CNR,GTR,

MERRITON

C. H. RIFF

G.T.R. ENGINE JUMPS TRACK AT MERRITTON

Engine 673 of the G. T. R. jumped the track just east of the station in Merritton about 5.55 ö'clock yesterday at rnoon. The engine was in charge of Engineer Jarvis and Fireman Patton, and was backing in from Ningara Falls. The tender jumped across the west bound track and the engine likely blocking the east bound track.

Fireman Parton was bruised and shaken up, but was able to proceed to his home. The engineer escaped indury.

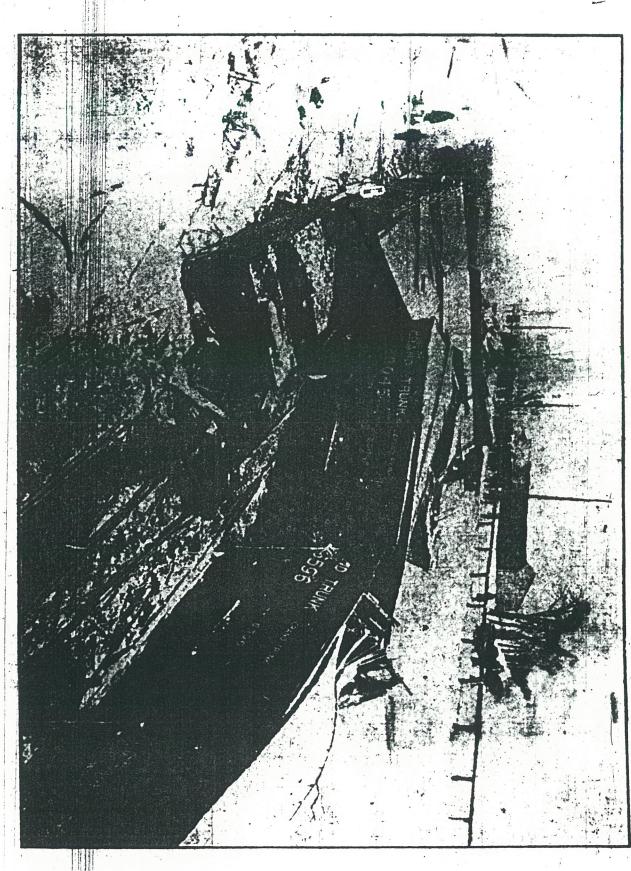
The passenger trains were held up for considerable time, but were routed over the Welland Division and Wabash to Niagara Falls.

The rails were forn up for some distance, and it took until nearly midnight to clear the tracks and resume traffic.

Another Accident.

A truck driven by a foreigner collided with a street car at the corner near the Lybster Paper Mills about 6,30 this morning. The windshield and side of the automobile were badly broken. The side of the street car was badly acratched. The truck is reported to have been travelling at an excessive rate of speed for a dangerous corner of this kind.

Pictures Showing Grand Trunk Wreck At Western Hill Station Saturday Morning



THIS IS A GENERAL VIEW OF THE WRECK, SHOWING THE SMASHED FREIGHT CARS LYING ABOUT IN GENERAL, DISORDER, A PRETTY JOB FOR THE WRECK-ING CREW TO CLEAR AWAY.

Pictures Showing Grand Trunk Wreck At Western Hill Station Saturday Morning



THIS IS A GENERAL VIEW OF THE WRECK, SHOWING THE SMASHED FREIGHT CARS LYING ABOUT IN GENERAL DISORDER, A PRETTY JOB FOR THE WRECK. TING CHEW TO CLEAR AWAY

WRECK

Considerable Damage in G.T.R. Yards At Merritton

The yard trackage was hadly torn up and traffic was tied up for several tering a siding to make room for it, an eastbound freight which was enof the brakes to work side-swiped ed rate of speed begause of failure at Merritton and several others loss merchandise was a quantity of parts hours. Included descending the grade at an increasdamaged when a westhound freight morning in the Grand Trunk vards for seaplanes. freight St. Catharines. cars were demolished this in the Aug. 13.—Twelve destroyed

Injury The The crews of both trains escaped

> and put out of commission, and con-Lall M. H. smashing the track of the railway, was through the syrface of the severed and beams from a crete abutments on both sides were and the local troller lines of the Nitaining agara, St. Catharines and way from St aluninuni Catharines to also hadly 0.19.11 car conamashed Toronto Thorold electric pushed hridge,

FOOD IN BAPTISMAL FONT

dredweight of tre and hean; Gazette, in the parish church hap-tismal font. Investigations followhundredweights of oats and a food hoard has been discovered at Einheck, says the South Hanoverian ing a denunciatory letter revealed six Anisterdam, July 1. -A curious

and the property of the season THE STATE OF THE PROPERTY OF T overhead bridge on been appointed principal of Mr. Halpenny, of Kincardine, CNR,GTR,

MERRITON

C. H. RIFF

bound train failed to work and as the train proceeded down hill it steadily gathered momentum. The engineer saw the plight and shricked his whistle constantly, endeavoring to warn the train approaching that something was wrong. It was too late, however, for the east-bound did not have time to clear and the crash came.

The damage was appreciate to the damage was appreciated as the law of the law

Under the circumstances it is really miraculous that no one was killed or injured. The train crews had a rather exciting experience. The brakeman and the engineer on the west-bound jumped just as they reached the railway bridge over Merritt street. It was just some ninety feet further on that the real crash came, and the engine was preffy badly demolished.

It was rather a peculiar co-incidence that the majority of the cars wrecked were box cars sandwiched in between cosl cars, it made a rather picturesque scene.

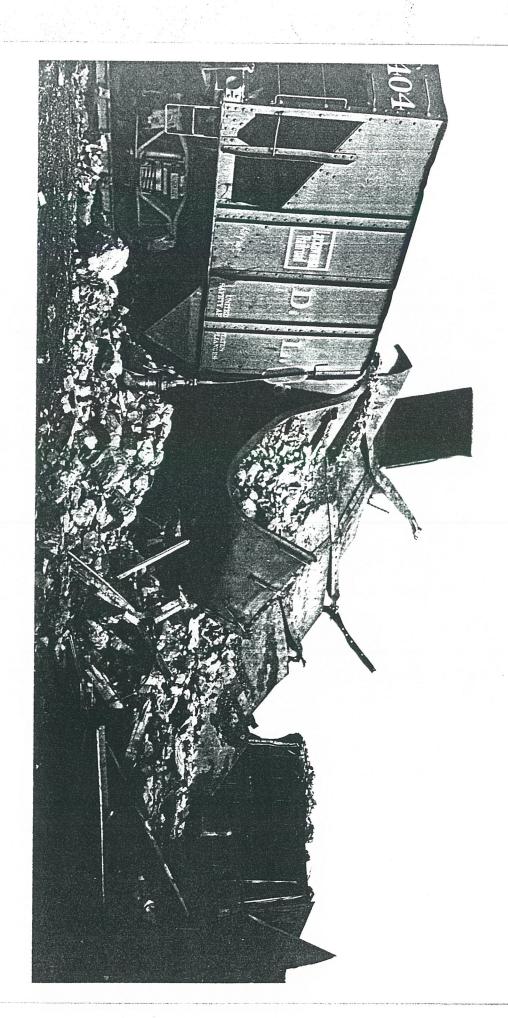
Bridge Damaged

The most serious damage done was that to the Merritt street bridge. Directly underneath the structure when the accidens occurrer was a box car which contained aluminumware. This car was smashed entirely and its timbers forced right through the surface of the bridge tearing up the rails of the N. S. & T. R. local line and damaging the structure otherwise considerably, even the concrete abutments on the northerly side being parted.

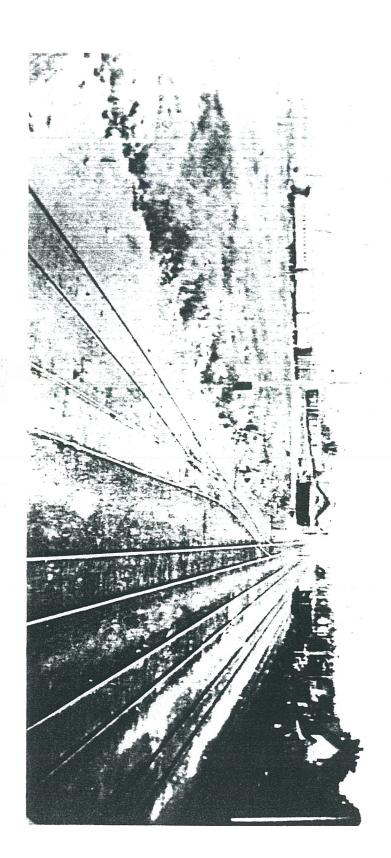
The damabe to the bridge will its up the local-line for some time as far as the transportation over the structure is concerned. Superintendent Robertson has a crew at work and deavoring to round things line shape as soon as possible, but it will take some time to repair the road bed;

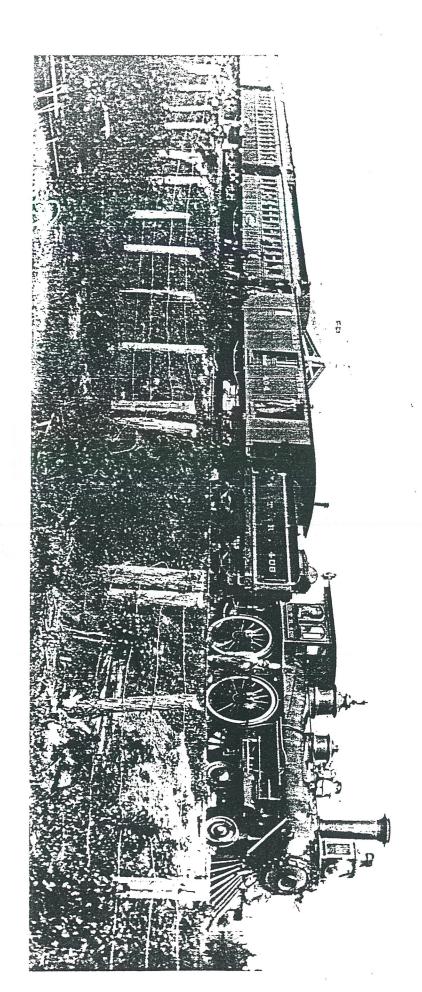
At 10 o'clock the wrecking crews from the Falls and Hamilton had not yet arrived, but were expected any minute. It is possible that one of the main line tracks may be cleared before night as there are only two

August 13 1918



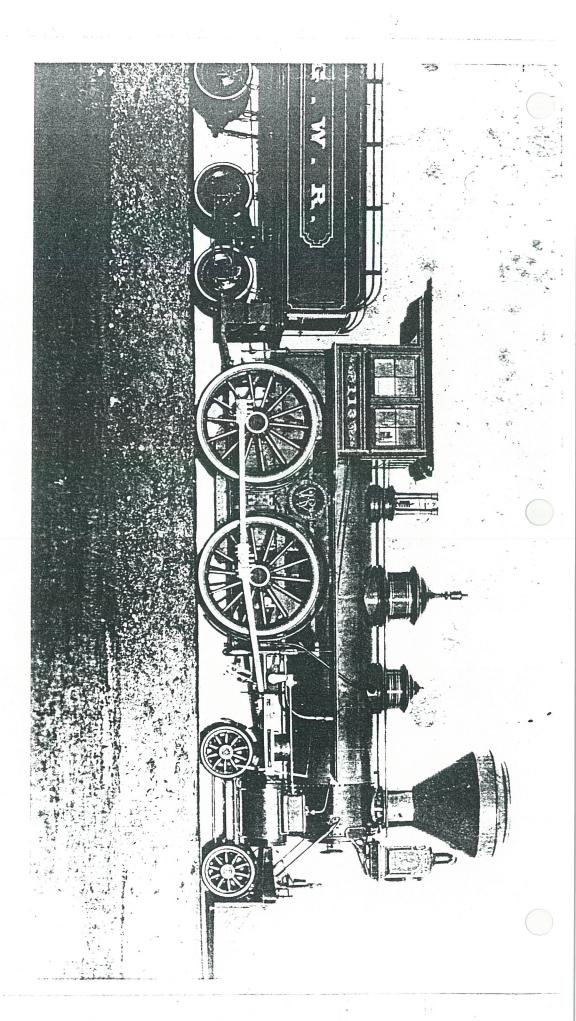
St. Catharines Historical Museum

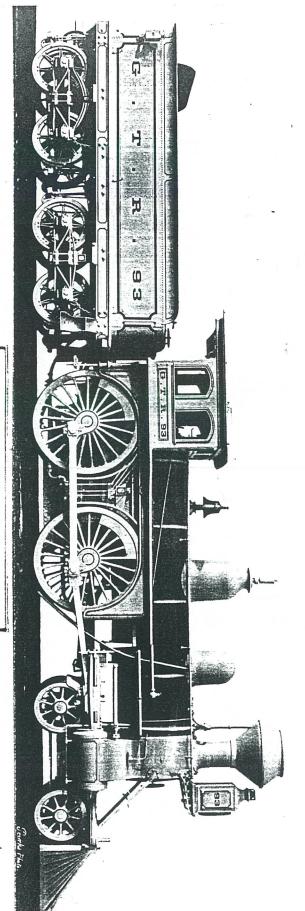




St. Catharines Historical Museum

兄のことが





EXPRESS PASSENGER ENGINE.

CYLEMIS 26, DRIVING WHELLS & CONSTRUME WEIGHT 96000 L9S.

WEIGHT ON THUCK 30000 L9S. WEIGHT ON DRIVER 62000 LBS.

CARACHY OF TENDER TANK 2000 MFS CALLS 1014, WEIGHT & TYLE A TYPE LBS.

St. Catharines Historical Museum

MPS STANDATUS+Catharms

URSDAY, OCTOBER 17, 1929

22 PAGES 4 P.M. EDITION

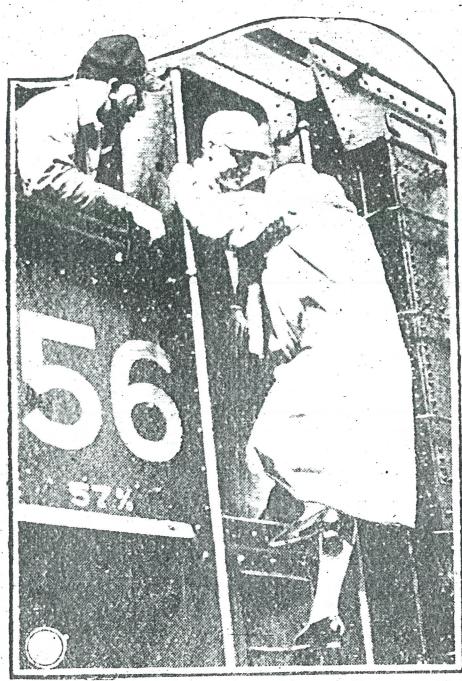
by Privy Council To

UCCESS EVENTUALLY

elated Assistance Secured By Legion After Long Effort

on the theory that a ou don't succeed, try, try n, the local post of the Canad-Legion have been able to assist other and daughter as well as mrade, to receive assistance one Board of Pension Commisers. It was announced by Proal Chairman L. P. Cunningham te regular, meeting list might a case takeh up 22 times had refused, but with the 23rd ata pension had been granted te other case, the case, had been n before the appeal board three or letters on the case. word was received that the ention of the local branch had sustained, to a certain extent. in the mother had received an vance which should have been her husband during his illness also an allowance for her child. e amount of work necessary in zing these cases to a successful jusion is unknown, for in takup a case 23 times much inforon on the civil, military and reat illnesses history of the apnust be gone into. Giving incedly of their time the offiof the Legion do this work in ring out their desire for "Ser-

to nightbers were informed that branch has given notice of two eals which will be taken before Federal Appeal Board at its next ng in this district. The case



Premier Ramsay MacDonald of Great Britain and his daughter, Ishbel, crossed the international border at Niagara Talls on Oct. 15, and set foot once more on British soil after their visit to the United States. Picture shows Miss Ishbel MacDonald being helped into the cab of the C. N. R. locomotive that carried them to St. Catharines, by Engineer Richard Windslow. .

Mrs. F cumbe

PREM.

Moved This

alker Brothers Quarry

In 1887, John Walker, a marble carver, opened a arry on leased land on the brow of the Niagara oment. Shortly thereafter he transferred this siness to his three sons and it became known as alker Brothers Quarry. Since that time, for over 0 years, the Walker family, including three nerations of brothers, has been quarrying nestone on the same site, in the north-east corner what is now the City of Niagara Falls, Ontario. From this central location, close to markets in the agara Peninsula and adjacent to the third Welland nip Canal, building stone was transported by way the Welland Canal to Hamilton, Toronto, and to e Province of Quebec. During this time building one was quarried and shipped to provide stone for rmouries in Hamilton, Toronto and Chatham; for e Adams Power House in Niagara Falls, New ork, and for the Canadian Niagara Power House Niagara Falls, Ontario, both owned by the iagara Falls Power Company. The last building

stone quarried by Walker Brotners was in 1927, and was used for an addition to St. Andrews Presbyterian Church in Thorold.

There was waste from the quarrying of blocks of limestone building stone, and a use was found for this waste in the development of two apparently unrelated fields. One was paper making, the other was road building.

The St. Catharines, Thorold and Suspension Bridge Toll Road Company received its charter in 1852. The road we now know as Thorold Stone Road, was part of this Toll Road, which ran from St. Catharines, through Thorold, down the present Thorold Stone Road to Stanley Street, then to present day Bridge Street in Niagara Falls, and to the Railway Suspension Bridge.

When the portion known as Thorold Stone Road was macadamized – that is, surfaced with successive layers of broken stone, each layer subjected to pressure before the next was laid – Walker Brothers Quarry was close by and probably supplied stone at that time and for subsequent additions to the road surface.



THE EVENING

TRAIN FALLS OVER BRIDGE.

Accident at Falls-Cars Drop 250 Feet Into Gorge.

Niagara Falls, Ont., June 17.—A G. T. R. crew had an exciting mixup on the big steel arch bridge early
on Saturday. The men left the Lehigh
Valley yards, on the American side of
the river, with 41 empty box cars for
the Canadian side. The Lehigh has
no night yard inspector, and the accident that followed is attributed to
that.

A brake-beam on a car about the centre of the train was dragging. It ran some cars off the rails, and there was a general bump, bump, bump on the ties. This was noticed by an Erie engineer, who "whistled them down." Brakes were applied by the G. T. R. engineer, and the sudden stopping of the front of the train with the momentum of the cars in the rear caused the centre cars, which were off the track, to buckle out and go over the edge of the bridge. Two of them shot out clear of the lower storey plunged headforemost into the Niagara, 250 feet below, which at this point has a very strong current.

A third car stopped on the edge, then went over, striking the railing of the lower storey. When the railing was struck the car turned a complete

somersault.

June 17 1907 Windsor bound train failed to work and as the train proceeded down hill it steadily gathered momentum. The engineer saw the plight and shrieked his whistle constantly, endeavoring to warn the train approaching that something was wrong. It was too late, however, for the east-bound did not have time to clear and the crash came.

The damage of the policy of th

Under the circumstances it is really miraculous that no one was killed or injured. The train crews had a rather exciting experience. The brakeman and the engineer on the west-bound jumped just as they reached the railway bridge over Merritt street. It was just some ninety feet further on that the real crash came, and the engine was pretty badly demolished.

It was rather a peculiar co-incidence that the majority of the gars wrecked were box cars sandwiched in between coal cars, it made a rather picturesque scene.

Bridge Damaged

The most serious damage done was that to the Merritt street bridge. Directly underneath the structure when the accidens occurrer was a box car which contained aluminumware. This car was smashed entirely and its timbers forced right through the surface of the bridge tearing up the rails of the N. S. A. T. R. local line and damaging the structure otherwise considerably, even the concrete abutments on the northerly side being parted.

The damabe to the bridge will the up the local-line for some time as far as the transportation over the structure is concerned. Superintendent Robertson has a crew at work so deavoring to round things line shape as soon as possible, but it will take some time to repair the road beding

At 10 o'clock the wrecking crewt from the Falls and Hamilton had not yet arrived, but were expected any minute. It is possible that one of

RAILWAY ACCIDENT.

THOROLD, May 27.

After the one o'clock train west last night. had passed Thorold station and was about crossing the canal, the brakes not being put on soon enough and the canal bridge being open, the engine ran into the gully on this east side of the canal, breaking loose from the train, the cars remaining on the track. The cars were more or less injured from the sudden stoppage, but no one was hurt. They hope to have the line clear to-day. reference to this accident the Hamilton Times of Saturday evening says: -" Last night as the Chicago, Express, west, was approaching Thorold station, the steam-chest of the engine, No. 123, blew out, and in consequence the use of the engine was for the time being lost in controlling the train. however, the train was approaching this point with the caution that is always observed, it was almost at a standstill before reaching the approach to the canal bridge, where the engine and tender were thrown from the track, and caused an obstruction of rather a cumbrous nature to the passage of trains. No one was hurt, and the passenger cars were not in the least damaged. night expresses, although a little late, made The through their connections, and at 12:45 p.m., to-day the line was clear, and trains moving with their usual punctuality."

BOWMANVILLE LINDSAVIND DA

MAY29 1871 Toronto Globe Thorold

LIVERPOOL, June 24. irg has succeeded to the the Russian forces on the zence of the wounds re-al in command.

had his jaw carried away

the report of the English wy is confirmed. screw steamers proceed-d a Stettin telegraphic leet of upwards of forty from the western and a

we learn that Rus-rying to infuse some new selite party. we learn that Rusparty. had been almost uniith blight.

of Silistria.

onstantinople gives an acmade by the Russians on works of Silistria, on the Three storming corps, of were formed, with a batsappers, with their head. B fascines and beir head. Before the men were addressed by Prince arged them to exertion t succeed in taking the for obliged to keep back their rifie cannonade, the dvanced, but were received h such a well-directed fire y made but little progress.

owever, fought bravely, and
to scale a breastwork of one regular hand-to-hand fight ifortunate besiegers we ditch with the buttends sets. The Russians had evi e, and when they returned was only because they were their officers. When there fight in the men a rewounded a heir dend and Turks after their enemies ted up 1,500 dead bodies, a juns, swords, drums, ususical

Chivalry. the Savannah Morning News,

olors of a battalion.

ought on Monday, the 19th Claudius C. Stewart, Esq., oker, Esq., both young law-Newmansville, East Florida. aid to have had its origin in ing to a young lady that vited him to be one of his he on of his approaching It appears that Mr Mr. Coker to attend ion referred to, but at the ing secresy in the matter. Mr sure into a bres an offence, requiring of Mr. gnature and schnowledge having been guilty of a rnative of a fight with deadly the interference of the friend inavailing in settling th mansville. left New and pro me thirty miles distant. ry some thirty miles dis-med to the appointed si-ed with double barreled

wart's gun was loaded with Mr. Coker's gun, which balls, was loaded with twelve firin ty-five yards, in case neither to advance ten paces and fire to advance ten paces and fire when, if neither was yet hit, dvance ten paces more for a

fire Mr. Stawart received three his left arm and al nem in his left arm and shoul-it is said, amputation of that The other ball entered hi nd passing upward, lodged in neulder in front. Fears were or Mr. S.'s life, partly on ac-delay caused by having to send twenty miles for instrume amputation of his arm. he amputation or ma ents on the buelahot no instruments of the buelahot passed through the loose garment worn by Mr. appear to be well practiced in apons; and by the result e, we are, perhaps, spared the of the bloodiest tragedies that ited from this mode of adjusting etween gentlemen. With the nee, and the almost unerring pre-ted by the combatants, the second atlemen With the tion or resident n or perhaps the killing

to by 1 the form ments 1 obtained trom tensors, which service

> Telegraphic despatches from Vienna state tantinople between Austria and the Porte, relative to the Danubian Principalities. Its p cipal considerations are that if Russia retires, the Austrian troops will enter the cripalities and form a defence between seia and Turkey. If Russia refuses to reruncipatities and form a defence between Russia and Turkey. If Russia refuses to re-tire Austria will take such measures as may appear necessary in the Dariel Pass.

> Eighty thousand Austrian troops are on their march from Bohemia towards the Eastern

ironuer.

All the Austrian garrisons are being re-en-forced and all the disposable troops were to be concentrated at Vienna.

concentrated at Vienna.

The death of Muca Pasha at Silistria is confirmed. He was killed by a grenade, after an assault which was gallandy repulsed. He refused two million rubles offered to him by Prince Paskiewitch.

Gazette confirms the destruction of Ad-The niral Brumridge's squadron of war, gun-boats, timber, &c., at Drahaesldron, on the 36th May, and at Wierborn on the 1st June. The vessels engaged were the Leopard, Odin and

others.

The departure of the screw steamship Indi-ana from Havre and Southampton for N. York, was fixed on the 16th July. This ship is said to have accommodations far exceeding in luxuriousness and comfort anything that has ever crossed the Atlantic.

The Crystal Palace was opened for the first time on the 19th ult., at one shilling for On this occasion 11.659 persons entered

tors. On this occasion (1.505 persons that the building.

The weather has improved and become warmer for the crops. This had checked improvement in the tone of the markets, and the previous week's advance at Mark Lane was hardly supported.

Testimonial to Capt. Sutherland.

It is gratifying to us at all times to record in our sheet a tribute paid to genuine merit, and more so, when a long acquaintanceship (as in es us with a knowle this instance) impres the undeviating rectitude and urbanity which has won the admiration of friends, and golden opinions from the public.

opinions from the public.

Captain Sutherland, to whom we allude
(and quoting the words of his crew) "has
at all times proved the salor and the gentleman. A vetoran on the lakes, his name will
be cherished as long as a boat is found to stem waters.

The following is the address upon presenta tion of a very neat Tea Set from the officers of HAMILTON, July 1st, 1854.

To Capt. J. Sutherland;

Sin,—Allow me on behalf of the late Officers of the steamer "Magnet," to beg your acceptance of this "Tea Sett" as a mark of our reet and gratitude for your uniformly kind nd gentlemanly conduct towards us while under your command.

We also sincerely trust that you, and all the members of your family, may long continue to enjoy health, prosperity, and all the other blessings of this life:

Signed James Maleomson, Mate. John Maleomson, 2nd Mate. William Brent, Engineer. John Painter, 2nd Engineer. F. W. Fearman, Steward. P. McGuire, Bar-keeper. George Malcomson, Purser.

To THE Officers OF THE "STRAKES MAGNET," LATELY UNDER MY COMMAND.

GENTERIAN.—On receiving from you, this very segant and useful—but quite unexpected pre-ent. Permit me to say, that although I feel elegant and useful—but quite unexpected pre-sent. Permit me to say, that aithough I feel undeserving of the gift, I nevertheless highly appreciate the motive which induced you to pre-sent it, and for which be pleased to accept of my best thanks, and those of my family, for your friendly wishes for our welfare.

This pleasing interview gives me also the opportunity of stating that, I attribute the success of the Magnet, in a great measure, to the friendly and harmonious feeling which existed between myself, my officers and erew.

Levery success and happiness ad both you and your families Praying that ev may ever atter

Fremain,
Fours very sincerely,
JAMES SOTHERLES
HAMILTON, July 1st, 1854.—[Gazette.

ing bad taste, drags in private manner in upbraids Mr. McBeth with having been enriched by the late Colonel Talbot "at the expense of his own family, by a sacrifice to every pretence to propriety, gratitude, and the time-honored usage of centuries." The writer in the Prototype, we believe, claims to belong to the Talbot "family," hence the enimas; but he will hardly receive credit for disturbing the sanctity of the grave, in order to appease his wrath, caused by the sacrifice of the family to which he claims to be long. We regret that we should be compelled to interfere in the matter; yet we will not stand idly by and permit an innocent man to be "sacrificed" at the shrine of the editor of the "Prototype's" ambition. Mr. McBeth was once a poor and friendless boy, but fortune has favored him. Col. Talbot, than whom, though eccentric in almost everything he did, a man of nobler spirit never breathed took the lad McBeth under his charge. He found him trustworthy and entirely devoted to his interests, and consequently, it was not to be wondered at that he should regard him with favor, and enrich him with a hand some legacy. Mr. McBeth now occupies a proud and honorable position; from the very depths of poverty he has risen to wealth and affluence; why then should be be upbraided with having received his wealth by means of a sacrifice! It was the free will offering of his generous benefactor, and we venture to say he has done nothing to show that he was unworthy of that offering. . It exhibits a noble trait in his character to make such an appeal as he has done to "old associations." He has lived from his childhood in West Elgin, is personally acquainted with the greater portion of the inhabitants, and not wishing to lose sight of the fact of his having occupied an inferior position in their midst, he properly draws their attention to it, rather than put on a supercilious air and seek to conceal his humble origin. It is this candour and openness which has drawn down upon Mr. McBeth the heavy displeasure of the Prototype; but we scarcely think it will produce any effect. Our contemporary winds up his tirade with an earnest appeal to the men of West Elgin to brand the spostate, as he calls Mr. Macbeth, with the mark of their displeasure; that is to reject him. The advice will not be acted upon, but it will be rpurned as it was in 1851, when the Prototype set itself up in opposition to Mr. Crowell Wilson. The men of West Elgin have a higher sense of duty than to listen to the biassed advice of one who cannot be regarded as a sincere friend and aivocate of the cause he has espoused.

07/04/1999 Mills Memorial Library

THE ANGLO-AMERICAN MAGAZINE, July, 1854. Toronto: T. Maclear & Co., Publishers, and sold by all Booksellers.-This is the first num ber of the fifth volume, printed throughout it a'new style of typography, and embellishment It presents a very handsome appearance, and besides, contains a larger quantity of reading matter than heretofore. The embellishments are a decided improvement upon those previously given. They are a well executed lithographed portrait of the Governor Gene ral; a very correct view of Cedar Rapids, in the St. Lawrence, and two pages of Fashion Plates. The letter press is varied and excellent. We are glad to learn that it meets with so much success.

HARPER'S NEW MONTHLY. July, 1854. New York; Harper & Brothers; Hamilton: Geo. Bernes & Co .- Another excellent number of this beautifully illustrated monthly, and containing a large amount of valuable reading matter. "The Catakills" and the "Holy week at Rome," are illustrated with numerous engravings. The selections are good, as usual 'The Newcomes" is continued in this number.

with "a little Frenchman," and only received Mr. Wilson's solitary support. He goes all lengths for Reform in every shape, and thinks that holding the views he does there can be no doubt of his return. A more subservient tool of the Ministry could not be found, and we trust the free and independent electors of London will see to it that Mr. Dixon is placed at the head of the poll Mr. Niles, as the opponent of Mr. Horton, comes forward as the advocate of secularization and the Maine Law .- He will prove another Ministerial tool, and although professing to come forward as an independent Candidate, will support the Ministry through thick and thin. Mr. Scatcherd is also a doubtful politician, and unworthy the confidence he claims. Capt. Wilson will probably be returned as the Conservative Candidate for West Middlesex.

In North Wentworth, the Reformers are at sixes and sevens, and seemingly unable to fix upon a Candidate likely to obtain the united support of the party. Mr. Miller's address appears in our columns to day, the electors will form their own opinion of its merits. Dr. Hamilton stands an excellent chance of being returned.

ACCIDENT ON THE GREAT WESTERN RAILWAY

We regret to have to announce another fearful accident on this road, by which seven persons have lost their lives, and nine others have been injured. We are endebted to the Traffic Superintendant here for the main facts as follows:-

GREAT WESTERN RAILWAY Station, Hamilton, 7th July 1854. To the Editor of the Hamilton Spo

To prevent any misunderstanding respecting se accident about a mile East of Thorald

To prevent any misularisationing respecting the accident about a mile East of Thorald Station last night, about 11 P. M., to the night Express Train coming West.

I beg to say that Train consisted of seven Cars, (two Baggage, two Second Class, and three First Class); a horse got on the track at the Surface Crossing, near that place and threw the two second class cars off—the engine, ten der and two baggage cars passed over-one second class car was thrown accross the track and the other ran into the side of it. killed and wounded are German emigrants killed three women, two men and two infants, in all seven,—injured three men, two women and three children, but not bad, they are now pretty well. The track was clear for the passage of the night Express passing cast me.

J. P. K. MUIR.

Three of our citizens, who were in the cars and who have given us their names, assert that this accident was the rusult of gross care leasness. The locomotive and tender, together with two other cars kept the track, but the third car was thrown off the rails and dragged a distance of over 300 yards before any alarm was given, or any attempt made to stop; when at last the front wheels of this ear giving way in the sand, the car was pitched about two lengths of itself ahead, and fell across the line and the car brhind, muthrough it, thereby stopping the others, or the fatality great as it is, would have been much more se rious. The scene is described as having been fearful. One poor woman, a German emigrant, was caught between the axle and the bottom of thegar, but no tools could be found to cut her out, and she remained in this position for over two hours, in the greatest agony, until some of the passengers ran on to Thorold for saws &c., to extricate her. The poor wo man only lived a short time after being taken out

THE HORTICULTURIST. July 1854. Rocheste James Vick .- This is a fair number, and be sides the usual amount of reading matter, contains a large number of embellishments, among them a very beautiful view of Kirri

in to give them up, which he did, promise that no more would be said out Mr. McKay was not willing that r should be hushed up in this man-McMaster

ner, and had him taken up. The prisoner pleaded guilty to the theft, and on being asked what brought him to Hamilton, he said; or work. He was working at Mr. He had been one of the circus mer to look for work but he deserted the show in Hamilton." The prisoner was committed to the next Recorder's Court, which will be held about four months and will have to be maintained all this time in idleness at the expense of the city and county—so much for Circuses.

HAMILTON MARKETS.

SPECTATOR OFFICE,
Friday Evening, July 7. 3

There is nothing doing in flour for export, and we have heard of wheat being offered at \$11, but no sales. Flour is still \$71@8 per bbl by retail; Oatmeal \$4 per hundred; Oats 4s 6d . vork, and old Potatoes \$11 per bushel; new ditto 6d per quart; green Peas \$1 per bushel; Butter is from 8d@9d per lb, and Eggs 10d per dozen; old Hay is from \$15@ 19 per ton; new ditto from \$12 to 16. There is no beef, mutton or veal in the market, and the city supply is now altogether left with the Wool is unchanged, 25 cents pe butchers. lh; Cordwood from \$4@5 per cord, and good shingles \$14 per M.

SANATORY CONDITION OF THE CITY,-From se veral articles that have lately been publishe here on this subject, the public might be le to believe that we had people living in thi city in cellars and pestilential dens, similar ! those in Liverpool, London, and Dublin, even as bad as some of the unfortunate peop in the old town of Edinburgh, or the Laig Kirk Closs, and other "wynds" in Glasgov But, these philosophers are altogether drav ing on their imagination for their facts. W have only three houses in this city that me be termed "rookeries," where some dozen families are crowded together in one tenemen but with these, as we understand the matte neither the authorities nor the landlords c interfere, as there is some dispute about t property, and the tenants are all, not on tenants-at-will but tenants with a wil and will not go out so long as they pay rent. This is the whole amount of the "de kennels" that now exist in this city, and .t evil is certainly not one of very great mag tude. But the great danger of to spe learnedly for once, in example of these sa tory gentlemen-" miasma, effluvia, and no ous vapours," arises from decayed animal s vegetable matter in the channels of the stree vegetable matter in the back alleys leading to wholesale dealers stores, where, the needs in common to a whole street, it is possible to say who leaves this rubbish the We are glad to see that the Mayor has tal We are glad to see that the hisyor has the bull by the horns, and every one of corporation laborers, with every team t can be pressed into the service, are all n employed in scraping out these places, a covering the streets with clean gravel. covering the stree

BLACKWOOD'S EDINBURGH MAGAZINES JU 1854. New York: Leonard Scott & (Hamilton : Geo. Barnes & Co.-The conte of this number are more than usually inter ing; among them we have a elever paper Miss Mitford, the popular English author The recent growth of the United States America; and a tale entitled "The secre Stoke Manor." The other articles arerome Cardan; Young Bengal; a letter fi Madrid; the Villa; Ruskin on Architect and the Glasgow Exhibitions to Oxford. next number commences a new volume. A fa able opportunity is now presented for par to subscribe, The subscription price is 12.75 15s. per annum.

As St. Andrew's Church is not yet re for the reception of the Congregation, Service will take place at the usual hour the Hall of the Mechanics' Institute.

Tple, July 8

1854 Thorsld

WEDNISDAY AUG. 20 1873.

A Bullalo paper prints the following as a telegraphic dispatch from Hamilton in reference to the accident on the Great Western Railway at Marritton on the morning of Tuesday, 19th instant:

When the New York express train at about twenty minutes to four o'clock this morning was approaching the Welland canal swing bridge at Thorold, the water guage glass infront of the fire-box of the engine burst, instantly filling the call with steam and boiling water, so alarming the engineer that he jump-ed before bringing his engine quite to a stand, as the law requires, before crossing the bridge. with the bridge being open, the engine and baggage car tipped forward into the canal. No one was hurt.'

If the above version of the cause of the accident is true, it might offer a plausible reason for not bringing the train to a standstill. But we are as sured by an eye-witness of the occurrence that the semaphores were up, showing that the railway bridge was off, and that the engineer did not sound his whistle to put on brakes until inside the semaphores, a place he had no right to be. The residents in the neighborhood also state that trains rarely if ever come to a full stop at the bridge. However, a searching investigation ought to be made. The safety of travelers ought to require that all necessary precuntions be taken to ensure safety.

Just as we expected, the Grit organs are now flinging mud at the Royal Commission. The first to lead off in this dirty Business is the Hamilton Times. It bleckguards Judge Gowan right soundly, and will undoubtedly before the week is out, rake up some grave accusations against Judges Poulette and Day. Vindictive vituperation is now the stock in trade of the Times people. They leave the Globe

crowdel will passengers, one through buggage darfund an express carr. The engine was in charge of Thomas Cox. driver and his son, who acted as fi eman. The lock-tender. Mr. Martin Neston, had just locked through the burge Leice ter, bound down the Caral with lumber, and consequently the bridge was "off," that is it did not connect with the railway. Although the law stigulars that a train shall come to a lead stop when approaching a bridge the engineer did not whistle "down brakes" until his train was inside the semiphores, both of which were up, showing that the bridge was "off." Whether the brakesman attended the engineer's lignal or not we cannot say, bet at ill events, the train was not stoppell and the engineer finding he could could not stop its headway reversed his obgine and jumped oil. The fireman stick to his post and was carried over with the train, but managed toscrambl lift without injury. The cars plunged into the lock, 25 feet deep. The engine, tender, express dar and one buggage car were swallowed up in the water.

Fortuna ely for the lives of the passengers the first masenger coach, stupped on the brink of the lock and did not so over, otherwise there might have been a dreadful less of life to chronicle. The passeng re of course, were dreadfully frightened and rushed pell mell from the carriering that many were injured, and finding that no one was killed of disabled, their joy was great. Of course nothing could be done until daylight, and hews of the distater was telegraphic to Hamilton for a wrecking trail, which arrived at an early hour, with a gang of men, who pro-

bridge tender should have lowered the the semaphores before the train came inside, while for the other hard it is said that the engineer should have come to a dead stop before going inside the seman tores. At all events there has evidency, been some carelessness somewhere, and the residents of the neighborhood have long been expecting an accident to occur at this point. A searching investigation ought to be made into the affair, and those who re to blane punished. Had the passenger couples gone over into the deep water, lumbers would have been drowned lefore they could have extricated then a lives from the cars.

GROWN ACTORNEY. Now that Mr. Rolland Mucdonald has been appointed te the position vacated by Judge Prices as County Judge of Welland, the question remains, who will receive from the Ontario Government the place vaeated by Mr. Macdonald. The names of Messrs John McKeown, W. H. McClive, A. G. Hill and Chas Hamilton are mentioned as likely candidates Mr. Macdonald has not yet been gazetked

Person L. John Murray, Esq., of Clifton, Pit Grand Muster of the Independent Order of Odd Fellows for Onfacio, bails for England on Saturday nextitue 23d inst.

ARRESTED .- The horse thief, George Trowbridge was arrested in Beams. ville yesteriay afternoon by Mr. Bernard Ropers, a very efficient officer. He handed his principer over to the Hamilton authorities, who had a warthe for his arrest.

August 20 1873

Accident on the Great Western Railway.

In Engine and Two Cars Run into the Welland Canal.

The Railway BridgenotSwung

ALMOS A MOLOCAUST.

Navigation of the Canal Delayed.

NO LIVES LOST ..

Amidst the darkness and gloom of

last night (Monday night 18th,) a fearful acquient occurred on the Great Western Rilway, at Morritton, at Lock No. 12, Welland Canal, where the track of the Great Western Railway crosses. The midnight Express train, which left Windsor at 7.45 p.m. for Rochester, N. Y., Conductor Junes Hamilou, rocceded in safety until 3.30 a.pi., a which time it arrived at the iron mi way, bridge which crosses the Wellard! Cunal at Merritton, a short distance west of the Thoroid Station. Tel train consisted of an engine truler, 6 passenger coaches crowdel will passengers, one tarrough baggage carriand an express carr. The engine was in charge of Thomas Cox. driver and his son, who acted us fire-The lock-tender, Mr. Martin Nestor, had just locked through the barge Leice er, bound down the Canal with aunder, and consequently the bridge was "off," that is it did not connect with the rativay. Although the law stipulares that a train shall come to a lead stop when approaching in bridge the engineer did not whistle "down braces" until his train was inside tiln sem uphores, both of which were up, showing that the bridge was " off. Whether the brukesman attended the enginder's lignal or not we cannot say, bet at ill events, the train was not stoppel and the engineer finding he could could not stop its headway e versed his engine and jumped out. The fireman stick to his post and was carried over with the train, but managed toscrapill iff without injury. The cars named into the lock, 25 feet deep

york, Harrisburgh, Lockport, Harrisburgh, Chicago, and two large iron-bound tones were labelled New York, having time from Paris, in France.

The mail bags recovered were addressed to New York, Albany, Buffalo, Rochester and lother points, and included the foreign mail.

A portion of one of the baggage cars, which looks like an express ear, is partly visible above water, and the propeller Lake Erie, has a line out, trying to push the debris from the lock. The engine and tender, and whatever other cars went over, are entirely submerged and cannot be

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

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

CROWN ATTORNEY.—Now that Mr. Rolland Macdonald has been appointed to the position vacated by Judge Prices as County Judge of Welland, the question remains, who will receive from the Ontario Government the place was eated by T. Macdonald. The name

St Cotharina Evening Journal August 19 1873

ACCIDENT AT MERRITTON.

Passenger Train Almost in the Canal.

obody burt—Engine and two Care in the Lock—Baggage Bestroyed—Bavigation obstructed

As the Midnight Expre James Hamilton, bound east on the G. W. R. arrived near the bridge over the Canal at Merritton Tuesday morning about 3:30, the lock tenders were just letting the Barge Lester out of the lock under the bridge which was open. The bridge tender mys the lights and semaphore were all up and the accident was the fault of the engineer who ran inside of the semaphore before whistling on brakes. The train was a through one to Rochester without change of cars and was composed of six passenger coaches and two through language cars, all the passenger coaches were filled with people. As the engineer was so long in whistling on brakes only one of two were the on before the locomotive and the two baggage cars were in the lock, the engineer jumping of before they went over, and the fireman going over into the canal, but managing somehow They are to scramble out unburt father and son named Coast. It was a fortunate thing there was a second baggage car on the train, as it most certainly saved the first passenger car from giding over with its load of passengers, ne it was just rising up to go over when it came to a stop. None of the cars were thrown off the track nor any one hurt.

The baggage was nearly all fished out of the canal, some of the triples being considerably damaged, and their contents injured by the water. As they lay round on the bank we observed that they were marked for various distances, and her loss sport, Roshester, Harrisburg, Pa., Now York from Paris, &c.

The mails were also w t. Among them was a Foreign mall via New York, mails for Buffalo, Albany and various other places on the New York Central. The conductor's papers were also mail wet and spoilt.

When we went up this morning to view the scene of the wreek, we found a large crowd of people from this town and the neighborhead about, attracted to the seem of the secident by the repet that a large number of peoplewere killed and wounded, and it is indeed a mercy that the first passe uper carelled not go over self it had not one fourth of its load of fixing is ingestigated.

got out alive. The bridge and track were very little damaged, and it was soon repaired so that the trains were passing over all right about words & this merning. The principal damage will be to the link and from the obets at most havigation an no vennels remained till the continue and cars ar; taken out, The floor of the lock, which is make of plank is broken as we observed pleases of the plank floating about in the canal, and this will cause a little longer delay. The propeller Lake Erie, bound up, arrived at the lock at # 30 and epdiavored to technic out the broken are but was manneceaful, and when Mr. Biggar, Canal Superintendent, surfeed he order. ed the levil to be drawn off A purchase will be immediately maged and the delitie drawn out of the way so as to allow navigation to go on which will probably take two days, time

It accurate that many have expected as as idential this place for some time as the statute white requires all frains to come to a stand still before mosting the bridge, between observed, and as an investigation must critatible take place we hope an injuly into this will be made, as to company not individual

St Catherines News

> August 21 1873

minate. 8/20/18/5

NAVIGATION RE-OPENED.

THE MERRITTON LOCK ALL RIGHT.

We have at last to announce that after 48 hours tugging the G.W. R locomotive and tender, weighing prohably 15 tons, have been taken out of the lock at the Merritton crossing. The general opinion in reference to this case is that there has been mismanagement, and as is our custom we do not hesitate to say so. We do not of course lay the whole blame on the Caual Superintendent, but we consider there is something wrong in there not being proper apparatus for lifting supplied to the canal. This should at once be remedied. Again for 24 hours the G. W. R. was allowed to save all the property it could, by careful handling of the submerged stuff. The bridge was all right for traffic and it did not matter to them if the canal was stopped for a week. Then Mr. Biggar took hold and in another 24 hours got the obstruction removed. The loss to the country in these 48 hours is immense, and we are told that 6 nours would have been amply sufficient to do the work, if proper means nad been employed. The weight is nothing extraordinary. The boilers and engines of our propellers are just as heavy and one hour is sufficient to put them on board. Submer: ged versels of enormous height are constantly being raised, and the method usually adopted could easily have been employed in this case .-The level is short, in twenty minutes it could be filled or 'emptied, and cows were at hand above and below Iwo scows could have been brought 1. to the lock, the water drawn off and by chains attached to the scows and the locomotive, the lock being refilled the locomotive would have float ed. We do not see what there was to hinder each scow raising seven or eight tons weight. The opinion of marine men is that havigation has been delayed unnecessarily for 40 hours.

August 28, 1873

Welland Canal

Accident on the Great Western Railway.

An Engine and Two Cars Run iato the Welland Canal.

The Rullway BridgenotSwung.

ALMOS A HOLOCAUST.

Navigation of the Canal Delayed.

NO LIVES LOST.

Amidst tip darkness and gloom of last night (Monday night 18th,) a fearful acquiant occurred on the Great Western Railway, at Merritten, at Lock No. 12, Wolland Canal, where the trick of the Great Western Ruilway crosses The midnight Express train, which left Windsor at 7.15 p.m. for Rochester, N. Y., Conductor James Hamilton, proceeded in safety until 3.30 a.m.; a which time it arrive that the ir n raisvay bridge which crosses the Welland Canal at Merriston; a short distance west of the Thordid Station. The train consisted of an engine teuter, 5 passenger conches crowdell will pesengers, one tarough baggage carrant an express one. The engine was in charge of Thomas Cox, driver and his son, who acted as tile-The lock-tender, Mr. Martin Neston, had just locked through the barge Leice Per, bound down the Carlot with Jumlier, and consequently the bridge was foll," that is it did not connect with the railway. Although the law stigulates that a train shall cores to a lead stop when approaching a bridge the engineer did not whistle "down brakes" until his train waseinside the semphores, both of which weriup, showing that the bridge was "off." Whether the brakesman attended the engineer's lignal or not we cannot say, but at ill events, the train was not stopped and the engineer finding ha versed his degine and jumped off. The fireman stick to his post and was carried over with the train, but managed toscrambl Mil without injury. The cars plunged irto the lock, 25 feet deep! The engine, tender, express car and one buggag car were swallowed up in the water.

Fortinately for the lives of the passengers the first passenger coach, supped on the brink of the lock and did not go over, otherwise there might have been dreadful less of the chronicle. The dependent Order of Old Follows for passengers of course were describilly Ontario, salls for England on Saturpassengers of course were desortally frightened and rushed pell coell from the carry pearing that many were in-

gago retrivered was addressed to New York, Harrisburgh, Lockport, Harris burgh, Chicago, and two large iron bound loves were labelled New York, having com from Paris, in France. The mail bugs recovered were addressed to New York, Albany, Bullalo, Rochester and other points, and included the foreign mail.

A portion of one of the baggage cars, which looks like an express car, is partly visible above water, and the propelled Lako Erie, has a line out trying to push the debris from the lock. The engine and tender, and whatever other cars went over, are entirely submerged and cannot be ксеп

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

Whore he blame rests, for the accident is not certain. It is said that the bridge tender should have lowered the the semaplores before the train came insule, while on the other hand it is said that the engineer should have come to a cend stop before going inside the somalhores. At all events there has evide y been some carelessness somewheat, and the residents of the neighborhodl have long been expecting an recident to occur at this point, A searching investigation ought to be are to blame punished. Had the passenger coulins gone over into the deep water, numbers would have been drowned lefter they could have extricated thems lives from the cars.

GROWN ATTORNEY. Now that Mr. Redland Incdonald has been appointed te the position vicated by Judge Price, County Judge of Welland, the question remains, who will receive from the Ontain Government the place vacated by JI. Macdonald. The names of Messrs John McKeown, W. H. McClive, A G. Hill and Chas. Hamilton are mentioned as likely candidates. Mr. Macdonald has not yet been gazetted.

PERSONAL — John Murray, Esq., of Clifton, Proc. Grand Master of the Inday next the 23d inst.

ARRESTED. The Horse thief, George jured, and finding that no one was ARRESTD. The Horse thief, George

Arsi K

More Coral

MELANCHOLY ACCIDENT ON THE HAIL-WAY.

One Man Milled.

This morning, shortly after two o'clock, an accident occurred at the Stoney Creek siding which has thrown quite a gloom over the city. The facts of the case are those:

the city. The facts of the case are those:

At the place where the accident took place it is the rule for the Express from the East and the New York Express from the West to cross each other at the hour abovenamed. The train that arrives first, goes upon the switch and waits for the other to pass, which she does on the main line. This morning the Chicago Express got in first and ran upon the siding, but the man who had opened the switch neglected to close it behind the train. Shortly after, No. 10 Express, which leaves Hamilton at 2 o'clock. came up and passing the standing train, ran on to the east end of the switch where the engine was thrown from the rails, falling upon her side. The engineer, named Samuel Jackson had one of his legs crushed off below the knee, while the fire--Carson was crushed to death where The train took fire, and two he stood. baggage and one passenger cars were burned; the baggage was, however, saved; and none of the passengers on the train were seriously injured. The affair was as soon as possible reported to Hamilton, and the authorities at once took charge, sending out assistance. Jackson was removed from his posi-tion, and taken care of, and up to noon was still alive and in his senses. He is one of the oldest and most respected engineers on the road, and is well known in this city, where he has resided for a long time with his wife and family.

LATER—3.15 P. M.—Dr. White will hold an inquest at 5 p. m. to-day, at Roach's Hotel, at the Station, where the body has been brought. Jackson is sinking, and it is feared he will not long live. His left leg is crushed off below the knee, while the right thigh is badly injured. The passengers were not even slightly injured, or even shaken. Dr. White visited the place about noon to-

day.

September 17 1273

FRIGHTFUL RAILWAY ACCIDENT

Disasteron the Great Western

THE TRAIN FLIES INTO THE WELLAND CANAL.

Narrow Escape of 200 Persons

(SPECIAL DESPATCH TO THE LEADER.)

St. Catharines, Aug. 19—The No. ten Express train on the Great Western Railway which passes here at 3:20 a.m., met with a serious disaster at Merritton, by mistaking the lights on the Canal bridge which was open to admit a passing tessel.

The engine, tender and baggage car went into the canal with a terrible crash.

Providentially the baggage car fell longitudinally into the chasmand stopped the rest of the cars; which contained about two hundred passengers. Otherwise the loss of life would have been frightful.

It was found that though a very serious affair had occurred, no lives were lost, as the engineer escaped by jumping into the canal and the fireman, although he sank with the engine in 12 feet of water, escaped safely

The loss in baggage will be heavy, and it is likely navigation will be suspended for a day or two. We have been unable to find out who is responsible for the accident, as everything is in confusion.

August 20 1873

Welland Canal

HAMILTON.

Rallway Accident.

HAMILTON, Aug. 19-When the New York Express, about 3:40 o'clock this morn. ing, was approaching the Welland Canal swing bridge at Thorold, the water gauge gl ss on front of the nyebox burst, instantly filling the cab with steam and boiling water, and so alarming the engineer that he jumped before bringing his engine quite to a stand, as the law requires before cross. ing the bridge—the bridge being open, the consequence was that the engine and baggage ear tipped forward into the canal opening. No one was hurt, nor any trains delayed except the Morning Express west, which was made two hours late."

SEPROBULE.

August 21 1873

The Great Western Railway employees were busily at work yesterday and to-day in removing the debris in the canal occasioned by the accident at Merritton. Up to the present time of writing they had not succeeded in removing the obstructions to navigation A large detrick was rigged with stout ropes and hooks, and two locomotives tried to draw up the obstructions, but at every attempt the ropes and hooks smashed, and from present appearances it is not likely the channel will be cleared to-day. The sunken locomotive lies on its side in five feet of water.

August 20, 1873 'St Catharines Standard

Amidst the darkness and gloon of ast night (Monday night 18th,) a fear. ul acquient occurred on the Great Western Rilway, at Merritten, at Lock To, 1k, Welland Canal, where the track of the Great Western Railway crosses The midnight Express train, which left Winds is at 7.15 p.m. for Rochester, N. Y., Conductor James. Hamilton, proceeded in safety until 3.30 alu., af which time it arrive. 1 jet the ir n rainvny bridge which crosses the Wellard Canal at Merrican, a shoet distance west of the Thorold The train consisted of an engine teuler, 6 passenger coaches crowdelt with presengers, one through baggage darmant an express one. The was fin charge of Thomas Cox, engine driver and his son, who acted as his-The lock-tender, Mr. March man. Neston half just locked through the barge beice er, bound down the Carlal fumily, and consequently the bridge was fell," that is it did not conneet with derailway. Although the law sei ula s that a train shall corbe to a lead stop when approaching a bridge the engineer did not whistle " dow he brakes" until his train wasciliside the senfuphores, both of which were up, showing that the bridge was " off," Whether the brakesman attended the enginder's lignal or not we cannot say, but at Ill events, the train was not stopped nell the engineer finding he could could not stop its headway e. versed his digine and jumped of. The fireman stick to his post and was carried overwith the train, but managed toserapibl III without injury. The cars plungel ir o the lock, 25 feet deep; The engine tender, express dar and one bagging car were swallowed up in the water.

Forginalely for the lives of the passengers the first passenger coach, supped on the brink of the lock and did not go over, otherwise there might have been & dreadful liss of life to chronicle. The passeng ri of course, were deputinly frighten and rushed pell mell from the carry caring that many were injured, and finding that no one was killed of disabled, their joy, was great. Of course nothing could be done until daylight and hews of the dislister was telegraped to Hamilton for a wrecking train which arrived at an early hour, with a gang of men, who proceeded to work. The track was only slightly injured and connection was speedily secured, so that there was very little interruption to travel by rail. The railway officials dovoted their attaition to securing the beggige and post bugs, which were soon recovered deveral of the trunks being smashell beyond repair, as well as the most deport begrage smasher could have add mplished the task. The bagprojector Lake Eric, has a line out, trying to pash the debris from the lock. The engine and tender, and whatever other cars went over, are entirely submerged and cannot be seen.

Mr. Higgs and Mr. Collier, with his stall of hexistants were promptly on the ground, at the scene of the disaster, and orders have been given to draw the water off the level: The engine his broken through the plank flooring of the lock, which will render its semocial more difficult than it would otherwise have been, but it is not likely that always and much by the disaster.

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

(trows !!

to Fort William, and will probably ar

Mr. Wn. A. Thomson, M. P. for Welland, had the honor of entertaining at dinner on Monday, at his residence on the Niagarn River, His Grace the Duke of Manchester, Lord Mandeville, Mr. William Towsend, of England, Hon. Mrs. Geo. L. Laey and Mrs. Wolfe, of New Orleans, Rev Dr. McMurray, of Niagara, Mr. and Mrs. Nicol Kingsmill, and Miss Grant of Toronto. His Grace has accepted Mr. Thomson's effer, on behalt of the Company, of a special train over the Canada Southren to Tolodon on route for Chicago, on the 27th inst.

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

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

School Books, &c., &c., at Willard C. Copeland's.

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

List of Vessels Passing Lock No. 3, Welland Canal.

Aug. 18—Scow Rattlesuake 1 :10 pm Sch H A Richmond 2 30 Steam Barge Dubuqua 3

1873 (Revines Loural Sevens)

ST. CATHARINES.

The Late Railway Accident-Excursions-Arrest of a Murderer.

ST. CAPHARINES, Aug. 20-The Great Western people have not yet succeeded in removing the debria of the late accident from the canal at Merritop. It causes a great delay to navigation. The locomotive lies on its side in five feet of water.

A fine propeller was launched from Simpson's shippard at lock 5, at 4 pm. yesterday. She is full canal size, and has accommedation for fifty passengers. is intended for the Chicago trade, and will form one of the M'Cauley line. She is , owned by several St. Catharines merchants!

August 21

EXPRESS TRAIN CRASHED INTO BIG MOGUL ENGINE

Accident on G.T.R. Near Merritton at an Early Hour This Morning
—Engineer Slater, of This City, Injured

The Engine Was Returning to Hamilton and Driver Didn't Expect to Meet the Express, Which Was Late

Both Locomotives Were Derailed—While the Wreckage Was Being Removed Trains Were Sent Around Via Welland

St. Catharines, Nov. 15 .- (Special.)-A serious wreck occurred on the Grand Trunk near Merritton about 1:45, this morning. Robert Slater, of Hamilton, in charge of pilot engine 441; a big mogul, assisted in drawing a freight train from Hamilton as far as St. David's last night. Then Slater started back home with his engine, backing her to Merritton. The track is double. At the tunnel under the new canal, just outside of Merritton, Slater started to eross on the switch from the east to the west track, when express No. 7 from Buffalo to London struck the mogul. The express is due at Merritton at 11:45, but it was two hours late. Slater supposed there was a clear track to Merritton, not reckoning on the express coming along just then. The express was going at a lively rate, trying to make up time. It piled the pilot mogul on to the side of the track and the engine on the express piled on top of it. The baggage and smoking cars were also pretty well wrecked.

Engineer Slater was pulled out of his engine, and was thought to be killed. He was taken to the hospital here, where it was found that his injuries were not serious. He was sent to his home, 260 Macrab street, Hamilton, this morning.

Slater only passed his examination a week ago.

The auxiliaries from Hamilton and the Falls have been clearing away the wreckage, and meantime trains are sent around by Welland. The following passengers and employes were injured:

John Cockern, Niagara Falls, N.Y., leg injured.

W. Hand, Buffalo, N.Y., back injur-

E. Beach and wife, Lennor, Mich., back injured.

Starco Perry, Brooklyn, N.Y., leg injured.

John Hunter, Grindstone City, N.Y., back and chest injured.

K. Lick, Buffalo, N.Y., back and chest injured.

Myron Wooster, Homer, Courtland

F. B. Printe, Lydenville, Orleans county, N.Y., face and leg hurt.

H. Wright, baggageman, face and leg burt.

Slater, engineer 441, badly bruised.
Ross, engineer 598, badly bruised and cut.

The passengers and employes infured have been taken to Magara Falls and have received medical attendance.

The rear of No. 7 train was taken back to Niagara Falls and detoure via Port Robinson and Merritton. Engine 441 was pilot for 486 and received orders at Merritton to assist 436 to Clifton Junction and return to Merritton. The engine left Clifton Junction without orders ahead of No. 7 and when Engineer Slater saw No. 7 following he stopped at six mile post to cross over and let No. 7 pass: Operator Smith, at six mile post, states he put up the semaphore when No. 7 was within 50 or 75 yards of it and Engineer Ross states the semaphore was put up just before the engine got to it.

Hamilton Spectator

November 45 1904

FATAL WRECK ON G. T. R. NEAR MERRITTON STATION

Harvey Campbell of Mimico Lost His Life in a Peculiar Collision Monday Evening.

Freight Train on Welland Division Jumped Tracks Near Junction, Portion Eell Onto Main Line and Second Train Ran Into it.

One of the worst wrocks which has ever happened on the G TR in this teightorhood for many years occurted a short distance wist of Merritton G TR depot on Monday night. It resulted totally to one pain and by short link, and nothing else, others escaped a similar fate. Just how the wreck happened, and what caused it, seein to be unknown as yet, but everything will be brought, out at the inquest, which has been ordered by Coroner Merritt.

About 6.15 on Monday night the wreck took place, and from the details now to hand, the following seems to be about the best and most reliable account of the affair:

A freight from Welland was just coming down the grade of the Welland Division to join onto the main line tracks and was nearing the switch, in fact a number of cars and the engine had reached it, when one of the cars in some manner as you unknown, jumped the track. Running parallel with this train, coming from Niagura Falls over the main division was another (might bound west, which, it seems was not only running parafiel with the former train, but the engine was but the length of a few cars back of the engine of the other train. Two tracks, however. separated the two trains. When the car ran off the track, coming as the train was, down grade, and pushed by the remaining cars in the rour, it was turned Mirectly crosswise, and was pushed right in front of the engine on the main line track. Other. cars followed, and soon there was nothing but a mass of debris, the remains of what were a few seconds before, cars, evidently in first-class

On the first car to run of, and the one which ran directly in front of the incoming engine, was Harvey Campbell, whose mangled remains were found in the pile of broken cars.

The discensed had met death instantaneously, and was putting on the brake on the car prior to stopping, when the fateful accident occurred.

1908 January 38 can ran of the arack, coming as the train was, down grade, and pushed by the remaining cars in the rear, it was turned directly crosswise and was period right in front of the engine on the main line track. Other cars followed and soon there was nothing for a main of debris, the remains of white word before cars, evidently in first-class condition.

On the first car to run off, and the one which ran directly in front of the incoming engine, was Harvey Campbell, whose mangled remains were found in the pile of broken cars.

The deceased had met death instantaneously, and was putting on the brake on the car prior to stopping, when the fateful accident occurred. His remains were horribly mangled and cut. He must have been taken all unawares, and thrown with the car on the track which separated the two trains, and dragged for ten or twelve feet, for the blood could be traced quite plainly on the snow. From the meagre details to hand Mr. Campbell was a middle-aged man of perhaps 30 or 85 years, and had for sometime resided in Stratford, but has lately lived at Minico, where the train was made up. He was unmarried.

of the crew of the ill-lated train, when speaking to the Standard sand shortly after the wreck, said that no one except Campbell, who was killed, was burt in the least. In fact, he said he doubted if anyone close had a scratch to show of the accident which terminated so fatefully for n his fellow brakeman, Harvey Campbell.

Mr. Campbell was killed about 20 feet from the crossing which leads from the village to the Welland cunal, and which is about 200 yards

from the Merritton G.T.R. deput. The loss to the G.T.R. will be considerable. Two cars were sinashed into kindling wood, the trucks of eng of them being found after the accident in the ditch several feet away from the wreck. Other cars were more or less damaged. One of the wrecked cars had a load of Cream of Wheat and other breakfast foods, and also a quantity of red lead in cases, which was scattered for yards around the wreck, and dyed the snow a brownish red. The other contained to all appearances, and as far as one could learn from the mass of bedding and furniture, including a plano, rocking chairs and other household articles; the belongs of someone going west to reside, but lew of the articles will ever reach their destination. A number of beautiful baby carriages were in another car, which were not however, so badly damag-ed as the contents of the other cars. Traffic-was delayed for fully five hours. The auxiliary from Hamilton and also from Niagara Falls were soon on the scene of the wreck, and worked as only the crews of these huge auxiliaries, with their enormous cranes, which are capable of pick ing up whole cars, weighing tons, and put them saide as though they were but mere playthings, can work, Gangs of section men swarmed over the wreck and soon had the traffic open; so that towards midnight trains ran through without delay. An inquest will be held to day to look into the cause of the steldent

January 28 1908

Continued or Personal

Train Men Jumped; Eight Freight Cars Smashed up; Blame is Placed on Crew of West Bound Freight Who Ran Past the Set Semaphore

Just for a moment this morning some one disregarded the "Safety First", rule of the Grand Trunk Railway, a train dashed by a somaphore that told of danger, and in a few seconds a head-on collision or curred that placed in jeopardy the lives of four men and that will cost the company thousands of dollars.

Farly this morning—at 6.10 to be exact—engine 661 hauling a heavy freight train, was crossing from the west-bound main line to the east-bound line to proceed upon its way to Niagara Falls. The signals and semaphore were set to protect this train.

Engine 570, hauling a heavy freight from Merritton, ran past the semaphore and crashed into the east-bound train. The men on both engines saw the danger in time to jump for their lives. Even at that, the wonder is how any of them escaped alive. The heaky cutting over which is the Queenston and Grimsby stone road bridge, was practically filled up with the overturned and broken cars. The force of the impact was terrific; it was heard in every house on the Western hill and the people came running out to see what was the matter.

Engine No. 570 lay on its side, the tender at right angles up the embalkment. The big four wheeled mogul. 661, stood directly beneath the bridge, its lender smashed to pieces and the cab demolished.

Eight box cars loaded with freight lay in an indescribable tangle. Most of them lay directly across thetrack, forming a miniature mountain. Most of the cars were loaded with coal.

Two men were painfully hurt. They are Engineer T. Longstaff of engine 570; and Fireman B. Dunn, of 661. Longstaff suffers from a badly sprained ankle, and Dunn from injuries to his back. The one autstanding mystery is how ever they escaped with their lives. The ambulance was summoned promptly and the men were taken to the hospital.

The crews were: No. 570, Engineer Longstaff and Fireman M. Grant' No. 661, Engineer R. Muirhead and Fireman B. Dunn.

The auxilaries from Niagara Falls and Hamilton were ordered out, and the work of clearing the line is being rushed right through. With both the east and west bound tracks blocked, traffic is at a standstill here. It will be evening before the wreckage is cleared away sufficiently to allow trains to pass.

Railway men who ought to know place the blame for the collision with the engine crew of the west bound freight, which ran by the sema-phore that denoted danger.

Inquiry at the hospital at noon developed the news, that both the

March to

1914

Main Line Tied up For Hours and Two Men are in the Hospital, one of Them Seriously Injured.

Train Men Jumped; Eight Freight Cars Smashed up; Blame is Placed on Crew of West Bound Freight Who Ran Past the Set Semaphore

Just for a moment this morning some one disregarded the "Safety First", rule of the Grand Trunk Railway; a train dashed by a sema-phore that told of danger, and in a few seconds a head-on collision occurred that placed in jeopardy the lives of four men and that will cost the company thousands of dollars.

Farly this morning at 6.10 to be exact engine 661 hauling a heavy freight train, was crossing from the west-bound main line to the east-bound line to proceed upon its way to Niagara Falls. The signals and semaphore were set to protect this train.

Engine 570, hauling a heavy freight from Merritton, ran past the semaphore and crashed into the east-bound train. The men on both engines saw the danger in time to jump for their lives. Even at that, the wonder is how any of them escaped alive. The heaky cutting over which is the Queenston and Grimsby stone road bridge, was practically filled up with the overturned and broken cars. The force of the impact was terrific; it was heard in every house on the Western hill and the people came running out to see what was the matter.

Engine No. 570 lay on its side, the tender at right angles up the smbalkment. The big four wheeled magul, 661, stood directly beneath the bridge. Its tender amasked to pieces and the cab demolished.

Eight box cars loaded with freight lay in an indescribable tangle.

Most of them lay directly across thetrack, forming a miniature mountain. Most of the cars were loaded with coal.

Two men were painfully hurt. They are Engineer T. Longstaff of engine 570; and Fireman B. Dunn, of 661. Longstaff suffers from a badly sprained ankle, and Dunn from injuries to his back. The one cutstanding mystery is how ever they escaped with their lives. The ambulance was summoned promptly and the men were taken to the hospital.

The crews were: No. 570, Engineer Longstaff and Fireman M. Grant. No. 661, Engineer R. Muirhead and Fireman B. Dunn.

The auxiliaries from Niagara Falls and Hamilton were ordered out, and the work of clearing the line is being rushed right through. With both the east and west bound tracks blocked, traffic is at a standstill here. It will be evening before the wreckage is cleared away sufficiently to allow trains to pass.

Reliway men who ought to know place the blame for the collision with the engine crew of the west bound freight, which ran by the senia-

Inquiry at the hospital at noon developed the news, that both the chief rails are reasing comfortably. Neither is regarded as

The wrecking crew did such good work that the east bound track? was cleared about 1 o'clock. The 12.24 east bound train arrived at the station practically on time. It brought about 100 people from Grims by, shoppers and men for the Conservative convention. The G. T.-R. will arrange to send them home in the evening: It is expected that all the wreckage will be cleared away by 8 p. m.

March 10 1914 July 29

July 19

July 19

Hamilton Spectator

7 FATAL COLLISION ATST. CATHARINES

Engineer and Fireman of One Engine Killed

Fireman and Two Others
Were Injured

Two Car Loaders Near by Have Remarkable Escape

St. Catharines, July 29.-Two mep were killed and three injured yesterday afternoon when a through fast coal train bound west ran through an open switch and collided with a stalled way freight which was standing at the freight shed in the St. Catharines yards taking on a load for Welland and Port Colborne. Fred Pierce, of Mimico, engineer of the moving train, remained at his post and was killed, but Fireman Hewitt of the same place, jumped to safety. Charles Thompson, of Fort Charles Thompson, of Fort Erie, brakeman of the same train, who was also killed, was buried in a pile of wreckage. His body was found two hours after the collision.

The escape from death of Richard Daniels and Richard Clout, of this city, who were loading a car in the center of the stalled train, is miraculous.

The oscape from death of Richard Daniels and Richard Clout, of this city, who were loading a car in the center of the stalled train, is miraculous. The car ahead of the one in which Clout and Daniels were working was forced upward and on top of their car, which was crushed down to over them, just leaving them room to crawl out. They suffered broken ribs and severe cuts, but will recover.

EVIDENCE OF TRAMP

The police took into custody and are holding as a witness a trapp who was on the moving train. This man states that the outside semaphore was set against Engineer Pierce's train, which was traveling under orders to pass through to Hamilton. The train is said to have been going at a high rate of speed. The badly-wrecked condition of both locomotives, one of them a high mogul, tend to bear out this fact.

Among the cars thrown from the

Among the cars thrown from the track was a tank of crude oil. Danger of fire was foured, and the St. Catharines fire brigade was called out but were not required. Seven cars were smashed, and the track torn up. One track of the main line was tied up for five hours. The wrecking crews from Hamilton and Niagara Falls are clearing up the debris.

Falls are clearing up the debris.

An inquest over Thompson and Pierce, the victims, was opened this evening, and was adjourned until inmorgow night.

morrow night.

Pince was 35 years of age. A widow and four children survive him His hody was sent to Mimico to-day for interment.

NEWS IN BRIEF

An effective means of collecting tolls has come to light at Cascades, in the Gattneau district, where on Saturday two parties of Ottawa motorists were

FREIGHT TRAINS COLLIDE IN YARD

Firemen and Engineer Hurt
in Collision

Transfer of License Refused in St. Catharines

From Our Own Correspondent.

March 7.-Two Catharines, westbound freight trains collided in the Grand Trunk wards at the St. Catharines station at 6.30 this morning. Both engines and nine cars were totally wrecked, and Fireman Dunn, of Fort Erie, and Engineer Longstaff, of Amigari, were injured, though not seriously. One freight had fust taken the cross-over on to the westbound track. when the through freight crashed into it. All traffic is blocked, andit is not expected that passenger trains will be running until 5 o'clock this afternoon.

The wrecked cars were loaded with coal, salt and merchandise bound for Hamilton and Toronto. One of the cars took fire from matches in the eargo, but it was speedily put out.

LICENSE REFUSED

L. R. Lanham, of Hamilton, who has purchased the Mansion House, was not granted a transfer of the license by the city commissioners, who desire to take another week to consider the application. The commissioners object to his American citizenship, and want more information as to why Lanham for several years took the name of Towis. Lanham claims hedid it for business reasons, it being the name of his grandfather. Lanham formerly conducted the Belmont in Hamilton.

March 7 1914 Hamilton Spectato

CREWS ESCAPED

But G.T.R. Engines and Freight Cars Were Smashed

As a result of the fallure of air breaks of a freight train to work on the way down the heavy grade between Merritton and Thorold, a bad smash-up occurred on the line of the G.T.R. at Merritton last night. The incoming train got beyond the control of the crew, and crashed into an eastbound freight train which was standing on the tracks in the yard. Both of the locametives, which were of the largest G.T.R. type, and sixteen freight cars were smashed. Both of the train crews jumped before the crash came and escaped inhury

June
1917
Hamilton Spectator

Traffic on G. T. R. and Local Trolley Line Tied up Today

COLLISION / UNDER BRIDGE

Grade at Merritton
Again Figures in
Wreck-No. Person Hurt

One of the worst railroad wreaks in a long time in this district occurred at 8.30 this morning at the Grand Trunk yards. Merritton, when singing No. 570, with a train of some fortative cars, bound west, and which was travelling at a fair tate of speed, due to the heavy down grade from Thowold, crashed into and side-swiped another freight, east-bound, which was just pulling into a siding to allow the west-bound train to page

Apparently the brakes on the westbound train failed to work and as the
train proceeded down hill it stages
gathered momentum. The augment
saw the niight and shrieked his with
the constantly, endeavoring to warn
the train approaching that something
the train approaching the train the train approach
time to clear, and the crash-came.

August 13 1918

Traffic on G. T. R. and Local Trolley Line Tied up Today

COLLISION UNDER BRIDGE

Grade at Merritten
Again Figures in
Wreck-No Person Hurt

One of the worst raffroad weeks in a long time in this district occurred at \$3.30 this morning at the Grand Trunk rards. Merritton, when marine No. 570, with a train of some force five care, bound west, and which west travelling at a fair tate of speed, due to the heavy down grade from Theyold, crashed into and side-swiped another freight, east-bound, which was just pulling into a siding to allow the west-bound train to page

Apparently the brakes on the westbound train falled to work and as the
train proceeded down hill it steads to
eathered momentum. The engineer
as the slight and shrinked his whis
tie constantly, endeavoring to warn
the train approaching her constantly
the train approaching her constantly
as train approaching the constantly
the train the train approach to the train t

August 13 1918

TRAINS COLLIDE

Bad Wreck On the G. T. R. At Merritton This Morning

A disastrous head-on collision, in which two freight trains on the G. T.R. came together at Merritton, occurred this morning about 10.30. The train crews jumped, and it is not let known what the injuries are, with the exception of the report that one of the firemen is seriously hurt.

Passenger trains, as a result had to come round by Thorold, and a passenger who arrived in town this morning stated that it was one of the worst wrecks he had seen, the engines being in the ditch and from 18 to 20 freight cars being scattered all along the tracks. He estimates that it may take 48 hours to get things back into shape so trains can run as usual.

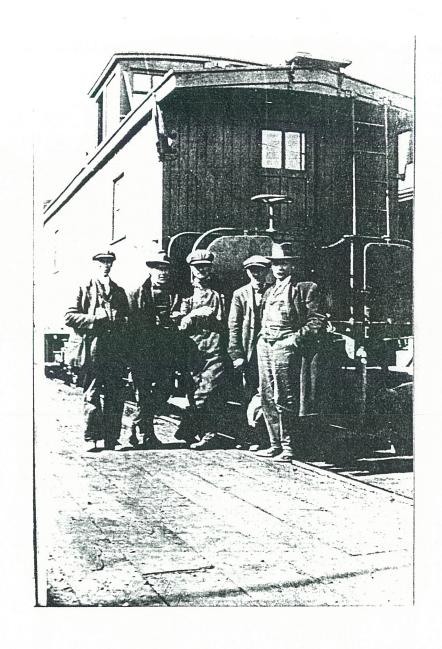
So far as can be learned, it is supposed that the engineer in charge of the train to Niagara Falls was going down a heavy grade, when the brakes failed to work. Losing control of the engine, it is thought that it crashed head on into a train that was on the track.

November 16 1918

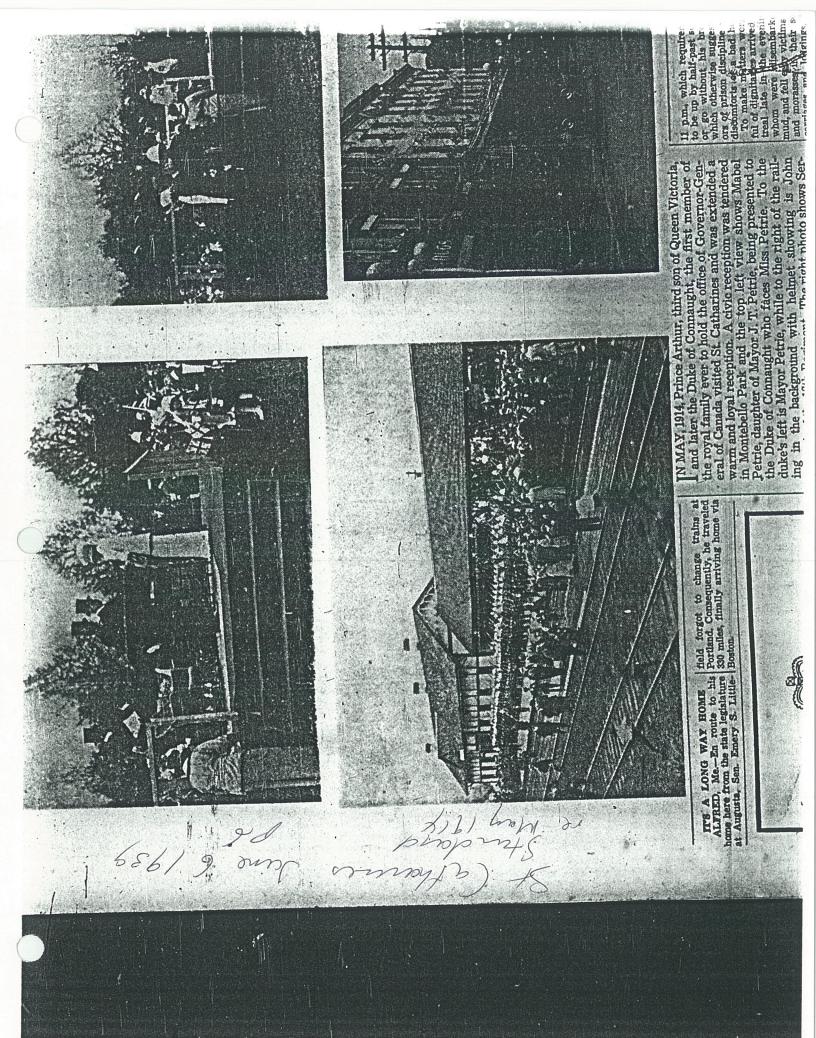
Pictures Showing Grand Trunk Wreck At Western Hill Station Saturday Morning

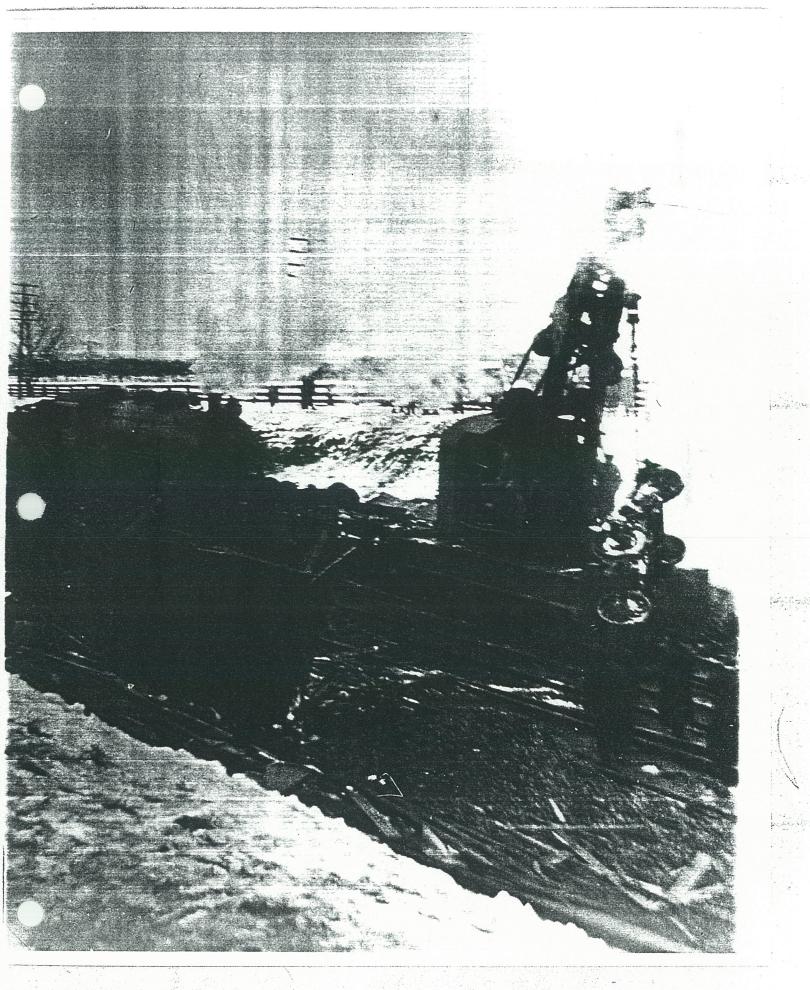


SHOWING THE SMASHED FREIGHT CARS LYING ABOUT IN GENERAL, PISORDER, A PRETTY JOH FOR THE WRECK! ING CREW TO CLEAR AWAY. THIS IS A GENERAL VIEW OF THE WRECK,

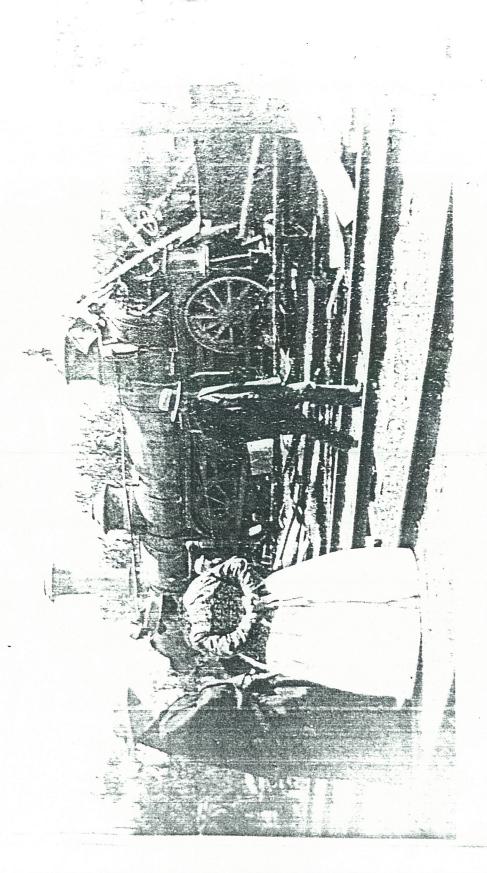


Ft Erie



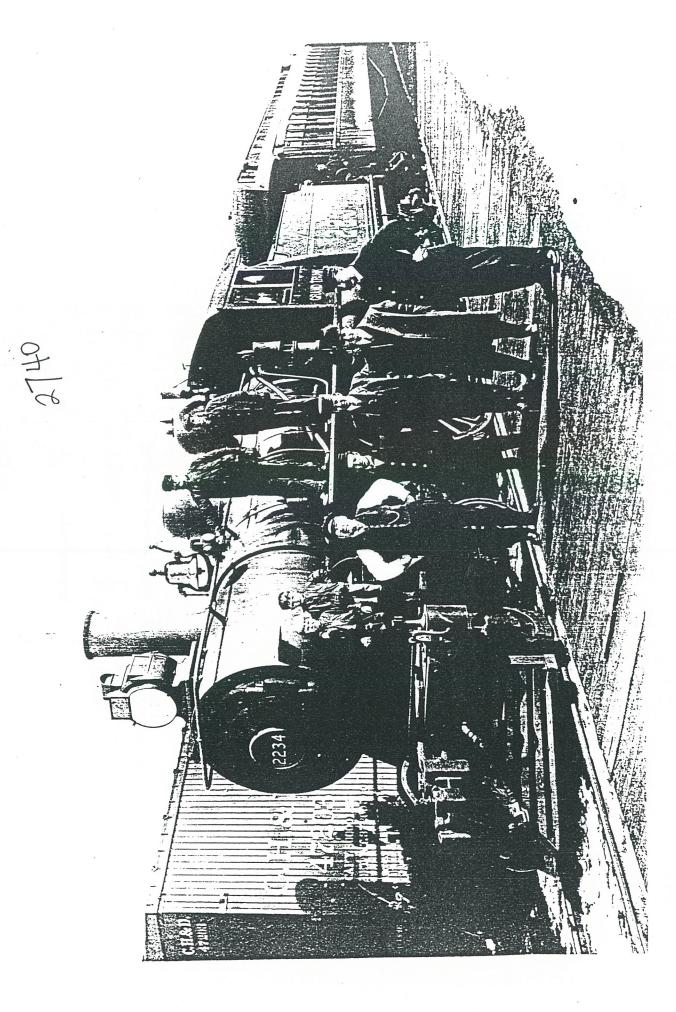


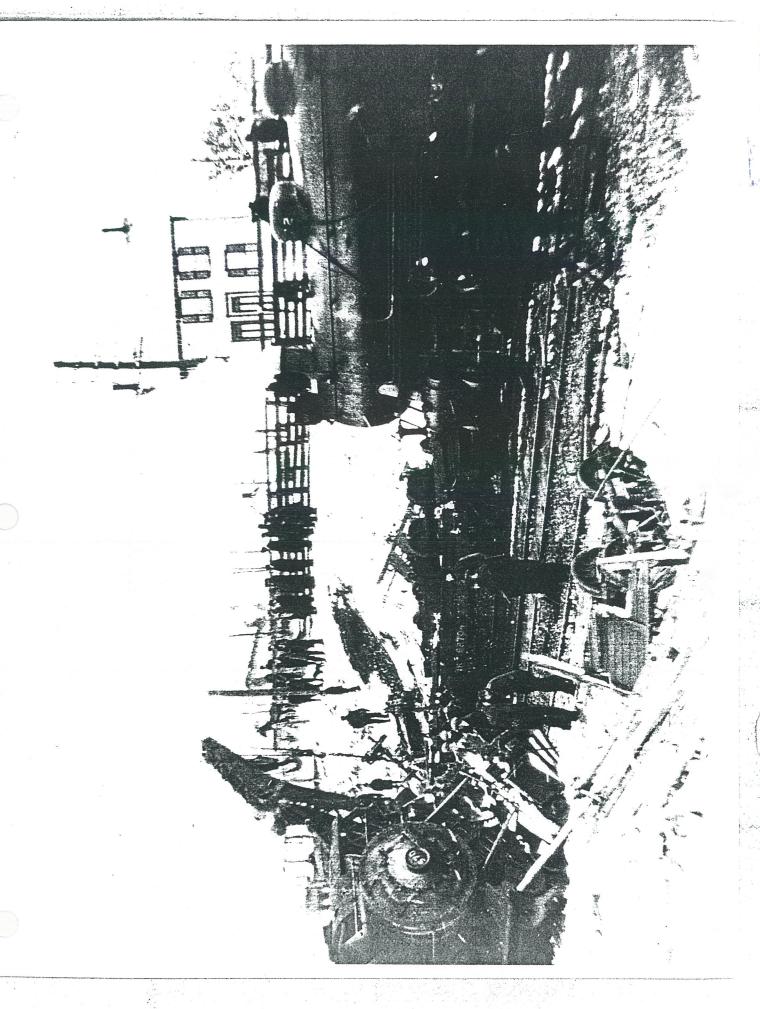




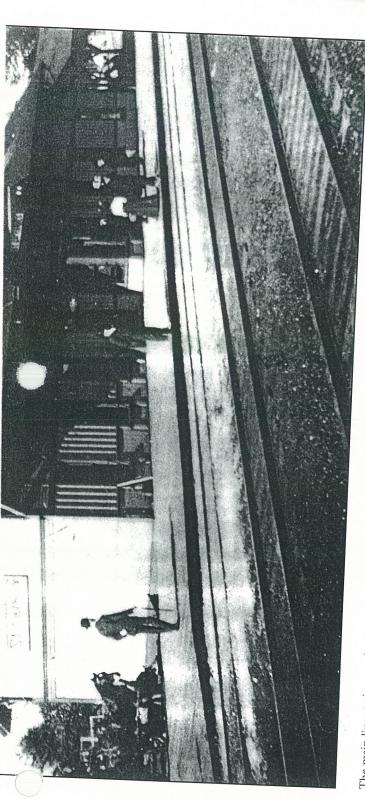


T. C. Barines Historical Museum









The main line station on the Great Western Railway on St. Paul Street West was separated from the city centre by the steep-sided valley of Twelve

to Montreal along the north shore of Lake Ontario was completed in 1856.

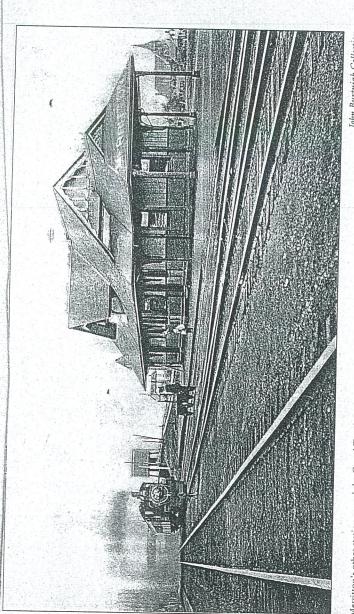
St. Catharines now had rail links to all places in Upper and Lower Canada, and in the United States as they became attached to the expanding rail network. It is worth noting that rail connections to the United States, via Windsor and Detroit to the west and the Niagara Frontier to the east, were available before links to either Toronto or Montreal. This fact underlines St. Catharines strategic ary, and again indicates the strong American influence on the city's growth.

St. Catharines had a station, but it was not a railway centre on the new system like Hamilton and Toronto. The town was only one of the several stops along the line of track. As stated as late as 1881 in the prospectus for the St. Catharines and Niagara Central Railway, the station was separated by "the heavy intervening obstacle of the deep valley of the old Welland Canal, reduce the value of its services to the traffic of that city to a minimum. It is freely annals of St. Catharines, that the inhabitants declined to turn of the Cross of the Cr

crossing the Welland Canal, and the location of the line directly into and through the town."

The town council had tried to obtain a route along Welland Avenue to serve the established area of the town, but the railway interests turned down this request in favour of their original plans which placed the St. Catharines station on Western Hill. The effect was that St. Catharines, the principal community in the peninsula, was effectively bypassed by the railroad. The station to the west of town was some distance from the developed business and residential areas. Reaching it meant taking a wagon, or horsedrawn omnibus and struggling up and down the steep slopes of Twelve Mile Creek, then facing possible delays while slow-moving ships passed through the canal. It is unusual in this period of railway promotion that a major town would be so isolated, but the Great Western went ahead as planned, to the early detriment of St. Catharines.

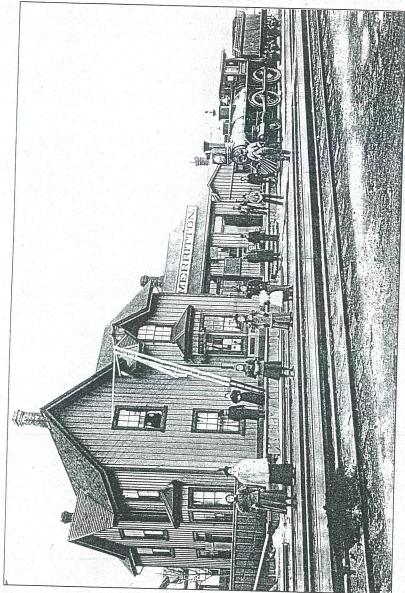
A wooden trestle bridge was built to cross Twelve Mile Creek south of town, 1,200 feet long and 60 feet above the water. Here the railway crossed the creek but not the canal. This location avoided the cost of either a swing bridge or some higher structure to account it.



Merritton's other station served the Grand Trunk Railroad. It was built in 1888 and replaced an earlier station about a quarter mile to the west.

*

Real estate admenticem



Merritton's Great Western Railway Station, built in 1880, had ticker, baggage, and telegraph services. The station master and his family lived upstairs.

Jordan Harbour where the

HE RAILWAY AND SHIPPING WORLD.

[JAN., 1903.

CEMENT



Between Merritton and Niagara Falls, Ont., built with THOROLD CEMENT. G.T.R. TUNNEL UNDER THE NEW WELLAND CANAL,

Ć

AG. T. R SMASH.

Three Trainmen Killed at Merritton-A Bad Wreck,

MEBBITTON, Ont., Dec. 3.-At 12:30 this morning a fatal collision occurred in the Grand Trunk railway yard at this place, resulting in the death of three trainmen. An engine attached to a cabcose was taking water at the tank, when a train was observed rushing down the heavy grade of the Welland division, which forms a june. tion with the main line near the tank. Engineer King, of the engine taking water, immediately backed his engine down the track, but the train plunged into his ongine, demolishing its frontworks, but the engineer and fireman escaped serious in. jury. The down train consisted of a heavy coal train, and its engine was smashed into fragments and about twenty cars of coal piled in every conceivable direction. Fireman Michael Sherry wastextricated from the ruins with a great gash across his chest, and lived only two hours. motherless family at his awara Falls, Ont. The body home in Niagara Falls, Ont. of Driver James Williams was taken from the wreck, cut in two. He was one of the oldest and ablest drivers on the Great Western railway division and lived at Niagara Falls, Ont., where his family re-The remains of Brakeman Allan were found badly mutilated. He has been in this country but a short time, coming from England. A hat and coat have been found, indicating, it is supposed, that the body of a tramp may be in the debris. A large force of men are clearing the tracks, and a main line train passed through at 7:30 a.m., but the Welland division is badly blocked up with wreckage and coal. Is is generally supposed the coal train got beyond control while descending the extremely steep grade of the Welland division leading into the yard. The coroner has summoned a jury for 11 o'clock.

THE INQUEST.

MERBITTON, Ont., Dec. S .- The inquest on the bodies of Driver James Williams, Brakeman Robert Allen and Fireman Michael Sherry, killed in the collision this morning, was held to day before Dr. Good. man, coroner. After a brief review of the evidence, which occupied about six hours in obtaining, the jury returned the following verdict: That the deceased James Williams, Michael Sherry and Robt. Atlan came to their death by a collision between trains Nos. 471 and 551, near Merritton, about 12:30 a.m., on Dec. 3. The cause of the collision we believe to be from not having sufficient brakes on train 471 to control it; also, that the engineer did not reverse or alarm, and that the rear brakeman was We further find that all inexperienced. freight trains should be brought to a stand. still above the grade at Thorold; that an additional brakeman should be provided on all freight trains descending this grade, and a special switchman be appointed to attend to the switch known as the Welland railway switch.

A HAMILTON MAN KILLED.

Robert Allen, the brakeman who was killed in the accident, boarded at Berling. hoff & Hall's hotel on Stuart street. He was about 44 years old and came to Canada from England last June. He leaves a boy about 10 years old, who is now without a

Hamilton Spectator

December 4



Farmer John Nelson Darby sent grapes by rail to Ottawa.

Though most growers joined voluntarily, enough remained outside the organization to cause operating problems and NPG disbanded in 1924. A group of Grimsby and Beamsville growers organized Niagara Packers Ltd.,

Shipment of fruit to Britain continued in the 1930s and reached a fair volume. Niagara Packers acquired the arena, which was converted into a central packing plant during the fruit season. In one season, 1935, 82 car loads of pears and plums were shipped to Britain. Peaches proved too fragile for successful shipment that far, and World War II ended the trade.

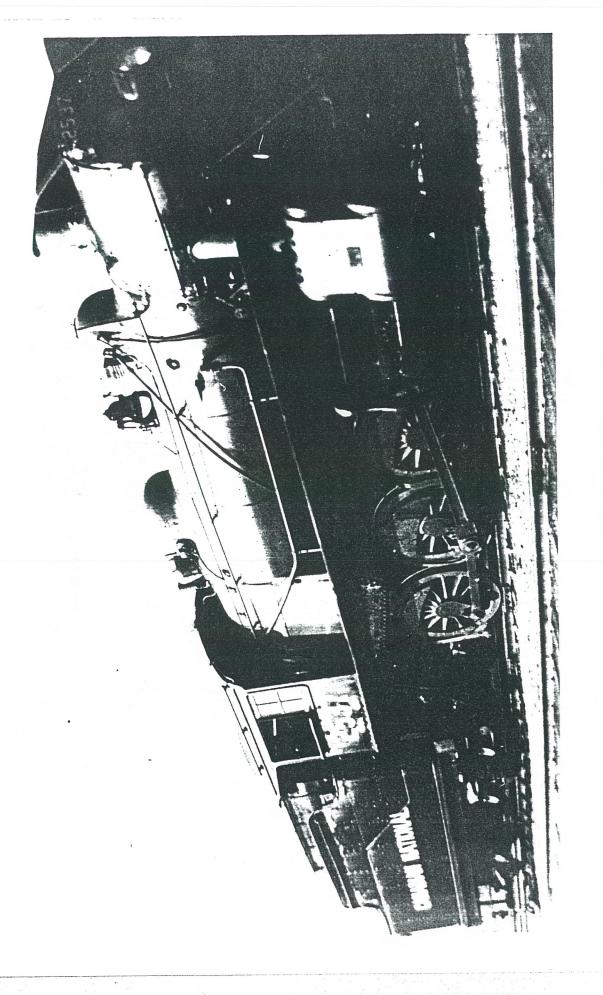
A novelty in 1930 was the sending of two cases of Grimsby peaches to Britain via the R-100, the first of the British dirigibles.

The period after the close of World War II saw two important developments in the fruit industry: the formation of marketing boards to handle fruit both for processing and for the fresh markets, and the decline in total production in the Grimsby area as a considerable acreage of orchards was acquired for housing and industrial development.

Gone are the "fruit trains" that picked up hundreds of baskets of luscious tender fruit from the shipping platforms of Grimsby and Grimsby Beach. The two canning plants have disappeared, as well as the two deyhdrator plants, and there aren't even wineries or cider mills that once were familiar to all Grimsbyites.

The canneries once employed hundreds during the fruit season and well

G T R. Station St. Catharines Ont.



8666

