water tank and a house for two engines is being built at Elmira.

The first train consisted of ten to twelve coaches full of people from Elmira and the train then headed south to Waterloo and Berlin. There Mr Wragge boarded the train and the train returned northward. Banquets were presented at a number of the hotels for the excursionists. The railway officials attended attended to Sehl's Hall where toast and speeches were made to the new railway.

SATURDAY, SEPTEMBER 6, 1902

Saturday, September 6th, 1902 the train for Elmira was standing at the Berlin station, the train from Toronto was half an hour late. The Elmira train was made up in the following order: Engine No. 133 with the tender to the fore, with Engineer John Mitchell and Fireman Walter Jones; the passenger car with about thirty-five passengers and the baggage car. Engine No. 133 had been built at the Canadian Engine works at Kingston in August 1872 as a convertible broad gauge engine for the Great Western Railway (No. 173). It had been downgraded to a branchline locomotive with wooden pilots at both ends, one at the front of the engine, and the second mounted at the rear of the tender. There was not a turntable at Elmira so on the north bound trip the engine would run tender first. It was about 8:35 before the Elmira train left Berlin on its last trip for the week. There were more than the usual passengers on board, on account of a large number returning from the Toronto Industrial Fair. The train stopped at the Waterloo station and now the single coach was full. The train sped on towards St Jacobs at twenty-five miles an hour. Only just two miles north of the Waterloo station after rounding a long curve there was an awful jolt. First the tender, then the engine and then the passenger car were suddenly overturned and laying in the ditch. The tender after leaving the rails was lifted off the right wheels and turned completely over. The engine plunged on top of the tender and turned over on the side the side Fireman Jones was on and he was crushed between the tender and the cab. Fireman Jones was crushed to death. Everybody else survived without too many injuries. It was never discovered whether it was a broken flange on one of the tender trucks was the cause of the derailment. The inquest paid particular attention to the practice of running trains with the tender in front despite their were pilots at both ends and that a turntable should be installed at Elmira. Engine 133 was sold in 1907 to the J. B. Smith Lumber Company in North Bay.

THE DAILY TELEGRAPH.

BEELIN, ONTARIO, MONDAY, SEPTEMBER 8 1902.

FATAL RAILROAD Peaches.

Nearly

GRAND TRUNK RAILWAY SYSTEM

Labor Day
Sept. 1st 1902

SINGLE FIRST-CLASS FARE.

Good going AUGUST 24th and 31st, Sept 1st, returning 2nd, until Sept labor 2nd, 1902.

Canada's Great Fair
TORONTO,

SEPTEMBER 1st TO 13th.

BEELIN TO TORONTO AND RETURN \$1.95
Good going Sept. 2nd to 13th inclusive

Good going on Sept. 2nd, 4th, 6th, \$1.55
8th and 9th

All tickets valid returning on or before Sept 13.
For particulars and information apply to Agents.

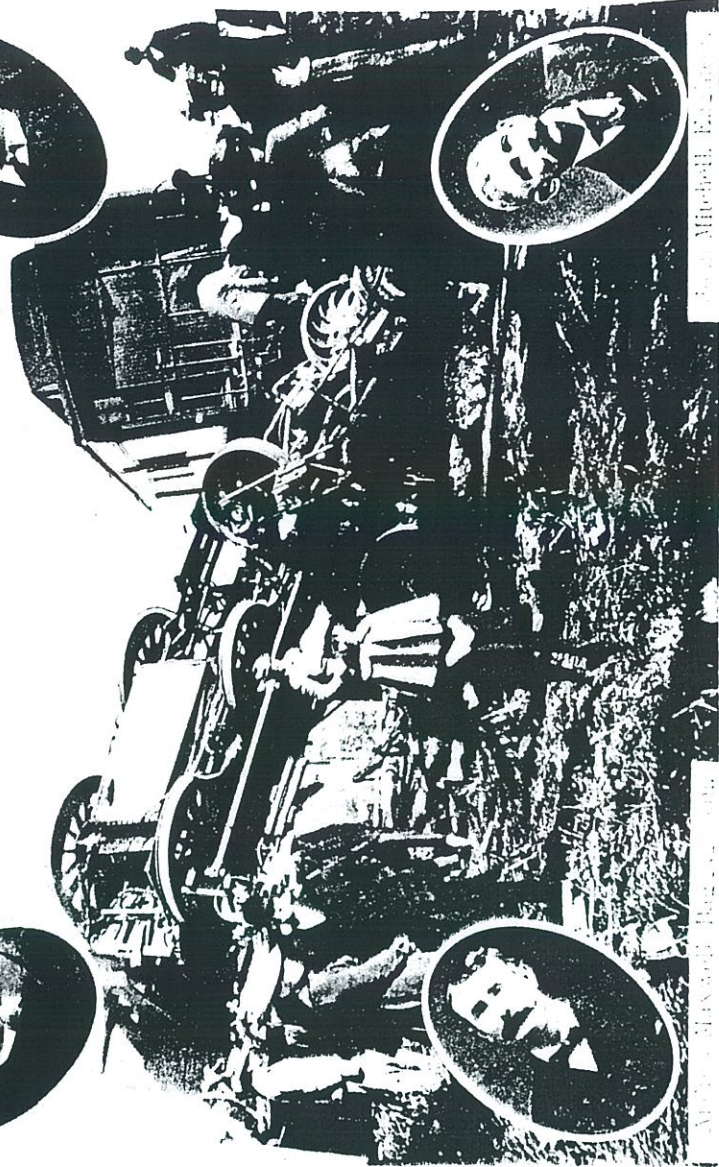
SPECIAL TRAIN

Leaves Beelin at 7.50 A. M. Sept. 4th, 5th 6th 8th, 9th, 10th, 11th and 12th arriving Toronto 10.05 A. M. Returning leaves Toronto at 11.00 P. M. Ask Agents for official Programme and time table.

Walter Jones, Finnmark.

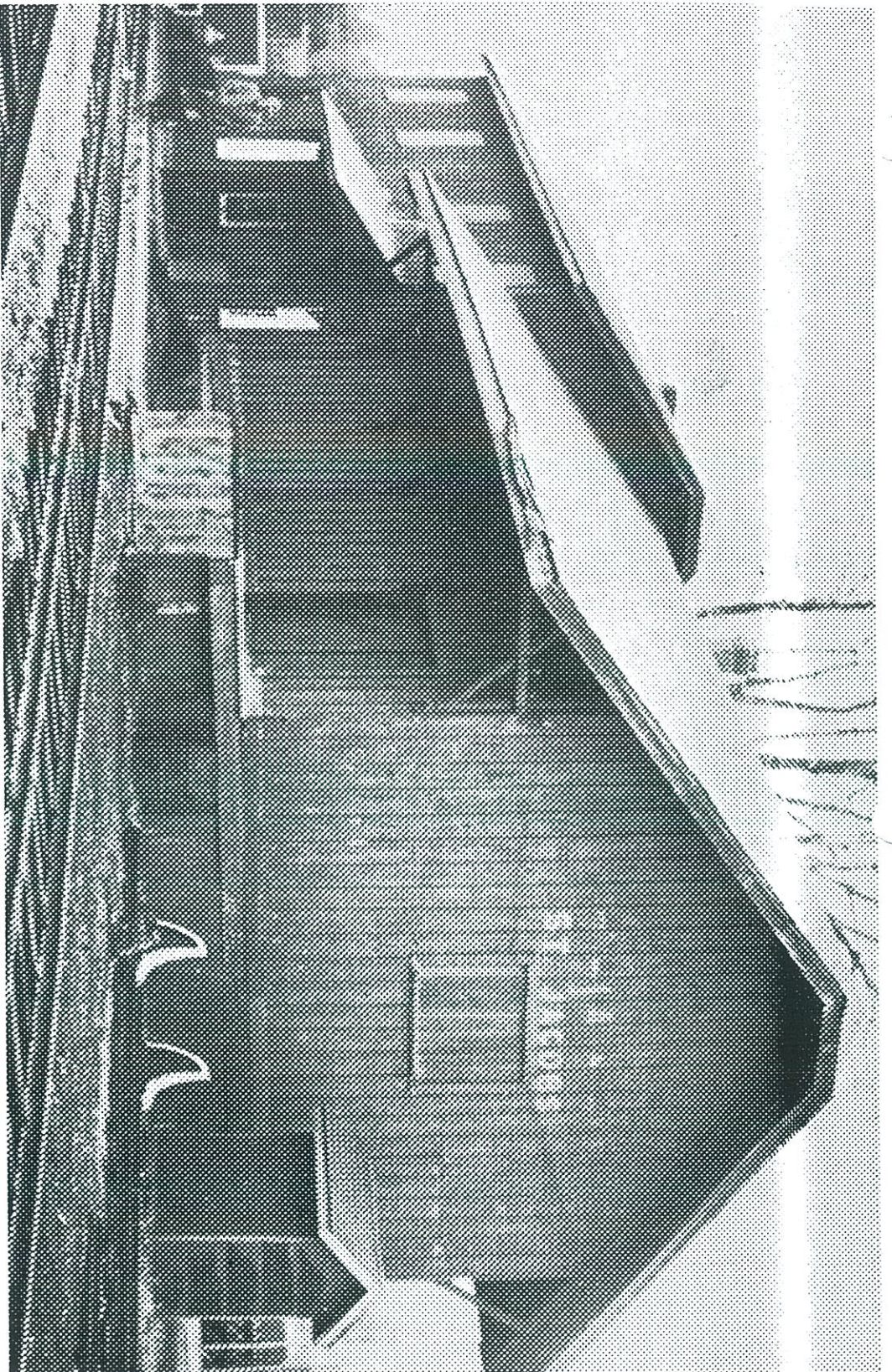


Fred Polaski, Brakenrud.



Michael, Finnmark.

133-

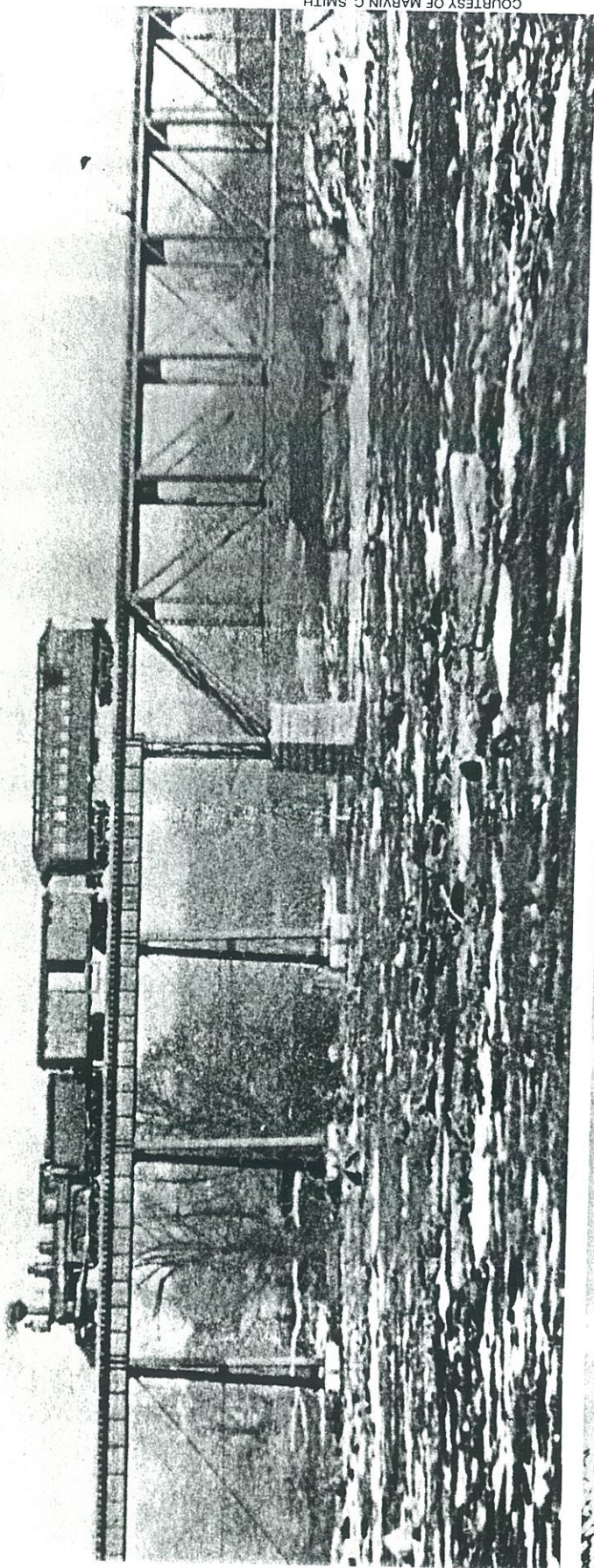


KITCHENER-WATERLOO RECORD

ST. JACOBS RAILWAY STATION

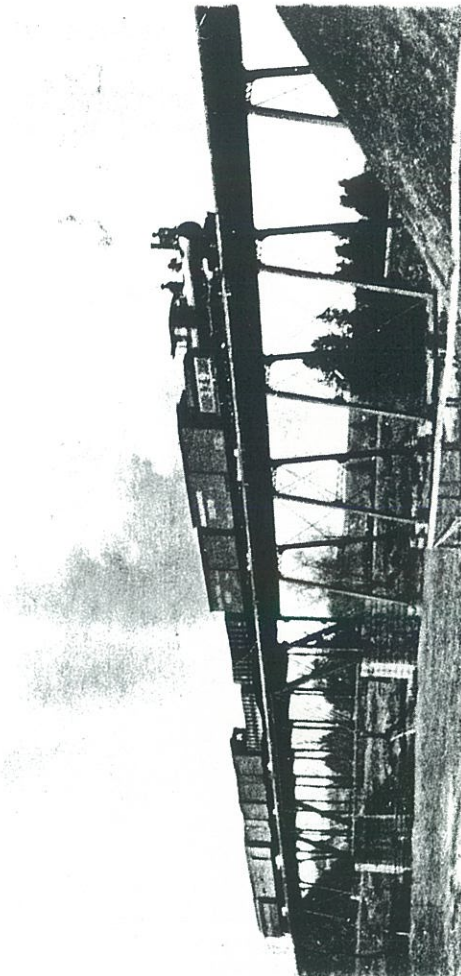
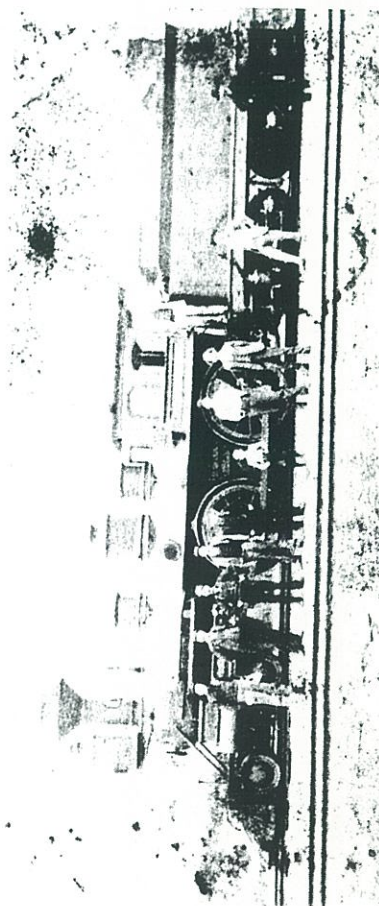
The Canadian National Railway station and freight shed built in 1891 when the Grand Trunk Railway opened a branch line between Waterloo and Elmira. Woolwich Township passed the necessary \$28,000 bylaw authorizing the line and the railway had to "complete and finish the said railway on or before the first day of December 1891" and had to "operate at least one train on each lawful day of the year each way over the railway for both passengers and freight."

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vol 52
1964



COURTESY OF MARVIN C. SMITH

"Thousands of fine beef cattle, sheep and swine are produced annually and many carloads of them are shipped from St. Jacobs for export. The village is one of the leading shipping points on the Galt and Elmira Branch of the Grand Trunk Railway. The receipts ... for freight on farm produce are about as heavy as at any point along the line." (From "Historic St. Jacobs" Waterloo County Chronicle, December 9, 1897.) **Clockwise from top:** Early northbound train c. 1892. Note the wooden bridge at King St. in the background; a slightly later model, also northbound; local dignitaries in front of the first locomotive on the new line, October 30, 1891; St. Jacobs station, c. 1900.





Waterloo Historical Society

waterloo.jpg



Mileage from Toronto.	STATIONS AND BUILDINGS.	DESCRIPTION AND DIMENSIONS.	When Built	REMARKS (Condition)
154.96	Camlachie - Con.			
	Closet.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 4x4x8.	1878 2nd class.	
159.00	Perch.			
	Station.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 12x20x11.	1904 1st class.	
	Platform.....	Tmb. fdn., 3' plk., 405 sq. ft.	1891	
163.04	Blackwell.			
	Mail bag catcher.....	Iron.....	1908	
	Telegraph office.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 12x12x11.	1881 2nd class.	
	Platform.....	Tmb. fdn., 3' plk., 730 sq. ft.	1881	
	Sidewalk to station.....	Tmb. fdn., 3' plk., 405 sq. ft.	1881	
	Closet.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 4x4x8.	1881	
	Hand car house.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 14x16x7.	1890	
	Section house.....	Pr. bldg., stn. fdn., shgle, roof, 14 st'ys., 23x39x14.	1878	
	Wing (kitchen).....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 12x12x8.	1878	
	Closet.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 4x4x8.	1878	
164.40	Mail bag catcher	Iron.....	1908 1st class.	
	Section house.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 18x24x10.	1891 2nd class.	
	Wing (kitchen).....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 16x18x8.	1891	
	Addition to kitchen.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 10x11x8.	1891	
	Wood shed.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 12x16x12.	1891	
	Closet.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 4x6x7.	1891	
	Hand car house.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 12x16x7.	1891	
169.55	Sarnia Tunnel.	(See 17th Dist.)		

15th District—Berlin to Galt.

Mileage from Berlin.			
0.00	Berlin.	(See Main Line, 15th Dist.)	
0.20	Hand car house.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 12x16x8.	1873 2nd class.
4.06	German Mills.		
6.87	Doon.		
	Station.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 28x33x11.	1873 2nd class.
	Platform.....	Tmb. fdn., 2' x 3' plk., 2150 sq. ft.	1873
	Freight Shed.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 33x48x14.	1873
	Platform.....	Tmb. fdn., 3' plk., 588 sq. ft.	1873
	Hand car house.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 12x14x8.	1873
	Public closet.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 7x9x7.	1873
	Agent's closet.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 6x6x6.	1873
	Stock pen.....	Pr. 35x36, 1 pen, 2 chutes.	1873
8.87	Blair.		
	Station.....	Pr. bldg., stn. fdn., shgle, roof, 1 storey, 18x40x11.	1873
	Platform.....	Tmb. fdn., 3' plk., 780 sq. ft.	1873

Mileage from Berlin.	STATIONS AND BUILDINGS.	DESCRIPTION AND DIMENSIONS.	When Built	REMARKS (Condition)
8.87	Blair - Con.			
	Freight sheds.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 30x60x14.	1873 2nd class.	
	Platform.....	Tmb. fdn., 2' x 3' plk., 600 sq. ft.	1873	
	Closet.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 4x4x8.	1873	
12.50	Stock pen.	Pr. 36x48, 1 pen, 1 chute.	1897 1st class.	
	Hand car house.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 12x16x8.	1873 3rd class.	
12.90	Duff.			
	Station.....	Stn. bldg., stn. fdn., shgle, roof, 1 storey, 30x38x13.	1873 2nd class.	
	Platform.....	Tmb. fdn., 3' plk., 3301 sq. feet.	1873	
	Sidewalk, Hill street.	Tmb. fdn., 2' plk., 1536 sq. feet.	1873	
	Baggage room.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 40x60x10.	1873	
	Closet.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 10x18x10.	1873	
	Agent's dwelling.....	Stn. bldg., stn. fdn., shgle, roof, 1 storey, 30x40x14.	1873	
	Wing (kitchen).....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 18x26x10.	1873	
	Woodshed.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 10x12x9.	1873	
	Shed.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 12x20x9.	1873	
	Freight shed.....	Pr. bldg., stn. fdn., shgle, roof, 1 storey, 40x60x15.	1873 3rd class.	
	Platform.....	Tmb. fdn., 2' x 3' plk., 1800 sq. ft.	1873	
	Machinery loading platform.....	Tmb. fdn., 3' plk., 288 sq. ft.	1873	
	Loading Ramp.....	Tmb. fdn., 3' plk., 104 sq. ft.	1896 1st class.	
	Engine house.....	Pr. bldg., tmb. fdn., felt rf., 1 storey, 20x66x18.	1873 2nd class.	
	Platform for coal.....	Tmb. fdn., 3' plk., 410 sq. ft.	1873 1st class.	
	Turntable.....	Iron, 50' pile fdn., G.T.R.	1905 1st class.	

15th District—Berlin to Elmira.

Mileage from Berlin.			
0.00	Berlin.	(See Main Line, 15th Dist.)	
1.69	Waterloo.		
	Station.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 20x54x10.	1881 2nd class.
	Platform.....	Tmb. fdn., 3' plk., 2550 sq. feet.	1881
	Baggage room.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 12x14x8.	1881
	Closet.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 8x16x9.	1898
	Oil house.....	Pr. bldg., tmb. fdn., shgle, roof, 1 storey, 10x10x8.	1881
	Freight Shed.....	Pr. bldg., pile fdn., gravel roof, 1 storey, 30x24x16.	1904 1st class.
	Freight office (attached).....	Pr. bldg., pile fdn., gravel roof, 1 storey, 20x30x16.	1904
	Fence on corner lots.....	Cedar posts, W.P., 10' x 5' frame, 40x35, 40x40, 45x45 3 pens, 2 chutes.	1905
	Stock pens.....		1895

THE DAILY TELEGRAPH

BERLIN, ONTARIO, MONDAY, SEPTEMBER 8, 1902.

FATAL RAILROAD WRECK ON THE ELMIRA LINE.

Fireman Jones Killed Instantly, While Engineer Mitchell, Still Clinging to the Lever, Escapes Without a Scratch.

Sept 6/1902

Engine 133

OVER THIRTY PASSENGERS MORE OR LESS INJURED.

Walter Jones, Elmira, fireman, killed.
Herbert Heller, St. Jacobs, finger broken and arm dislocated.
Louis Lenz, Waterloo, face badly injured and otherwise bruised.
Thirty other passengers, more or less injured or bruised.
Engine 133 and tender overturned and completely wrecked.
Passenger car overturned and badly damaged.

Probably the most fearful and distressing railway accident that has ever occurred in Waterloo County took place on the Elmira branch of the Grand Trunk Railway on Saturday evening. Never, as long as the twenty-five or thirty passengers and train hands live, will they forget the trip made on this occasion and the experiences through which they passed in a comparatively short space of time, and the narrow escape all of them had from the same fate as poor Fireman Walter Jones, who was caught between the overturned cab and the tender and life crushed instantly out of him. The escape of so many persons from instant death is a miracle; the most marvellous feature of the accident being the marvellous escape of Engineer Mitchell, who clung to the lever, while the tender left the rails in rounding a curve and his favorite iron horse plunged after it down the embankment ten feet below, the engine being thrown on its left side on top of the tender. When things came to a standstill, he was still at his post, suspended by his arms from the lever and all he had to do was to let go and drop to the ground, while his helper on the under side was caught between the cab and tender and the life crushed instantly out of him. Mr. Mitchell went through the terrible experience without receiving a scratch, but the brave heart, while rejoicing at his own escape, only wishes that his mate would have fared in the same manner. It seems to be a practical illustration of the Scriptural quotation "Then shall two be in the field: the one shall be taken and the

LEAVES THE TRACK.

All went along smoothly and the passengers were chatting one with the other, when, suddenly there was an awful jolt, when the car overturned and the passengers were all thrown from their seats and piled upon a heap on the side nearest the ground. There was a general panic, women were screaming, children were crying and men were groaning, but it was not long before an opening was made through a couple of the windows and a rescuing party of the passengers was organized and all were taken out of their perilous positions. The injuries to the passengers were not so serious as to prevent them taking in the situation. It was exceptionally dark, owing to the heavy clouds over head, which threatened to make the situation all the more unpleasant.

The scene of the accident was about a mile south of the Heidelberg flag station and two miles north of the Waterloo depot. Through the Clemmer farm there is a long curve and just as the end of the track was reached, the tender left the track, followed by the engine and passenger and baggage car. At this point there is an embankment of about ten feet on each side of the track.

THE WRECKED ENGINE.

The tender after leaving the rails, was lifted off the right wheels and turned completely over. The engine plunged on top of the tender and turned over on the side. Fireman Jones was on, who apparently was looking out of the window and his head was crushed between the heavy iron work of the tender and the cab. The head of the engine was lying in the northeasterly direction about eight feet from the rails. The iron horse was a complete wreck and it is doubtful if it will be possible to rebuild it.

The passenger car was lying on its side, while the baggage car was off the rails, but was still standing upright.

jured set to work to look after those who were not so fortunate as themselves. The women and children were taken to nearby farm-houses and the men who had limbs broken were carried into the baggage car, until medical assistance arrived. Almost the first thought of the majority of those in the wreck was for the engineer and fireman. They were surprised when they heard Engineer Mitchell summoning immediate help to liberate his imprisoned mate. An axe and saw were necessary to take out the crushed body and some time after the dead fireman was conveyed to Waterloo.

AUXILIARY ARRIVES.

When the Auxiliary train arrived the first work was to take the passengers on the wrecked train to their destination, which was done, the St. Jacobs arriving home about 11 o'clock and the Elmira about an hour later. The Auxiliary men laid a new track in the place of the old one which had been badly torn up, the ties being strewn in all directions. The baggage car was first placed on the rails and by eight o'clock Sunday morning the passenger car was turned right side up and put on the rails and taken to the Waterloo station. The work of placing the engine in a movable position required the steady work of thirty men all day Sunday and it was about eight o'clock before the wreck was cleared and the track put in a passable condition.

ON THE TRAIN.

Among the passengers on the train were the following: John Linder, Geo. Burner, contractor, Mrs. Menno Snider, Jacob L. Umbach, Mr. Linder, Elmira; Miss Jenny, Southampton; Fred Filsinger, Mr. and Mrs. Lenz, two sons and twin daughters, Waterloo; J. Steiss, Fred Zarnke; Otto Zarnke, Mrs. F. Zarnke, Miss Huehnergard, Jacob Fries, John Fries, Berlin; Wendell Bauman, Herb. Heller, St. Jacobs and others whose names have not been learned.

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Bananas,

Great big Wat



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Muskmello
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" 50c a sq. yd.
" 55c a sq. yd.
" 65c a sq. yd.
" 75c a sq. yd.

hs.

2 yds wide running yard 50c
ning yard 80c

E your measurements
ilities and give estimates.

Bros.

Terms Cash and one price
le King Street, Berlin.



Lace or button boots \$2.50 to \$4.00

Terms Cash and one price

King Street, Berlin.

THE NEW SHOE FOR WOMEN



ce or button boots \$2.50 to \$4.00 for Berlin

oh & Co.

TO CONSUMPTIVES.

The undersigned having been restored to health by simple means, after suffering for several years with a severe lung affection, and that dread disease, CONSUMPTION, is anxious to make known to his fellow sufferers the means of cure. To those who desire it, he will cheerfully send (free of charge) a copy of the prescription used, which they will find a sure cure for Consumption, Asthma, Catarrh, Throatitis and all throat and lung Maladies. He hopes all sufferers will try his remedy, as it is invaluable. Those desiring the prescription, which will cost them nothing, and may prove a blessing, will please address:

Rev. EDWARD A. WILSON, Brooklyn, N.Y.

WANTED.

Two young Ladies to learn Millinery. Apply to Miss ALBERT at The A. O. Boehmer Co., Limited. Waterloo County's greatest store.

GRAND TRUNK RAILWAY SYSTEM

Canada's Great Fair

TORONTO, SEPTEMBER 1st to 13th.

BERLIN TO TORONTO AND RETURN. Good going Sept. 2nd and 13th inclusive. \$1.95. Good going on Sept. 2nd, 4th, 6th, 8th, 10th, 12th and 13th. \$1.55. All tickets valid returning on or before Sept. 15. For particulars and information apply to Agents.

SPECIAL TRAIN

leaves Berlin at 7:50 A. M. Sept. 4th, 6th, 8th, 9th, 10th, 11th and 12th. Arriving Toronto 10:05 A. M. Leaving Toronto at 11:00 P. M. Agents for official Programme and time table:

WESTERN FAIR LONDON

Sept. 12th to 20th. All tickets valid returning from London on or before Sept. 22nd. 1.75. 1.45. Tickets and all information in a packet.

1902.

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A WELL-FILLED TRAIN.

It was about 8.35 before the Elmira train left Berlin on its last trip for the week, the train from the east being about half an hour late. The Elmira train was made up in the following order: Engine 133, with the tender to the fore and in charge of Engineer Mitchell and Fireman Jones; the passenger car with thirty-five passengers, in charge of Conductor Whitlock and brakeman Polakowski and the baggage car in the rear. There was more than the usual number of passengers on board, on account of the large number who were returning from the Toronto Industrial Fair. After the Waterloo quota of passengers had been taken on, every seat in the coach was occupied. The train sped on to St. Jacobs at a somewhat faster rate of speed than usual, according to the statement of some of the passengers although Engineer Mitchell and the train employees assert that the usual rate of speed — 25 miles an hour — was being run.

It was not long before an accident was made through a couple of the windows and a rescuing party of the passengers was organized and all were taken out of their perilous positions. The injuries to the passengers were not so serious as to prevent them taking in the situation. It was exceptionally dark, owing to the heavy clouds over head, which threatened to make the situation all the more unpleasant. The scene of the accident was about a mile south of the Heidelberg flag station and two miles north of the Waterloo depot. Through the Clemmer farm there is a long curve and just as the end of it was reached the tender left the track, followed by the engine and passenger and baggage car. At this point there is an embankment of about ten feet on each side of the track.

THE WRECKED ENGINE.

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SENDING FOR HELP.

Mr. Clemmer, the farmer, who lives close by, was notified of the wreck and immediately hitched up his horses and drove to Waterloo and spread the news. The physicians were all summoned, as well as the B. & W. Hospital Ambulance, which was telephoned for. Notwithstanding the heavy rain, which fell about this time, a large number of Waterlopiers went up on bicycles, in rigs and many walked, and rendered all the aid they could. The Berlin depot was also telephoned to and the Stratford Auxiliary sent for, which arrived on the scene shortly after eleven o'clock.

The St. Jacobs and Elmira friends of the passengers who were waiting at the station received the news from Waterloo and in a very short time carriages, carriages and rigs of all kinds arrived from the south.

RESCUE OF THE DEAD FIREMAN

Meanwhile the train hands and passengers who were not seriously in-

mate. An axe and saw were necessary to take out the crushed body and some time after the dead fireman was conveyed to Waterloo.

AUXILIARY ARRIVES.

When the Auxiliary train arrived the first work was to take the passengers on the wrecked train to their destination, which was done, the St. Jacobites arriving home about 11 o'clock and the Elmiraes an hour later. The Auxiliary men laid a new track in the place of the old one which had been badly torn up, the ties being strewn in all directions. The baggage car was first placed on the rails and by eight o'clock Sunday morning the passenger car was turned right side up and put on the rails and taken to the Waterloo station. The work of placing the engine in a movable position required the steady work of thirty men all day Sunday and it was about eight o'clock before the wreck was cleared and the track put in a passable condition.

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THE INQUEST.

The body of the fireman was brought down by the auxiliary to Shinn's undertaking establishment about 2.30 o'clock Sunday morning. An inquest was called by Coroner Dr. J. H. Webb for 11 o'clock Sunday and the following jury was sworn in: S. B. Bricker, foreman. Geo. C. Poppler. Robert Stuart. Edgar Fischer. J. Hoffman. J. R. Kaufman. Walton E. Raymo. Julius German. Menno Devitt. Marcus Lewis. Henry Niergarth. W. J. Krueber. W. J. Marshall. Ezra Strasser.

The jury viewed the body and then adjourned till four o'clock Monday afternoon.

(Continued on 3rd. page.)

A MAGAZINE EXPLOSION.

One American Soldier Killed and Others Injured in Boston Harbor. Boston, Sept. 7. — The Government magazine on Governor's Island, in the upper harbor, exploded yesterday. One dead and five injured soldiers have been brought to this city. It is believed that other soldiers were injured.

Trades Union Congress Closes.

London, Sept. 6. — The Trades Union Congress, at its final session here to-day, re-elected Sam Woods as Secretary and appointed E. Edwards, of the Miners' Federation, and M. Arundell, of the United Machine Workers, as delegates to the congress of the American Federation of Labor. The congress passed a resolution expressing sympathy with the American workmen in resisting trusts and railroad presidents. The resolution, expressing sympathy with the American miners, also urged furnishing them with immediate financial support. Another resolution congratulated the Irish workers of

25 per cent. in their wages attempted by the trusts, and expressed the hope that everything would be done to prevent unfair competition in the wage rate of men on both sides of the water.

Matabele Pilgrims' Progress.

London, Sept. 7. — The London Missionary Society will shortly issue a novel publication through their African department. It is a translation of Bunyan's Pilgrim's Progress into Matabele. The chief characters are changed from white to black, and in the illustrations "Christian" with his load is shown as a negro trudging through a trail with natives squatting about watching him.

Embro Station Robbed.

Woodstock, Sept. 7. — (Special.) — On Thursday night the C. P. R. station at Embro was entered and \$25 taken. Three suspicious-looking characters were seen walking into Woodstock on this night from the west. The police were alerted and gave chase, but the suspicious parties managed to elude their

The issue of new stock of \$1,030,000 of the Nova Scotia Steel & Coal Co. has been offered to shareholders at par has been subscribed for in its entirety.

It is understood that the formation of the Metropolitan Bank is to be brought on immediately, probably through a public offering by Messrs. A. E. Ames & Co.

The steamer Westpasia collided with the schooner Maria Anne, near Quebec. The schooner was cut in two, and her captain, X. Boisvert, and Pilot, Yau, dreguit, were drowned.

George T. Bonner, a New York broker, has bought the Seigniorship of Cap. L'Aigle, eighteen miles long by six wide, extending east from Murray Bay.

The resolution of the British House of Commons, thanking the regular and occasional troops for their services in South Africa, has been received at Ottawa and will be published in The Gazette.



HELLE

Mark SAT

Pears, Peaches. A nice large v. Muskmellons. Patterson's M. Butter 17c a

PHONE 133.

When you drink let

The Best I ha Culmbache

Are the two leading In cases

Phone

Our

glisten with in the way Scarf and an infinite

nell's Action Severely Criticized By a Prominent Citizen.

Editor of the Telegraph.
Sir: In reading your report of the September session of the Council, I notice that Mr. E. was the only absentee, and the following resolution was adopted by all present except Mr. Weber:

By Dr. Honsberger, seconded by H. Collard, that the Town Council be instructed to include in consolidated By-laws a clause that corner lots be exempt from assessment for sidewalk and street improvements, in the same manner and to the same extent as they are now exempt from assessment for sewerage. The exemption hereby provided for to apply to such improvements made since the introduction of the Frontage Assessment System, but no refund to be for payments made which would have been made for such exemption heretofore in force. And the Town Clerk be instructed to make no change in the assessment of the owners of other properties on streets affected by such exemptions but that the deficiency will be caused by the making of such exemption hereby provided be made up by general assessment upon the town at large; and such exemption clause come into force on January 1, 1903.

Having been a member of the Council and knowing that it is not desire to appear harsh in my action matters are often disposed with proper consideration. I am active to above resolution; it seems to me that no consideration whatever could have been given to the resolution else the unfairness and justice of it would have been too great to allow it to have been passed.

The exemption on corner lots for sewer purposes is just and equitable; the owner only makes connection on one side and it is absolutely of concern or benefit to him whether a sewer passes on the other side his property or not.

People purchase corner lots and pay advanced prices for them, treating them as residential property, and considering them of more value for commercial purposes.

That owner of a corner lot, having a cement walk and an improved street on one side of his property would be content with a mud-hole on a roadway, and no side-walk on the other side?

Knowing that proper surroundings

enhance the value of his property, he is directly interested in having a cement walk and improved street on both sides of his lot. Being, thus directly interested why should he be exempt from paying for it, and being exempt, why should the whole people many of whom enjoy no sidewalks or improved streets be assessed for his special benefit?

Then again, the resolution allows for no rebate to those who have been paying assessment on their frontage improvements for years, but grants immunity from further payments — thus placing those who paid their cash at the time of completion, at a great disadvantage, and in addition confer on them the favor of paying for others who are not to be exempt. Again, would any one grant that corner lots, made by the intersection of other streets with King Street, such as those of the Bank of Commerce, Bank of Hamilton, American Block, Walper Block and others, should be exempt as per this resolution, when the position they occupy is the very keystone of their value as commercial institutions?

Furthermore, we have several churches, built on corner lots, which are exempt from the general taxation and which under this resolution will be enabled to throw the exempted part of their frontage on the general public.

One church acquired a building site (which had previously been deeded to the town as a gift, by agreeing to pay all costs of frontage improvements. The action of the Council will enable them also to lighten their burden. Now, Mr. Editor, has the Council the legal right to change by-laws enacted by the people.

Owners of corner lots being now exempt from paying the cost of certain parts of their frontage improvements we may expect the Council to follow up its present enactment by appointing a regiment of snow shovellers to keep clean the portions exempted.

Not having been present at this session of the Council I do not know whence the demand for this legislation emanated, but it is to be hoped they will seriously consider the rescinding of this resolution at their next session and avoid serious entanglements, especially as with two exceptions, those who voted for the adoption of the resolution, are enjoying the privileges and advantages of corner lots.

Yours truly

C. K. HAGEDORN.

WALLACE.

(Held over from last week.)

Personals. — Miss Carrie Noll and Miss Dora Wilhelm of Milverton were the guests of Miss Kate Wiederhold on Sunday last. — Master Milton Wittich, Carrick, called on former Wallace friends Sunday. — Messrs Andrew Bauch and Edward Noll, Milverton, spent Sunday with their friends Otto and Josiah Wiederhold. — Mr. and Mrs. Robert G. McLaughlin of Yale, Mich., who have spent part of their vacation at Niagara Falls and Berlin, spent a few days with their uncle and aunt, Mr. and Mrs. Louis Adolph, Wallace. — Mr. Milton Dierlamm, formerly of Milverton, has received employment with Mr. J. S. Gee, Listowel.

Arm-Torn Off. — Mr. Emmo Porteous, while threshing on the farm of James Terry, met with a very painful accident. A large belt became entangled in his endeavor

(Continued from last page.)

THE WOUNDED

Mr. Louis Lenz of Waterloo and Mrs. Lenz, two sons and little twin girls occupied two seats in the centre of the car on the opposite side to which the car was thrown. Mrs. Lenz and family escaped with a severe shaking up, but Mr. Lenz who weighs better than 225 pounds, was considerably hurt. He was unconscious for a few minutes, being struck on the top of the head, inflicting a gash requiring several stitches. His left knee was cut also to require several stitches. His right leg was considerably bruised.

Engineer Mitchell had his arm somewhat bruised, but otherwise escaped without a scratch.

Herbert Heller, of St. Jacobs, had a finger broken and his wrist sprained.

"Andy" Maxwell, the haggageman, has a very sore arm and is otherbadly shaken up.

Fred Filkinger received an ugly gash in the leg.

POST-MORTEM EXAMINATION.

Immediately after the inquest Coroner Webb and Dr. Noecker performed a post-mortem examination, after which the undertaker, Mr. J. K. Slina, was given charge of the body. At 3 o'clock the casket with the corpse was conveyed to Elmira, where friends awaited its arrival.

The injuries to the body were a scalp wound, a blue mark across the forehead and around the neck, caused by the window sashes of the cab striking these parts and severe bruises over the hips, where he was crushed between the cab and the tender.

THE DEAD FIREMAN

Walter Jones, the unfortunate fireman, was born in Stratford and was aged 25 years. He was married but seven months ago to a young lady from Brampton. He was a fine fellow, tall and rather slender and always deporting himself like a gentleman. He was much thought of by Engineer Mitchell. He has been in the employ of the Galt and Elmira branch for over a year. His grief-stricken widow has the deep sympathy of the surrounding community. He was a member of the Canadian Order of Foresters and Brotherhood of Firemen. The funeral will be held at Stratford on Tuesday morning.

CAUSE OF THE ACCIDENT.

There are several theories as to the cause of the accident. Some maintain it was the spreading of the rails while others think that the tender being light, struck a slight jog in the rails and jumped the track. The most likely cause in the minds of the train employees is the latter. The line is a comparatively new one and it is not likely that the rails would spread at this time.

NOTES.

It is estimated that about 4000 Waterloo Countyites visited the scene on Sunday.

Nearly all of the injuries received by the passengers were caused by broken glass.

Conductor Whitlock and Brakeman Pollakowski were on duty again this morning.

A freight car was used as a baggage car on the Elmira train this morning.

BADEN

A VISIT...

TO NEW YORK

Our Millinery preparations for this season will excel all former efforts.

Miss Smith and Miss Johnstone have just returned from the openings, having spent an entire week in New York, where they gathered the very latest and most valuable millinery ideas.

Our Foreign importations, which are the choicest we have ever received are fast coming to hand and these are being prepared by artists, for what we expect will be the finest display of Millinery we have ever made.

Our Openings will be announced later

G. BRYAN & CO.

BERLIN, SEPT. 8th, 1902.

LADIES An Invitation

This Store bids you come. It has a right royal entertainment for you. A superb collection of New York's latest Fall fashions in ready-to-wear hats awaits your view. Having bought a sample hat and at a very close figure enables us to sell at wholesale prices which means two hats for the price of one. Every hat marked in plain figures. "No two alike."

Every day is reception here; and everybody is warmly welcome. Come and let us show you through.

See our Show Windows.

F. E. Macklin

SUGARMAN'S OLD STAND.



What's

NOT DISCOVERED.

Coroner's Jury Says Fireman Walter Jones Came to His Death by Being Killed In an Accident.

BROKEN FLANGE ON ONE OF THE TENDER WHEELS.

That the deceased came to his death by being killed in an accident on the Grand Trunk Railway, while in discharge of his duty as fireman, the cause of the accident being unknown, and we recommend that a timetable be put in on the line at Berlin, as we are of the opinion that it is not absolutely safe to run with tender first."

The above verdict was arrived at the Coroner's inquest into the death of the late fireman, Walter Jones of Elmira, who was killed in the railway accident on Saturday evening on the Elmira branch. The feature of the evidence presented was that neither train hands, nor passengers had any idea as to what caused the accident, although Roadmaster Wharry, of the G. T. R., swore that he found that a flange about eight inches in length in one of the tender wheels was broken out, but he was not cross-examined as to whether he thought the flange had been broken during the accident or some time previously. He stated that he looked for the broken piece a mile down the track, but could not find it. Shortly after 4 o'clock Coroner Webb opened the inquest with the following jurors in their places:

S. B. Bricker, foreman.
Geo. C. Peppier.
Robert Stuart.
Edgar Fischer.
J. Hoffman.
J. R. Kaufman.
Walton E. Raymo.
Julius German.
Manno Devitt.
Marcus Lewis.
Henry Niedgarth.
W. J. Krueger.
W. J. Marshall.
Ezra Strasser.

D. Shannon Bowlby represented the Crown and W. W. Pope, G. T. R. solicitor, Bellefille, and Detective Day, looked after the interests of the Company.

ENGINEER MITCHELL.

Engineer Mitchell, sworn, said he had been in the employ of the G. T. R. for 26 years and had been engineer on the Elmira branch for four years. He was running the engine a year and a half ago when a man and his horse were killed at a crossing in Berlin, he was in an accident in Georgetown some years ago, caused by a derailment, to his knowledge there had not been an accident on the Elmira branch before Saturday; the train left Berlin at 8.35, half an hour late and left Waterloo at 8.43; he had examined his engine and found everything all right, the tender was first, then the engine, baggage car and passenger coach. After leaving

Waterloo everything went all right until the end of the curve above Clemmer's crossing was reached, when the tender seemed to give a jar and left the rails, followed by the engine, baggage and passenger cars. He applied the brakes and put his hand on the throttle and turned it off and did not remember what occurred until after he discovered he had come out alive and uninjured. They were going at a rate of about 25 miles an hour; they do not slacken up in going round the curve, he never spoke to the fireman. After the accident he called for Fireman Jones, but received no answer, he then looked for him and found him caught between the cab and the tender; he was dead and helped to get him out of his unfortunate position. He had not the least idea what caused the accident. Branch engines are built to go either headfirst or tenderfirst.

Coroner Webb: "Is there no rule to prevent running tenderfirst."
Engineer Mitchell: "I don't think so when the Company puts pilots and cow-catchers on either end."

DR. STERLING.

Dr. Sterling, Waterloo, sworn, said he examined the track some 50 yards from the accident and found a mark on the ties, which he was confident was not caused by a wheel, but by something dropping down from the tender.

TRAIN HANDS.

Conductor Geo. Whitlock, Fred Pollakowski, and Andy Maxwell were sworn and gave evidence similar to Engineer Mitchell.

ROAD MASTER WHARRY.

Geo. Wharry, G. T. R. roadmaster, said his district extended from Parkdale to Sarnia and Galt to Elmira; there are three men to every section of six miles, his duty is to examine the tracks in this district. He went over the Elmira branch on a train two weeks ago and found it all right. He examined the track on the night and saw the marks on the ties, which in his opinion were caused by car wheels. In examining the wheels of the tender he discovered a flange broken about eight inches; he walked along the track for about a mile in search of the broken piece, but could not find it.

Dr. Noecker read the report of the post-mortem examination, which stated the cause of death was due to the depression of the brain, which caused the clogging of blood in the head.

Mr. J. L. Umbach, Elmira, passenger, gave evidence similar to the train hands, after which the room cleared of spectators and witnesses and the jury arrived at the above verdict.

Appropriate Address of Welcome and Suitable Replies—Two Excellent Papers Read This Morning.

The opening session of the seventh Annual Meeting of the Association of Executive Health Officers of Ontario was opened this morning at the Court House about 11.50 with about forty members in attendance. The full number of delegates, however, had not arrived, but it is expected that by evening there will be a larger number of delegates in attendance.

Among those present were Messrs Dr. E. E. Kitchen, St. George, Dr. L. V. Hutchison, London, Dr. Lane and Dr. Albright, Mallorytown; Wm. Buckingham, Stratford; Thos. McFarlane, Ottawa; Ald. Taylor and Ald. Skinner, London; Dr. J. A. Amyot, Dr. Naswell, Dr. H. E. Vaux, Dr. J. J. Cassidy, Dr. P. H. Bryce, Dr. Oldright, Mr. J. T. Burke, Toronto, Dr. J. F. Honsberger, W. M. Davis, H. J. Bowman, W. H. Bowlby, K. C. H. Aletter, J. K. Master, Dr. G. H. Bowlby, Rev. R. von Pirch, Dr. H. G. Lackner, Berlin; Ald. Douglas, R. Kirkpatrick, C. E., London, Dr. C. A. Hodgetts and Mr. Dunbar, Toronto.

Dr. E. E. Kitchen, President of the Association, called the meeting to order, and, after expressing his regret at the inclemency of the weather at the opening session, called upon Rev. R. von Pirch, of Berlin to open the session with prayer, the members rising to their feet.

In the unavoidable absence of Mr. P. S. Lautenschlager, Chairman of the local Board of Health, the chairman called upon Dr. G. H. Lackner, M. P. P., to deliver the address of welcome on behalf of the Board. Dr. Lackner expressed the pleasure of the Board at having the Association meet in Berlin and had no doubt the citizens would extend their characteristic German welcome to their distinguished visitors. He hoped the sessions would be a benefit to the members. Not long ago the Boards of Health were looked upon as an unnecessary evil, but to-day their usefulness is recognized and appreciated. Dr. Lackner referred to the prosperity of Berlin and its fame as a manufacturing centre, in which there are more varieties of manufactures within its boundaries than in any town its size in Canada. The sewage question was touched upon and the speaker advocated that the Government make use of the Berlin farm as an experimental farm for the benefit of other inland towns. He was pleased to note that the Government had taken up the question and at present experiments are being conducted. He hoped the meeting of the Association in Berlin would be the most beneficial ever held since its organization.

Dr. E. E. Kitchen, President, in replying, thanked Dr. Lackner for his hearty welcome. He said that St. George was becoming acquainted with Berlin through the beet sugar industry, some 200 acres being in cultivation this year. He hoped in a few years to see St. George and Berlin connected with a trolley line. He had visited the sewer farm on Monday, but had noticed no material improvement since his previous visits. He wished to impress on the minds of Berlin authorities that if the town wishes to improve the sewerage system, they have to spend more money.

Dr. P. H. Bryce also spoke a few words, acknowledging the hearty welcome.

The Daily Telegraph.

It can be seen at the following places:
Baker's Bookstore, King Street.
McDonald's Book Store, King St.
Nicholson & Murphy's Stationers,
King Street.
The Waterloo.
Marshall's Book Store.
Shan's Furniture Store.

The Weather.

Lakes: Strong winds and moderate gales from the westward, clearing and cooler.
Wednesday fine and comparatively cool.

Roomers wanted at 71 Frederick Street.
TO-LET — House and barn, all Apply at this office.

Eleven Federation agencies place graduates of the Berlin Business College in positions.

The wife of Wm. Schenckman of New Germany died very suddenly at 10 o'clock this morning.

The Galt District meeting of the Royal Templars of Temperance was held in Berlin Saturday afternoon.

When washing greasy dishes or pots and pans, Lever's Dry Soap (a powder) will remove the grease with the greatest ease.

General Servant Wanted. — Three in family. Good wages. Apply to Mrs. M. Erb, corner Foundry and Weber Sts., Berlin.

Prof. Zoellner's concert takes place in the Opera House this evening. No tickets are being sold. Invitations have been issued for the occasion.

The directors of the North Waterloo Agricultural Society met on Saturday afternoon and adopted the new prize-list and selected judges.

A special meeting of the T. & L. Council will be held in the T. & L. Hall on Monday evening September 8. J. Luft, Pres. J. H. Kressler, Sec.

The pastor of Zion Church was Sunday evening greeted with a large audience, which thoroughly appreciated his masterly handling of the sermon on Christian Strength.

WANTED. — Immediately, one first class wood turner and 2 or 3 first-class machine hands. Steady work. The Braodfoot, Box Furniture Factory, Seaford.

Rev. G. W. Barker of Zion, Missionary Vice President of the Galt District Epworth League, delivered a stirring address at the regular meeting of the Epworth League of Trinity church on Monday evening.

The Berlin and Bridgeport Rv ca that is due to leave Berlin at 6.05 p. m. will in future leave at 6.15. A extra car will be run in the evening leaving Bridgeport at 9 p. m. and Berlin at 9.20 p. m.

There has been a re-organization of the Galt Public schools and two senior fourth book classes will take the place of three. "The whole trouble," concluded Dr. Cameron, "has been that we have three able bodied principals with 20, 26 and 30 pupils, while we have girls teaching 66 and 67." The re-organization gives the male principals more scholars.

The little black mare so well known in Berlin and owned by Mr. D. M. Shoemaker, being tied by her owner to a tree in Woodside Park Monday forenoon, attached to a buggy, broke loose and smashed the buggy to splinters against a telephone post near Bramm's mill. The mare ran as far as Mr. Alex Shoemaker's farm, where she was caught.

NEWS RECORD.

tant, gratify it for an insignificant sum through the medium of the "Want" column of "THE NEWS RECORD"

No. 209

SEPTEMBER 8th, 1902

An American Stock Holder Tells

HIS VIEWS ON BERLIN'S SUGAR INDUSTRY.

Mr. W. B. Rouse, one of the Bay City capitalists, who is interested in the Ontario Sugar Company's plant here spoke to The Record on Saturday evening regarding their trip. None of his party had been in Berlin before, since becoming interested in this plant. They all have investments in the Bay City or Saginaw factories, and Mr. Rouse, when approached to take stock in this one, did so, because he considered it a good proposition. Persons in Michigan who have any sugar beet stock know what a good thing it is and are always willing to take up more. He said he could readily understand the timidity of people in subscribing for stock where beet sugar is a new theme, but that when they see the success of the industry they will not be so any longer. He and others of the party were formerly in the lumber business, he having had woods on the White Fish river up north, and having frequently passed through this district. He is pleased with the condition of the crop and the stage that the refinery is in. He admires the energetic Superintendent, Mr. Bradrick, who, he thinks, is doing as much as any man can do.

With Mr. Rouse was Mr. Bell, superintendent of the new factory at Saginaw. He said that when the Dyer Construction Co. hands over a plant as finished, it is finished. They never have to come back—even to tighten up a bolt.

Mr. Rouse considers that the country he has seen round about here is ahead of Michigan for sugar beets. Their land is low and level, with not nearly so good a natural drainage. He estimates that 25 per cent. of the Michigan crop was drowned out by the rains this year, though some places the figure at 15 per cent.

ACCEPTS THE CHALLENGE

Mr. Alex. Meinko asks The Record to state that he will run, Jas. Scott, of Galt, a foot race of a quarter mile on the condition of Scott's challenge, provided Scott will run another race for 100 yards in Berlin park. A reply can be made through the News-Record.

CLAIRVOYANT ASTRO PSYCHIC READER.

Mrs. M. A. C. De Lemar, who was in Guelph for the past three months, will be in Berlin at the Market Hotel, after Sept. 8th. Please call after that date. Watch for ad.

They Are a Wise Young Man and Woman

Who start out in married life in a home of their own, no matter how modest or humble the house may be. Properties can be purchased on reasonable terms, while the amount paid out in rent will soon pay for a home. Read these few bargains and if you cannot find anything to suit you in this list, come and see me, I have a number of other good properties at equally low prices.

- \$925** Buys new brick house, five rooms, kitchen, a nice little home, good location.
- \$1300** Buys a new brick house, six rooms and kitchen, near Victoria Park.
- \$1400** Buys two-story brick house near market, a snap.
- \$1500** Buys two-story brick house, 9 rooms, fine garden, choice fruit and ornamental trees. Good location.
- \$1500** Buys desirable brick house, 7 rooms, on Courtland Ave.
- \$1850** Buys new brick house, all conveniences. Hot water heating. Excellent location (could not

DIED ON DUTY

Walter Jones, Grand Trunk Fireman, Killed Instantly

In a Wreck on The Elmira Line, Saturday Evening.

ENGINEER MITCHELL'S NARROW ESCAPE—INQUEST THIS AFTERNOON.

KILLED.

WALTER JONES, Elmira, Fireman. INJURED.

HERBERT HELLER, St. Jacobs, finger broken.

GEO. BULMER, Elmira, back and head and thighs badly bruised.

FRED FILSINGER, Waterloo, leg out.

LOUIS LENSZ, Waterloo, leg cut and scalp wound.

BABY LENSZ, nose and head hurt.

WENDEL H. BAUMAN, Elmira, eye sore.

JACOB L. UMBACH, bruised generally.

JOHN H. STEISS, Berlin, badly shaken up.

One precious life was crushed out of existence in an instant on Saturday night and a bright and cheery home was plunged into grief and bereavement through a fatal railway accident. It took place about 10 o'clock on the Berlin and Elmira branch of the Grand Trunk and its cause is now—and probably will remain a matter of conjecture. The wreck is said by some to have been caused by the steel rail spreading and throwing the engine and its load of human freight into the ditch. But no one ventures to speak with certainty. Serious as the outcome was, it is hard for a person who saw the mass of wreckage to believe that the accident was not attended with greater loss of life. Out of a list of about thirty passengers and five of the train crew, but few sustained serious injuries. Some of the escapes were narrow, and that of John Mitchell, the engineer, was little short of miraculous.

He was standing in his cab but a few feet from his fireman—Walter Jones. When the crash came, poor Jones received a terrific crash on the head that caused instant death. Mitchell escaped unscathed, barring a momentary daze and a few bruises. He was discovered clinging to his lever, which he had reversed in an effort to stop his engine as soon as it jumped off the rails. The engine toppled over on the fireman's side, thus keeping Mitchell on top.

The Scene of the Wreck.

About 2 1/2 miles out of Waterloo, on the back road to St. Jacobs, there is a railway crossing at the boundary of a swamp. This is known as Clever's Crossing. Just there the steel road takes a sharp curve, then swinging into the straight between the Clever and Manassee Water farms. About 400 yards from this crossing is where the train was derailed. She had rounded the curve safely and was on the level, though passengers say they were jolted and bumped along for from 30 to 50 yards before they were upset. The track—both ties and rails—was torn up for about that distance, some of the ties being cut entirely in two by the ponderous driving wheels of the engine. When the wrecking auxiliary arrived from Stratford within about an hour after the smashup, they had first to lay a new track before they could get near enough to begin the work of cleaning up the debris. They were in charge of Mr. Swift, and Trainmaster Wharry was also with them. Mr. D. B. Dover accompanied the auxiliary from Berlin and set up a telegraph instrument. There he was on duty till late on Sunday. The wrecking crew worked all night with

ered on the brain. The body was prepared for burial by Mr. Shinn and his assistant, Robert Forrest, and about 4 o'clock Sunday afternoon was taken to Elmira in charge of Messrs. L. Seibert and Shinn.

Was Recently Married.

Jones had been running as fireman for some years on this line and before that ran out of Stratford, where he has relatives. A brother—Will—lives at Shakespeare, and a half-brother, J. Vance, is with the Michigan Central at St. Thomas. His parents are dead. He was a fine athletic fellow, fully six feet tall and splendidly proportioned; genial and willing and a general favorite with the public and the crew. He was married about six months ago to Miss Vrandenburg, of Brampton, and they lived in a cosy home near the Elmira foundry. The news of his death was heard suddenly by his widow who is distracted with the terrible blow. The funeral will be held on Tuesday from Elmira to Stratford.

Some Passengers Interviewed.

A Record reporter interviewed a number of the passengers. Mr. Geo. S. Bulmer, of Elmira, was seen at his home on Sunday. He said that the tender was in front of the engine; then came the baggage and mail car and the two coaches at the rear. He was in one of them, facing the engine. He felt an unusually violent lurch and when the front end of the car gave a tip upward he knew the fore-trucks had left the rails. "We ran along this way 40 or 50 yards, the car lurching and bumping. I considered quickly what to do to steady myself, and grabbed for the brace bracket. As I did so, the car gave a great heave—our side went up in the air as the car toppled over onto the side. I was thrown into a window and stunned. When I came to I found I was wedged into the window frame, the top of which had struck the back of my head. The road oil from the lamp was running down over my hat and face, and I remember yelling 'Look out for fire!' I crawled out of a window—the way most of us got out. Then we found Jones dead, and I helped Mr. Umbach lift him out. Poor Jones never knew what struck him."

Mr. Bulmer said that among the passengers from up north were, beside himself, Jac. L. Umbach, Wendie H. Bauman, John Linker, C. Beckman, Chas. Peterson, of Hamilton, visiting in town; Miss Auman and Mr. A. J. Kimmell's little son, and a number from Wallenstein. He thinks an accident like this would likely be caused by the spreading of the rails.

Mr. Fred Filsinger,

of the Waterloo Mutual, was on his way home to St. Jacobs, along with Miss Jones, of Southampton, who is a guest at their house. He felt the bumpety-bump-bump, and the next thing he knew the occupants of the car were thrown in a tangle. He lay on the lower side of the car. He says the scene was terrible. Women and children were screaming and blood was flowing freely. He also made his exit through a window and helped release others. He had his leg badly bruised.

A Broken Finger.

In the jam in the passenger coach Mr. Herb Heller, a young man from St. Jacobs, was thrown about and had the second finger of the left hand broken. Dr. Robinson set the fracture.

Health Officer's Convention

MEET AT BERLIN TOMORROW.

The 17th annual meeting of the Association of Executive Health Officers of Ontario will be held at Berlin and will open at 11.30 a.m. tomorrow. A varied and weighty program has been prepared. The Mayor and Council, the Board of Health and Park Board and all citizens interested in Health work, are expected to attend the sessions, which will be held in the Court House.

Sessions will be held on Tuesday at 11.30 to 1 p.m.; 2.30 to 5 p.m., and 7.30 to 9.45 p.m., followed by a smoker at the Concordia. On Wednesday sessions will be held at 10 a.m. to 1 p.m., and at 2 p.m. to 5 p.m.

A Tale of a Dog

KILL THE DOG OR PAY \$5.00.

"The mystery of Lancaster-st. or who owns the dog that bit Prof. Zoellner," might be the title of a tale arising out of a Police Court case. On Labor Day Prof. Zoellner was bitten by a dog that came out of Mr. J. McMeekin's place on Lancaster-st. He laid an information against the latter, whom he believed was the owner of the dog. Mr. McMeekin said his dog was in the Galt coach at the G.T.R. station when the biting was going on, and that Mr. T. J. Hudgraft owned a dog like his animal. Mr. Hudgraft's witnesses swore his dog was not out at the time, but others told of seeing Mr. McMeekin's dog chasing toward home shortly before the Professor was snapped.

The last chapter of the case took place Saturday when the Magistrate decided against Mr. McMeekin, and ordered the dog killed or a fine of \$5 to be paid.

CITY LIGHTS AND SHADOWS

—The Water Commissioner will meet this evening.

—APPRENTICE GIRLS. The Misses Fehrenbach's.

—The Berlin Band is filling an engagement at Toronto exhibition to-day.

—Charles Joseph, the strong man, went to Toronto fair to-day with his 150 pound weight.

—The packing of the Simpson Co's boiler blew out this morning and the staff had a half holiday.

—Eleven Federation agencies place graduates of the Berlin Business College in positions.

—A shipment of new wall papers has arrived and put into our shelves. They are beauties. W. H. Becker & Co.

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—Wm. McKinley of Ayr, who was sentenced to 20 months in Kingston for forging orders and notes, was the local agent for Frost & Wood, in addition to the firms prosecuting.

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on up a bolt.
Mr. House con-
try he has set
is ahead of Mill.
Their land is low and level, with not
nearly so good a natural drainage.
He estimates that 25 per cent.
of the Michigan crop was drowned out
by the rains this year, though some
place the figure at 15 per cent.

ACCEPTS THE CHALLENGE.

Mr. Alex. Meinke asks The Record to state that he will run, Aug. Scott, of Galt, a foot race of a quarter mile on the condition of Scott's challenge, provided Scott will run in another race for 100 yards in Berlin park. A reply can be made through the News-Record.

CLAIRVOYANT ASTRO PSYCHIC READER.

Mrs. M. A. C. De Lemar, who was in Guelph for the past three months, will be in Berlin at the Market Hotel, after Sept. 8th. Please call after that date. Watch for ad.

They Are a Wise Young Man and Woman

Who start out in married life in a home of their own, no matter how modest or humble the house may be. Properties can be purchased on reasonable terms, while the amount paid out in rent will soon pay for a home. Read these few bargains and if you cannot find anything to suit you in this list, come and see me, I have a number of other good properties at equally low prices.

- \$925** Buys new brick house, five rooms, kitchen, a nice little home, good location.
- \$1300** Buys a new brick house, six rooms and kitchen, near Victoria Park.
- \$1400** Buys two-story brick house near market, a snap.
- \$1500** Buys two-story brick house, 9 rooms, fine garden, choice fruit and ornamental trees. Good location.
- \$1500** Buys desirable brick house, 7 rooms, on Courtland Ave.
- \$1850** Buys new brick house, all conveniences. Hot water heating. Excellent location (could not be built at the price at this price).
- \$1900** Buys new brick house, all conveniences. Centrally located. A bargain.
- \$2000** Buys nice two-story brick house, 1 1/2 story brick kitchen attached, 8 rooms, new furnace, gas, good barn. King Street, between Berlin and Waterloo.

Choice Building Lots For Sale

In all parts of the town at BARGAIN PRICES.
Large amount of money to loan on town and farm property at lowest rate of interest.

HENRY KNEEL, Jr. Real Estate Agent
Office open evenings.

17 Choice Building Lots For Sale at Bargain Prices

Situate on Lancaster-st. (Bridgeport Road), Berlin's newest and busiest suburb; extension of Queen-st. north, the finest residential street in the town; beautiful and healthy situation, easy of access, street car at the door, only a few minutes walk from Berlin market, close to schools and factories. Taking everything into consideration, viewing the present and looking to the future, this is the very best location to be found in Berlin. Every lot fronts on a street. While there may be a slight difference in choice of location, there is not a single lot that should not be eagerly picked up at the prices at which they are offered. Can be paid in monthly or quarterly installments to suit purchaser. A safe and profitable investment for spare earnings. For particulars see Henry Kneel, Jr. real estate agent.

to have been caused by the steel rails spreading and throwing the engine and its load of human freight into the ditch. But no one ventures to speak with certainty. Serious as the outcome was, it is hard for a person who saw the mass of wreckage to believe that the accident was not attended with greater loss of life. Out of a lot of about thirty passengers and five of the train crew but few sustained serious injuries. Some of the escapes were narrow, and that of John Mitchell, the engineer, was little short of miraculous.

He was standing in his cab but a few feet from his fireman—Water Jones. When the crash came, poor Jones received a terrific crash on the head that caused instant death. Mitchell escaped unscathed, bearing a momentary daze and a few bruises. He was discovered clinging to his lever, which he had reversed in an effort to stop his engine as soon as it jumped the rails. The engine toppled over on the fireman's side, thus keeping Mitchell on top.

The Scene of the Wreck.

About 2 1/2 miles out of Waterloo, on the back road to St. Jacobs, there is a railway crossing at the boundary of a swamp. This is known as Clever's Crossing. Just there the steel road takes a sharp curve, then swinging into the straight between the Clever and Manasseh Weber farms. About 400 yards from this crossing is where the train was derailed. She had rounded the curve safely and was on the level, though passengers say they were jolted and bumped along for from 30 to 50 yards before they were upset. The track—both ties and rails—was torn up for about that distance, some of the ties being cut entirely in two by the ponderous driving wheels of the engine. When the wrecking auxiliary arrived from Stratford within about an hour after the smashup, they had first to lay a new track before they could get near enough to begin the work of cleaning up the debris. They were in charge of Mr. Swift, and Trainmaster Wharry was also with them. Mr. D. B. Dover accompanied the auxiliary from Berlin and set up a telegraph instrument. There he was on duty till late on Sunday. The wrecking crew worked all night without a letup and with not a bite to eat till 10 o'clock Sunday morning. The passenger coaches were first lifted and taken to Waterloo; then the baggage coach, and last the engine, which was sent to the yards at Stratford. The damage will run into the thousands. Some of the passengers were driven to Elmira, and others to Waterloo.

The Elmira train was in charge of Conductor Whitlock, Engineer J. Mitchell, Fireman W. Jones, Baggage-man Andy Maxwell, and Brakeman Fred Polakowki. They were a little behind time but were not running faster than usual—from 22 to 30 miles an hour. As usual, the tender was ahead of the engine.

Death of Jones.

As soon as news of the disaster could be sent to the Twin City, Dr. Minchin, Berlin, the G. T. R. Co's physician, and Drs. Noecker and Webb of Waterloo, hurried to the scene and attended to the first wants of the injured. Poor Jones, when he was found by plumed down in the cab which was under the engine. The obstacles were out away and the lifeless form carried out, and was later about 3 o'clock Sunday morning—taken to Shlun's undertaking establishment, Waterloo. The body was not badly crushed, his left arm and shoulder showed a concussion and his face was scratched. But death was caused by a deep gash over two inches long, on the right side of the head, a little above the ear.

Concussion of the Brain.

Dr. Noecker conducted the post-mortem examination and will report to the Coroner's jury this evening. The Record learns that death was caused directly from concussion of the brain, a clot of blood being dislo-

home on Sunday. He said that the tender waded in front of the engine; then came the baggage and mail car and the two coaches at the rear. He was in one of them, facing the engine. He felt an unusually violent lurch and when the front end of the car gave a tip upward he knew the fore-trucks had left the rails. "We ran along this way 40 or 50 yards, the car lurching and bumping. I considered quickly what to do to steady myself, and grabbed for the brace bracket. As I did so, the car gave a great heave—our side went up in the air as the car toppled over onto the side. I was thrown into a whirl and stunned. When I came to I found I was wedged into the window frame, the top of which had struck the back of my head. The coal oil from the lamp was running down over my hat and face, and I remember yelling 'Look out for fire.' I crawled out of a window—the way most of us got out. Then we found Jones dead, and I helped Mr. Umbach lift him out. Poor Jones never knew what struck him."

Mr. Bulmer said that among the passengers from up north were, besides himself, Jac. L. Umbach, Wendie H. Bauman, John Linder, C. Beckman, Chas. Peterson, of Hamilton, visiting to town; Miss Auman and Mr. A. J. Kimmell's little son, and a number from Wallenstein. He thinks an accident like this would likely be caused by the spreading of the rails.

Mr. Fred Filsinger.

of the Waterloo Mutual, was on his way home to St. Jacobs, along with Miss Junney, of Southampton, who is a guest at their house. He felt the bump—bump—bump, and the next thing he knew the occupants of the car were thrown in a tangled heap on the lower side of the car. He says the scene was terrible. Women and children were screaming and blood was flowing freely. He also made his exit through a window and helped release others. He had his leg badly bruised.

A Broken Finger.

In the jam in the passenger coach Mr. Herb Heller, a young man from St. Jacobs, was thrown about and had the second finger of the left hand broken. Dr. Robinson set the fracture.

A Waterboote Hurt.

Mr. Louis Lensz, of Waterloo, a man of about 240 pounds was going to Elmira with his family to see his father-in-law, Frederick Conrad, who is ill. Mr. Lensz was badly used up. Dr. Noecker attended him. His left leg is cut and bruised and his head and face hurt. He was taken to his home, where he and little child, who was hurt on the nose and who bled profusely, are under good care.

Mr. Wendel S. Bauman informed The Record that he drove his father—Wendel H. B., and Jacob L. Umbach, home. They were both somewhat bruised.

An Inquest.

Dr. Webb, coroner, called an inquest. The following men were empanelled as Jurors: S. Bricker, foreman, R. Stuart, E. L. Fisher, Mark Lewis, Hy. Hoffman, John Kaufman, W. Krueger, Geo. Pepler, J. German, W. Raymo, W. Marshall, Hy. Niergarth, Menno Devitt. They viewed the remains and then adjourned till 4 o'clock this afternoon.

NOTES.

This is the first serious accident on this line since it has been in operation.

Conductor Whitlock, Andy Maxwell and the brakeman were practically uninjured.

Mr. D. S. Bowby is representing the Crown at the inquest this afternoon.

A new engine, driver and fireman from Stratford are in charge of the train to-day.

There was no baggage car this morning on the Elmira line, a freight car being used in its stead.

Continued on Page 4.

place Saturday when the... decided against Mr. McMeekin, and ordered the dog killed or a fine of \$5 to be paid.

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—Wm. McKinley of Ayr, who was sentenced to 20 months in Kingston for forging orders and notes, was the local agent for Frost & Wood, in addition to the firms prosecuting. Frost & Wood took no action until Thursday, when their representative commenced a tour of the entire section, and many farmers who purchased implements from McKinley are being made to pay for them a second time.—Paris Review.

A SPECIAL MEETING.

A special meeting of Trades and Labor Council will be held in the T and L hall on Monday evening, Sept. 8th.

J. H. Kressler, Secy.

SPECIAL FOR TUESDAY.

1 doz shoe strings, 1 handkerchief, 1 tape line and paper of pins, all for 10c, at 833 store—STUBBING & Co.

THE WEATHER.

Strong winds and moderate gales, warm with showers and thunder storms this evening.

Tuesday strong west to northwest winds clearing and cooler.

TOMORROW EVENING'S CONCERT.

Prof. Zoellner's concert will be held tomorrow evening in the Opera House. A feature of the entertainment will be the singing of a chorus of 24 trained children. No tickets are to be sold, admission being by invitation, and the cards are meant to include the family and friends of the recipients.

BORN.

LUDWIG.—On Sunday, Sept. 7th, at Berlin, to Mr. and Mrs. Frank Ludwig, a daughter.
PARR.—In Woodstock, N. Y., U.S.A., on Sunday, Aug. 30th, to Mr. and Mrs. Harry Parr, a son.

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Paperhangers
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CO.

Ontario's Health Officers

ARE IN SESSION HERE TO-DAY —
WILL BE ENTERTAINED AT
CONCORDIA HALL THIS
EVENING.

The Doctor welcomed the delegates to the best town in Prussia. He referred to the changed attitude of the public in recent years towards the Board of Health upon whom they no longer look as necessary evils. Berlin is a manufacturing town and the sewage is therefore of a peculiar nature, which he was glad to see Dr. Bryson had given a good deal of attention. He believed the farm in Berlin should be made an experimental farm and taken in charge by the Government as they must have experimental stations somewhere. We have other beverages besides water and perhaps without making analytical tests the visitors would be sampling them. We have reason to believe that the provincial health officers are an efficient lot of men, and he heartily welcomed them to Berlin.

The President, in reply, said Berlin was beginning to be known more near his home—St. George—through its sugar factory, some 200 acres of beets being grown at St. George. The two towns will also soon, he hoped, be connected by trolley. He visited the sewer farm on Monday, but saw no improvement over former years. More money must be spent on it to make it efficient. On behalf of the Association he expressed thanks for the address of welcome.

Dr. Bryce also spoke briefly and then read the minutes of the last meeting, which were adopted. Programs of regret were read from some absent members. Papers by Dr. J. C. Cassidy, Toronto; and Mr. H. J. Bowman, C. E., were read before lunch. A more detailed mention will be made tomorrow.

Dr. Noecker gave evidence touching the postmortem examination. Death was due to an injury on the head.

After Mr. Jacob Umbach, of Elmira, gave his evidence, which was unim-

Then came a surprise. The sun was sinking in the west, and the hands of the watch pointed to about 6.30. Then up spake the umpire, and the words he used were these:—
"Gentlemen, I call this game on account of darkness." And so the score went back to the figures at the end of the twelfth inning, and remained at 7 to 7, and the game will have to be played out some other day.

A young man named Wm. Kay, while at work in the bottling department at the distillery on Monday had his arm badly cut near the wrist, the arteries being severed. He was taken to the hospital where Dr. Webb put in a ligature and dressed the wound.

The Quaker Mercury of Sept. 3rd says:—A quiet but pretty wedding took place at the Church of Our Lady on Tuesday, when Miss Teresa House, Guelph, daughter of the late Jos. House, and Mr. J. H. Bernhardt, Berlin, son of the late Jos. Bernhardt, were joined in the holy bonds of matrimony by Rev. Father O'Loane. The bride looked charming in a dress of brown pearl cloth with green frillings and white hat and carried a white prayer book. Miss M. Bernhardt assisted the bride, while Mr. K. Menzies acted as the groom. The bridesman wore navy blue jodico cloth and pale blue silk waist and carried white roses. The wedding breakfast was held at Mr. Albert Gootz's, brother-in-law of the bride. The bride received many handsome presents. Mr. and Mrs. Bernhardt left at 10.30 train for Hamilton, Niagara Falls and Toronto. Their many friends join in wishing them long life and happiness.

The Water Commissioners

The Commissioners held a brief session Monday. The accounts passed totaled \$875.24. In August \$510.66 was received and \$736.89 paid out. There are now 898 flat rate water consumers and 544 meter. There are 144 hydrants in town, 13,866,000 gallons of water were pumped in August—447,290 gallons being the daily average. 76,000 pounds of coal

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were read from
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Dr. J. J. Bowman,
Toronto; and Mr.
H. J. Bowman, C.E., were read before
lunch. A more detailed mention will
be made tomorrow.

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B.

WHEN YOU ATTEND

Berlin
Business
College

to receive the best business or short
t, the strong Federation employment
ment assists you to a position.
id our catalog it is free.

D Euler, Principal.

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bags

Our regular lines sell at
35c, 40c, 50c, 75c and \$1.00,
as high as \$3.00.

Te carry the best assortment
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in the way of photographs you
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Ve will give you good photographs
ou want them at a reasonable
price.

Ve will give them to you at a rea-
sonable price.

Our Work is Right.
Our Prices are Right Too.

abinet's from \$3.00 up.
half Cabinets from \$1.50 up.

Vintos, only \$1 per doz
Call and see our samples.

BELLSMITH'S
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Rich Feelings

FLON or
DEYLON TEAS

ed to be absolutely pure
ed. The best teas in Parity,

C & CO.

coach in the order named, and they
always run to Elmhurst this way.
Witness applied the brake and shut
the throttle, and then, in a moment,
they rolled into the ditch. The en-
gine following the tender. There is
a slight curve. They were not go-
ing faster than they generally do
around a curve. Speed was about
25 miles an hour. There is quite
a curve just before this but they
had no orders to slack up. Witness
and brakeman Maxwell looked at
their watches, three or four minutes
after the accident. It was then 8:55.
They were about three miles from
Waterloo and had made the distance
in nine or ten minutes. The engine
had been examined in Galt twice that
day and was all right. He had no
idea what caused the accident. He
afterwards examined the track but
could only see where the wheel rub-
bed up on the rail and then dropped,
on the tie.

Mr. Mitchell described the position
of the fireman's body when found,
with the framework of the cab rest-
ing across the back of the neck. The
engines are built so as to run equal-
ly well backward or forwards, and
there is no rule against running the
tender first if it is properly provided
with pilots at each end, which this
was. They are frequently thus
equipped and used on the branch lines.
They are just as safe though with-

was quickly over. The engine was
of a window and helped the passen-
gers out. Most of them found egress
in the same way. After helping to
save the fireman out, he walked to
St. Jacobs with the passengers. He
saw the marks as described by a
previous witness. They might be
caused by something dropping down
or by a wheel. The rails and
spikes were all in good condition. No
idea what caused the accident. It
is not the conductor's business to
interfere with the engine as long as
it runs all right. Mr. Whitlock ex-
plained that as there is no turntable
at Berlin, it is necessary to run from
Berlin to Elmhurst and from Berlin to
Galt tender first. He would not
swear they were not going 40 miles
an hour, and wouldn't consider it
quite as safe to run tender first as
otherwise.

The Brakemen.

Fred Pollakowski, one of the brakes-
men, told of going over in the pas-
senger coach and afterwards helping
the passengers out. He had no idea
what caused the accident. The
engine and everything was all right
as far as he knew.

Andrew Maxwell, other brakeman,
was in the baggage car. He felt a
jar and then his legs were pinned
among the express, freight and bag-
gage. He got free and assisted in
the rescue work. Examined the en-
gine and track, and had no idea what
caused the accident.

The Roadmaster.

Roadmaster Wm. Wharry was
sworn. He has the supervision of the
track from Parkdale to Sarnia and
the Galt and Elmhurst branch. He
looks after general repairs. There
are six men to look after the track
from Berlin to Elmhurst, which he him-
self goes over once or twice a week.
He admitted that it was two weeks
since he had been over it and then it
was by train. The track was in
good order. Sometimes he used a
velocipede or handcar. It was
four or five months since he inspected
it on a velocipede. He inspected the
track after the accident. Saw a
mark on the ties for about 90 feet
and then the next 90 feet all ties
were broken. Four of five ties from
where it started he saw two impres-
sions, one inside the right rail and
the other outside the left. The im-
pressions on the earth between the
ties were very slight. The ties and
rails were in good condition. He
could not say what caused the ac-
cident. A train generally runs off
the outside of a curve, but this was
on the inside which seemed strange.
One wheel of the tender had a piece
of the flange about eight inches long
broken out, but whether it was
broken then or not he could not say.
Couldn't tell which wheel it was.
Anything getting loose and dropping
down or a broken axle will cause a
train to leave the track.

The Postmortem.

Dr. Noecker gave evidence touching
the postmortem examination. Death
was due to an injury on the head.
After Mr. Jacob Umbach, of Elmhurst,
gave his evidence, which was unim-
portant, the coroner summed up by
saying that all now know as much
about the cause of the accident as
they did two hours before. It did
not appear that there had been any
neglect of duty by the railway peo-
ple. And if they were running too
fast, that was such a rare thing
for the Grand Trunk that they should
be forgiven.

The courtroom was then cleared of
all except the jurors who brought in
the following report:
The Finding.
That the deceased came to his
death by being killed in an accident
on the Grand Trunk Railway while
in discharge of his duty as fireman,
the cause of the accident being un-
known; and we recommend that a
turntable be put on the line at Ber-
lin, as we are of the opinion that
it is not absolutely safe to run
tender first.

THIS EVENING'S CONCERT.

Prof. Zoellner's concert will be held
this evening in the Opera
House. A feature of the entertain-
ment will be the singing of a chorus
of 24 trained children. No tickets
are to be sold, admission being by
invitation, and the cards are meant
to include the family and friends of
the recipients.

Etcher Blewett has been released
by Manager Barrow.

of welcome, in place of Mr. R. S. Lau-
shlager, chairman of the local
Board, who was unable to be pres-
ent.

IN SPORTING CIRCLES

ROBBED OF THE GAME

The ball game between Berlin and
Guelph on Saturday was called in the
13th innings on account of darkness.
Think of it—darkness at 6:15. But
our players say that is a sample of
the treatment they received. Berlin
even then had one run to the good,
which was not allowed. The score
was 7 all. Berlin had 16 hits;
Guelph 8. Our boys were stoned
when on their rig in the park. Tie
to be hoped no such barbarous con-
duct will be allowed when Guelph
plays here.

Neither of the Guelph sporting
editors justify the umpire's action.
The Mercury says it was a surprise.
At the end of the twelfth the score
was 7 all. To quote the Mercury's
account:

Then the Leafs took their places
for the first half of the thirteenth.
Martin, the first of the Berlin men
to step to the plate, made a little
bit of a foul ball. Then Dyer came
up, tried to bunt the ball and only
succeeded in making a foul, and got
out on a hit to left field. Then
the mighty Cowan took his place at
the plate. He made a good swing
at the ball and hit out in the direction
of left field. To most of the specta-
tors the ball appeared a foul, and
the third baseman and left fielder, in
the same opinion, did not exert
themselves very hard to get it.
Somewhat to their surprise, the um-
pire gave the ball fair and Englert
got in, and Cowan to third.

Then the hot time started. The
Guelphites protested that Cowan's
hit was a foul one, and, moreover,
that he had not touched first in his
hurry to get on; the Berlin team,
of course, were willing to abide by
the umpire's decision. Cowan took
up his station on third base, and held
possession while a wordy war was
carried on in various parts of the
field. Excited groups of players
assembled and heatedly discussed the
pros and cons of the question and
forcibly expostulated with the um-
pire. The latter, however, stuck to
his decision, and finally the storm
went down, and the Guelph team took
their places to continue the game.
Then came a surprise. The sun
was sinking in the west, and the
hands of the watch pointed to about
6:30. Then up spake the umpire, and
the words he used were these:—
"Gentlemen, I call this game on ac-
count of darkness." And so the score
went back to the figures at the end
of the twelfth inning, and remained
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to be played out some other day.

Continued on Page 4.

CITY LIGHTS AND SHADOWS

—APPRENTICE GIRLS wanted at
The Messrs. Fehrenbach's Millinery. L-11
—Dr. Shuttleworth has had a
phone put into his home at the Five
Points.
Its number is 431.

—The Fall Western excursions to
Detroit, Fort Huron, Grand Rapids,
Bay City, Saginaw, etc., will take
place on Sept. 25th, 26th and 27th.

—Messrs. C. H. Doerr & Co. are
very busy at present with large or-
ders and are preparing for the holi-
day trade. They need twenty-five
additional employees.

—The Directors of the Agricultural
Society held a meeting on Saturday
afternoon to arrange for judges and
for other matters of detail regard-
ing the Fall Fair. were present
Messrs. W. J. Moody and E. Bricker,
Allen Shantz, J. Hill, P. A. Snyder,
F. Shantz and J. G. Hurst.

—Since the Postmaster General, on
June 14, raised the postage on plain-
tiff matter from four cents a pound
to eight cents, much of it has been
shipped by express as the companies
only charged four cents. But subse-
quently the Canadian express com-
panies decided to raise their rates
to eight cents a pound, and the regula-
tion went into effect on Wednesday.

Waterloo News Notes

Misses May, Agnes and Adel Hym-
an are spending the week with
friends in Toronto.

Miss Hendry has returned from a
pleasant outing at Niagara Falls,
Chautauque, and the Allegheny
mountains.

The New Hamburg baseball team
defeated Waterloo in a close game
here on Saturday by 2 to 1. The
home team were weakened by the ab-
sence of several regular players.

Dr. Springer, of South Haven, Mich.,
shook hands with his friends here on
Monday before leaving for his home
after a fortnight's visit with friends
in the Twin-City.

A young man named Wm. Kay, while
at work in the bottling department
at the distillery on Monday had
his arm badly cut near the wrist,
the arteries being severed. He was
taken to the hospital where Dr.
Webb put in a ligature and dressed
the wound.

QUIETLY WEDDED.

The Guelph Mercury of Sept. 3rd
says:—A quiet but pretty wedding
took place at the Church of Our Lady
on Tuesday, when Miss Teresa House,
Guelph, daughter of the late Jos.
House, and Mr. J. H. Bernhardt, Ber-
lin, son of the late Jos. Bernhardt,
were joined in matrimony by

Rev. Father O'Leane. The bride look-
ed charming in a dress of brown
pearl cloth with green trimmings
and white hat and carried a white
prayer book. Miss M. Bernhardt as-
sisted the bride, while Mr. K. McLen-
nan assisted the groom. The brides-
maid wore navy blue ladies cloth and
pale blue silk waist and carried white
roses. The wedding breakfast was
held at Mr. Albert Goetz's, brother-
in-law of the bride. The bride re-
ceived many handsome presents. Mr.
and Mrs. Bernhardt left on the 10:30
train for Hamilton, Niagara Falls
and Toronto. Their many friends
join in wishing them long life and
happiness.

The Water Commissioners

TRANSACTED ONLY ROUTINE BUSINESS.

The Commissioners held a brief
session Monday. The accounts passed
totalled \$875.24. In August \$510.69
was received and \$736.89 paid out.
There are now \$98 flat rate water
consumers and 544 meter. There are
144 hydrants in town, 18,886,000
gallons of water were pumped in
August—447,290 gallons being the
daily average. 78,000 pounds of coal
were consumed. The W. C. T. U. wrote
regarding the erection of horse
troughs on the Market Square, their
letter will be referred to Council.

COMBINATION FOR WEDNESDAY.

1,000 tooth picks, 1 dozen safety
pins, 1 very, very funny article—all
for 10c. STUEBING & CO.

CLAIRVOYANT ASTRO PSYCHIC READER.

Owing to the death of a relative
my proposed visit to Berlin has been
postponed for one week. On Sept.
15th I shall be at the Market Hotel.
Please call after that date.

MRS. M. U. C. DE TAMAR.

THE WEATHER

Strong winds and moderate gales
from the westward, clearing and
cooler.

Wednesday fine and comparatively
cool.

A DAY AT THE TORONTO FAIR

Will be the more enjoyable when you
know that you can reach home quick-
ly and comfortably. A Grand Trunk
special train will leave Toronto at
11:00 p.m. September 4th, 5th, 6th,
8th, 9th, 10th, 11th and 12th for
Hamilton, Guelph, Berlin, Strat-
ford, etc.