

CNR-GTR-GWR.

STONEY CREEK,
ONTARIO.

SEPTEMBER 18,
1873.

Railway Accident at Hamilton,

N. Y. EXPRESS THROWN OFF THE TRACK

**Fireman Killed Driver not expected to
Recover Three Cars Burned**

By Telegraph from our own Correspondent at

HAMILTON, Sept. 17

Number ten, New York Express, going east, ran off the track at Stony Creek at 2:30 this morning, the switch having been left open. The engine and tender fell into the road from the bridge, killing the fireman, William T. Brown. The driver, Samuel Jackson, has lost his legs below the knees and cannot live. Two baggage and one passenger car left the track before running to the bridge and were consumed by fire along with the baggage. The fireman's body is burned to a crisp. The passengers and train crew escaped. Doctors Bullen, White, McKellean, and Doctor Brevere of New York were on the spot to render assistance. A coroner's jury were empanelled by Dr. White.

LATER

The accident was caused by the switch having been left open by the brakemen of the Chicago Express. There is a regular appointed switchman residing on the spot, but unfortunately he had to give up duty on Monday last owing to sickness, and in his absence it becomes the duty of the conductors of trains to see that the side switches are opened and closed, the first brakeman opening, and the rear brakeman closing the switches. In this case the rear brakeman got on his train without closing the switch, and it is reported that the Company have arrested both brakemen of the Chicago Express.

The driver and fireman were two noble fellows; for instead of jumping off the engine, they both stuck to their posts, thereby sacrificing their lives in the discharge of their duty to save the passengers, as the brake fellows had reversed the engine, and the brakes were close down.

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THE CHIEF MAGISTRATE WILL NEITHER ADVISE NOR SUBMIT TO A

ONTARIO THURSDAY, SEPTEMBER 18, 1873

st by Telegraph.

EUROPE.

GREAT BRITAIN.

Intended Trip.

Sept. 17.—Mr. Henry Brand, the English House of Commons, his family for America on Saturday absent two months.]

IRON, Sept. 17.—The Germania, York, has arrived.

Sept. 17.—The Australia, from has arrived.

FRANCE.

Sept. 17. The St. Laurent, from has arrived.

SPAIN.

ads.

as, Sept. 17.—The Carlist bonds, aded on the Frankfort Bourse.

erms!

gueras has arrived in Paris.

AMERICA

UNITED STATES.

New York Broker.

ak, Sept. 16.—Ferdinand Hertzer, set broker, was arrested to-day on negotiating about \$80,000 worth Buffalo, New York and Erie bonds, ed up in the tomb without hat es that he knew the nature of the

ink closed.

FIRE IN CHICAGO!

Fifty Houses Burned Down.

The Fire Under Control—The Loss Comparatively Light.

CHICAGO, Sept. 17.—A fire broke out in Newbury-street this afternoon at 2:30 p. m., and assisted by a severe gale blowing at the time and several explosions in kerosene oil stores, made considerable headway before it could be checked. It has destroyed five blocks, containing fifty houses, which, however, are of a not very solid or expensive kind. At this hour (10 p. m.) no further spread is apprehended, the firemen having it under good control. No estimate can at present be formed of the loss, but considering the number of buildings consumed, it cannot be very extensive. The gale blew cinders for two or three miles from the scene. Several accidents occurred among the firemen. Immense crowds of people flocked to the scene of conflagration, and thousands were in active preparation for a sudden move, fearing a recurrence of their great conflagration of 1871.

The loss in the aggregate is quite light for the space burned over, as not over two hundred houses have been destroyed. The loss to the poor people rendered homeless, however, is severe. The prairie west of the fire is covered with household goods.

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Industrial

length, McLaren's crew a good third. Time
37m. 30s. In the single scull race Fulton
won, Biglin second, Brayley third.

LATEST FROM HAMILTON. THE RAILWAY ACCIDENT AT STONY CREEK.

Opening of the Hamilton and Lake Erie
Railway—Fire Brigade—Sir Thomas
Dakin.

By Telegraph from our own Correspondent.

HAMILTON Sept. 18.

This morning the President and Directors
of the Hamilton and Lake Erie Railway left
this city by special train for Jarvis, for the
purpose of inspecting and opening the road
to that place. They were accompanied by
upwards of four hundred of our leading citi-
zens, including the members of the press
and the mayor and corporation. The train
was made up of two baggage and six passen-
ger coaches, with the locomotive power John
Scott at their head. They left the station
shortly after 9 o'clock amid the cheers and
shouts of the crowd which had collected to
witness their departure, arriving in Cala-
donia at 10:30, where they were met by the
inhabitants who had assembled to receive
them. The whole town wore the
aspect of a gala day, bunting flying in all
directions. After remaining for a short time
here, the Hamilton party were joined by a
large number of the Caledonians, when the
train proceeded on, passing over the com-
pany's bridge which spans the Grand River.
It might be remarked that this bridge is one
of the chief attractions on this line of road.
It is a magnificent structure, giving one the
impression of strength and solidity. Passing
on over the road, which is in remarkably
good condition, and is a credit to Mr. Hendrie,
the contractor, they arrived in Jarvis, which
will be the present terminus for the portion
of road ready for business. After remaining
here for a short time, having returned
thanks, in flattering speeches, for the hearty
reception which had been given them, the

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It is a magnificent structure, giving one the impression of strength and solidity. Passing on over the road, which is in remarkably good condition, and is a credit to Mr. Hendrie, the contractor, they arrived in Jarvis, which will be the present terminus for the portion of road ready for business. After remaining here for a short time, having returned thanks, in flattering speeches, for the hearty reception which had been given them by the people of this thriving village, a number of whom were invited on board the train, they started on their return trip, arriving back in Caledonia at 3:30 p.m. And now the most important part of the day's proceedings were to be entered upon. The hungry travellers were duly invited to the Drill Shed, where a sumptuous repast was served up, and it is needless to say heartily partaken of. Between five and six hundred sat down. After the removal of the cloth, the usual loyal and patriotic toasts being concluded, others of more immediate interest were honoured, in response to which many of the speakers dwelt on the benefits which would accrue to the people living along this line of railway, as well as the great advantages in being brought into nearer relations with Hamilton and its interests. The present unsettled state of public affairs were alluded to. After the conclusion of the programme the dinner party broke up, the Hamiltonians again taking their places on board the cars, the signal word "all ready" was given by the Conductor, when the train moved off amid the cheers of the crowd. The party arrived here this evening at 7 o'clock.

This afternoon a fire broke out in St. Lawrence ward in a barn, completely destroying it as well as several other sheds adjacent to it. A cow and several pigs were consumed in the barn.

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Yesterday an inquest was held over the body of the fireman killed at Stony Creek. After taking part of the evidence, it was adjourned until Friday. The two brakemen were ordered to be put under arrest. This morning at about 7:30 a.m., the engineer Jackson died at the Stony Creek siding at a house to which he had been removed. His wife had been with him all night. The deceased suffered a good deal, and was, we believe, sensible up to 11 o'clock last night, when he gradually sank. He had been much scalded internally with steam and hot water, and the chances of recovery had been from the first of the most unfavourable nature, for even had he revived sufficiently to allow of amputation above the knee, he must have died of other injuries. Dr. Ballou was with him all night and was present at his death. Jackson stated yesterday that when he arrived at Stony Creek he saw the other train standing on the siding, and thinking all was right went on at the rate of about six miles an hour. When a few feet from the open switch he saw the danger, and at once reversed his engine. Had he been running at full speed, the consequences of the accident must have been of the most deplorable nature. He lived in London with his wife, had no family, and was in excellent circumstances. The coroner's jury were summoned to be at the station to view the body, as it goes through to London to-night. The accident was caused as follows:—The switchman at the siding was too ill for duty, and was so reported. A man was promptly sent down to take his place, and given an order to the conductor of the train to stop there and let him off. This he refused to do, and the man was carried on to Grimsby. At that station he took the next train west, and again showed his order, but again it was paid no attention to, and he was brought back to Hamilton; so the office at Stony Creek was vacant, and no lights were lit at the time of the accident. Mr. David Blount was conductor of the New York express, and it was his duty to see that the

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The Fire Brigade will exercise in presence of Sir Thomas Dakin and other gentlemen connected with the road.

Sir Thomas Dakin, President of the Great Western Railway, accompanied by the Messrs Dakin, Mr. Joseph Price, and Mr. W. K. Muir arrived by a special train from Detroit, and are stopping in the city. They were at Point Edward the evening before, and inspected the new docks being constructed and the yard-extension required by the Company's greatly increased traffic in this branch of their line.

LATEST FROM FORT CARRY.

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