

CNR-GTR-GWR.

BEAMSVILLE,
ONTARIO.

OCTOBER 30,
1872.

Y, OCTOBER 31, 1872.

That a thorough examination was ordered. Working dis- without some covering is certainly fatal. The grain and linens to suffer heavily. The pe to-day will not carry more of their usual amount of India did not discharge her arrival yesterday. To-day an be made by lighters. a sugar refineries are re- suspended business. It is several business men that the market near Vesey St. is losing 0 daily. The Stable Supt. rking diseased horses will run into glanders, and that the re- ively fatal.

Great Loss of Life.

Oct. 30.—Steamship Misson- rtia, which left New York on r Havana and Nassau, was ico. It is reported that over ost. A steamer arrived here his afternoon at 3:30 o'clock bove intelligence.

adage, just in from Nassau, 12 saved from the Misson- ew reported lost.

an, treasurer of the Atlantic ishes the following despatch re- company in relation to the loss Missonri:

has, via Key West, Oct. 30 na, Treasurer of the Atlantic

trap at sea 25 miles from Abaco; persons saved: Samuel Con- Jones, seaman; Patrick Mo- ; Lewis Bohn, pantryman; phy, second pantryman. Pat- go Thackeray, John Ribbs, Ro- ilburn Tunnell, James Culmer, bridge, and Ebenezer Sanders, it little hope of the rest of the isengers. Particulars by the drama, at Key West waiting an gh Philbrick Johnson."

1 says:—The above despatch in'ormation this Company has ation to the loss of its steamer e infer that our agents first a disaster from the passengers ed, who doubtless landed at despatch was forwarded from ey West by this Company's , which service was performed iter every hope of saving life

ivalescent

or, Oct. 30.—Gen. Sherman

LATEST FROM MONTREAL.

Trial for Mail Robbery—Railway Accident —Burglary—Lecture Enterprise extra- ordinary—Number of Arrivals for the year—The Papal Blessing—Elopement and carrying off a child—State of the Money Market—Stocks—Markets

(By Telegraph from our own Correspondent.)

MONTREAL, Oct. 30.

The *enquête* in the case of Couillard, charged with robbing the mail, was commenced this afternoon before the police magistrate.

Owing to the wrecking of the freight train from the west last evening, near Lancaster, the passengers due at 10 p.m., did not reach the city till about 5 this morning. The track being considerably torn up, passengers from the west had to be transferred over the break and *vice versa*, the train that left at 8 p.m. returning to the city.

Another burglary was committed last night in St. Lawrence Main St. a bill was broken and a small sum of money taken.

McGill University Society have undertaken to raise by subscription a fund to ensure the delivery of a course of lectures in this city by Prof. Tyndall, Mr. Froese, and the Rev. Geo. Macdonald.

The arrivals for the present year up to date number 643; up to date for last year, 557.

Bishop Bourget yesterday evening received a telegram from His Holiness, Pius Ninth, conveying his blessing.

A gentleman from Kingston presented himself at the police office this morning, and requested assistance to seek his child, which he stated had been brought to this city by his wife, who had eloped with a second man of her choice.

There is an easy feeling in the money market, but no change in rates as yet. Stock market to day steady; 130 Montreal sold at 223 ex-dividend; 16 at 236; closing 236; to 236; 50 City were placed at 91, closing 90; to 91; 10 Union brought 108, closing 108 to 109; 12 Commerce changed hands at 129; and closing 125; to 130; 40 Metropolitan realized 104; closing 104 to 105; 100 Montreal Telegraph were disposed at 225, closing 225 to 226.

Flour receipts 4,600 barrels. Extra \$6 60; fancy, \$6 20 to \$6 25; super, \$5 90 to \$5 95. No. 2, \$5 70 to \$5 75; fine, \$5 10 to \$5 20; middling \$4 to \$4 25; pollards \$3; City bags, \$3 10 to \$3 15, delivered, this morning, market was firm and unchanged. Considerable number of reported sales mostly in 100 bar-

THE ACCIDENT ON THE GREAT WESTERN RAILWAY.

FURTHER PARTICULARS. LIST OF THE INJURED.

PROBABLE CAUSE OF THE ACCIDENT.

(From our own Reporter.)

HAMILTON, Oct. 30.

Our Hamilton correspondent this morning visited the scene of the accident which occurred yesterday afternoon at Beamsville station to the Pacific express on the Great Western Railway.

The train was composed of nine cars, (drawn by two engines), two of which were baggage cars, four passenger, two Pullman, and one Wagner car. These were all well-filled, as they generally are on this train, with through passengers. The accident occurred on the west side of the station, while the train was passing over the frog of the siding-switch, but whether the last passenger car, or the Pullman-car, which came next, left the track first, is unknown. It is, however, quite certain that five cars were off, and that the two Pullman and the Wagner went over an embankment about eight feet high, coming to the bottom upside down but, fortunately for the occupants, not breaking up; in fact, not receiving as much damage as the fall would lead one to suppose would be the case. There is no doubt but what the passengers owe their safety to the great strength of these cars; for had they broken up, the loss of life must have been fearful. Two of the first-class passenger cars left the track, but did not go down the embankment. The accident was undoubtedly caused by the spreading out of the wing rail of the frog, at which the cars went off. There were no broken rails or axles, which makes it evident that the spreading of the wing rail was the only cause. The track at this point is in excellent condition, and what force was brought to bear on the wing rail to make it spread, has not transpired.

The following list of names comprises those who were injured sufficiently to require medical aid:—

Mr. Furness, conductor of the train, received severe injury, causing concussion of the brain; he is at the station-master's

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those who were injured sufficiently to require medical aid :—

Mr. Furness, conductor of the train, received severe injury, causing concussion of the brain; he is at the station-master's house, and this afternoon was reported to be somewhat better, though still lying in a precarious condition. L. D. Prayne, from Cambridge, N. Y., received a severe scalp wound, he was removed from the station-master's house this afternoon to the Royal Hotel, Hamilton; his wound is not dangerous, and his cure will only be a matter of time. His wife, who was with him at the time of the accident, escaped with slight injury, and is now nursing her husband.

Mrs. Class, of Chicago, whose injuries are internal, but not dangerous. She is stopping at a private house in the village. Elvan Webb, wife, two children, and nurse, from Paterson, New Jersey, all slightly injured. They were on their road to Salt Lake city, and will resume their journey to-morrow. Mrs. Baker and two children, son and daughter, were slightly injured; it was reported that the arm of the latter was broken in two places, but it is incorrect. They are from Paterson city, New Jersey, and are on their way to Salt Lake city, and will proceed on their journey to-morrow.

A. W. Somers and child, from the State of New York, received very slight injuries, not sufficient to detain them. McJellotte, from Iowa, had his foot sprained, and received a severe bruise on the side. He was removed to the Royal Hotel, Hamilton. Mr. Kennedy, merchant, of New York, received slight injuries, and is stopping at the same place. A. M. Archibald and J. A. Sullivan, from Nebraska; very slight injuries, but not sufficient to detain them there.

Quite a number who were bruised, and slightly injured went on, refusing to give their names.

A number of the Pullman Porters were on the train, but, with one or two exceptions, sustained no other injuries than a severe fright. There was plenty of medical aid. The Great Western officials did all that could be done to alleviate the sufferings of the wounded, receiving their grateful thanks.

We have received the following particulars of the accident from Capt. Wyatt, who was on the train. The captain was in company with Major F. Mayo, of Ottawa, in one of the first-class cars. The train was a little late leaving St. Catherine, and having on

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We have received the following particulars of the accident from Capt. Wyatt, who was on the train. The captain was in company with Major F. J. Voye, of Ottawa, in one of the first-class cars. The train was a little late leaving St. Catharines, and having on ten coaches, had two engines. Just before reaching Beamsville station, Capt. Wyatt went to speak to a gentleman in the next car, and was standing talking at the door, passing the station, when he felt a sudden jar; saw the bell rope pulled; heard the engine whistle on breaks, and knew the car was off the track, as it was thumping on the rails. He looked back and saw the next car behind pitching over the track and stop partially on its side. He got out as soon as the car stopped, saw that the passengers in it could take care of themselves, and went to where the four Pullman cars were lying in the ditch on their sides. The passengers were screaming and groaning in agony. Several men commenced breaking open the doors and helped those nearest out. When assistance came from other passengers, the Captain went back and sent for two medical men in Beamsville. He then passed the switch where the marks showed the place where the train ran off. A piece of wing rail at one of the points had been displaced, and beyond that, a short distance, the track was torn up. The two engines, a baggage, the express and smoking cars and one first-class car, never left the rail. One engine was sent to Grimsby for assistance, and for doctors; and another was sent up to Hamilton with a passenger car full of the injured passengers.

Among those the captain saw out and injured were Mr. Sulett, Cedar Rapids, Iowa; T. Kennedy, New York; Mr. Pruyn, New York; Miss Strakos, and fourteen others. Assistance came very promptly from Hamilton, 21 miles distant. Within an hour after a telegram was sent, a train with six medical men, supplies for wounded, and men to repair the track arrived. Medical men from Grimsby and St. Catharines rendered prompt assistance. As the Pacific express does not stop at Beamsville and passed at express speed, the captain felt nothing unusual on the train until passing the switch. He considers the strength and weight of the Pullman cars, with their numerous compartments, prevented a loss of life, as the passengers were not thrown into one mass and the cars were able to stand the severe pounding.

7, OCTOBER 30, 1872.

OM MONTREAL.

**Fiftieth Anniversary
of the Celebration
Union of the Registry
Around in Lake St.
ng - Arrivals - Depar-
- Money and Stocks.**

our own Correspondent.)

MONTREAL, Oct. 29.

ny attending the celebra-
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on Barrow: Id. from

ACCIDENT ON THE GREAT WESTERN RAILWAY.

A Train off the Track.

**40 PERSONS INJURED - NO
ONE KILLED.**

An accident, which might have resulted much more seriously than it fortunately seems to have done, occurred yesterday afternoon on the Great Western Railway at Beausville. From what our reporters could learn from passengers who arrived in Toronto last night at half-past eleven by the Toronto branch of the Great Western, it appears that as No. 3 Pacific express, consisting of two engines, baggage car, express car, four coaches, two Pullman cars and a Wagner car was running westward about half-past one o'clock at a rate of speed somewhere between thirty and forty miles an hour, the rails spread just as the train has passed Beausville, at which station that train does not stop. The Pullman cars and the Wagner car rolled down an embankment about ten or fifteen feet in height, and were badly smashed, and about forty of the occupants injured, some seriously, but not fatally, and others only slightly. The conductor of the train was the most seriously injured, but it is hoped that he will recover, though it is possible he may not, severe internal injuries having been sustained. His name is Furness.

Mr. John Battle, of Thorold, who was one of the passengers on the train, and who came on to this city last night, gives the following account of the accident to one of our reporters:—I was on the fourth coach from the front and the fifth from the rear. Everything was all right until we passed Beausville Station. We were running at a pretty good rate of speed, but nothing unusual. The first thing

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Provincial bishops, and a
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minent Roman Catholic

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A gentleman who was on a train that came from Buffalo to the scene of the accident with Mr. Muir, General Superintendent of the road on board, stated that besides the conductor of the train, a Pullman car conductor named Hull was badly injured about the head and side as well as internally, and a woman had an arm badly sprained and cut from the wrist to the elbow. Those who were injured were all, this gentleman thought, Americans except such as were employees of the road. Mr. Muir was most energetic in doing all he could for the relief of the sufferers. With the exception of the conductor and another, who were seriously injured that they had to be left at Beamsville, all the sufferers from the accident were conveyed by a special train to Hamilton, where accommodation was provided for them by the railway company, and their requirements were attended to. Before being removed from Beamsville the injured persons were attended by the medical men of the neighbourhood.

To another reporter Mr. E. McPhail, of Rochester, who was also a passenger, gave the following statement of the facts:—I was on the front passenger car and the train

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BEAMSVILLE, Oct. 29.—While the Pacific express on the Great Western Railway to-day, running on time, about 1.30 p.m., was passing through Beamsville Depot, twenty miles east of Hamilton, at a point where trains do not stop, the wing rail of one of the switches in the yard broke and threw six coaches off the track. No passengers were badly hurt. Conductor Furness was badly hurt about the head; he was the worst hurt. All the injured except him were able to proceed. The track was clear at 6.30 p.m.

October 30
1872

Beamsville

THE HAMILTON SPECTATOR TUESDAY AUGUST 6 1946

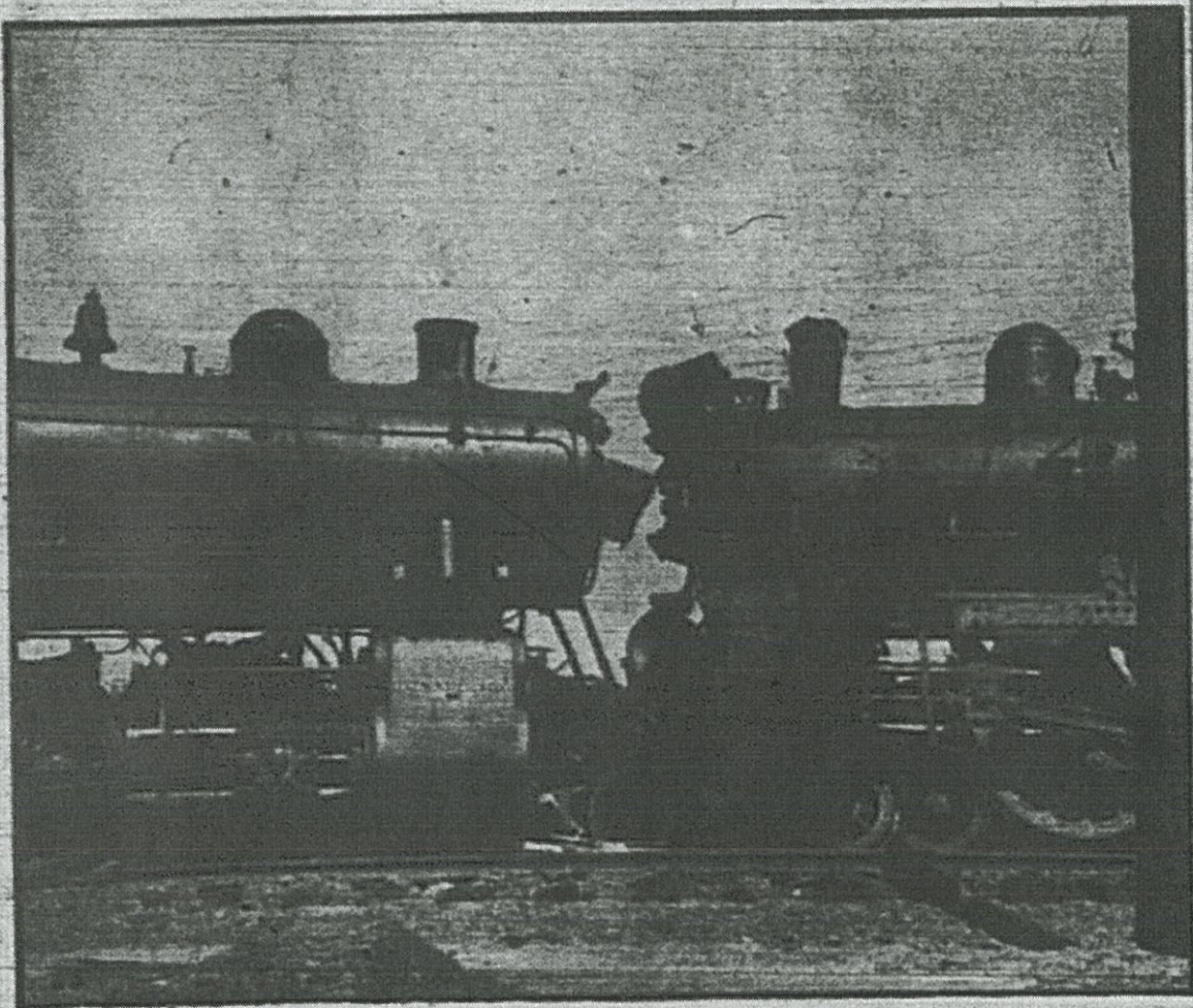
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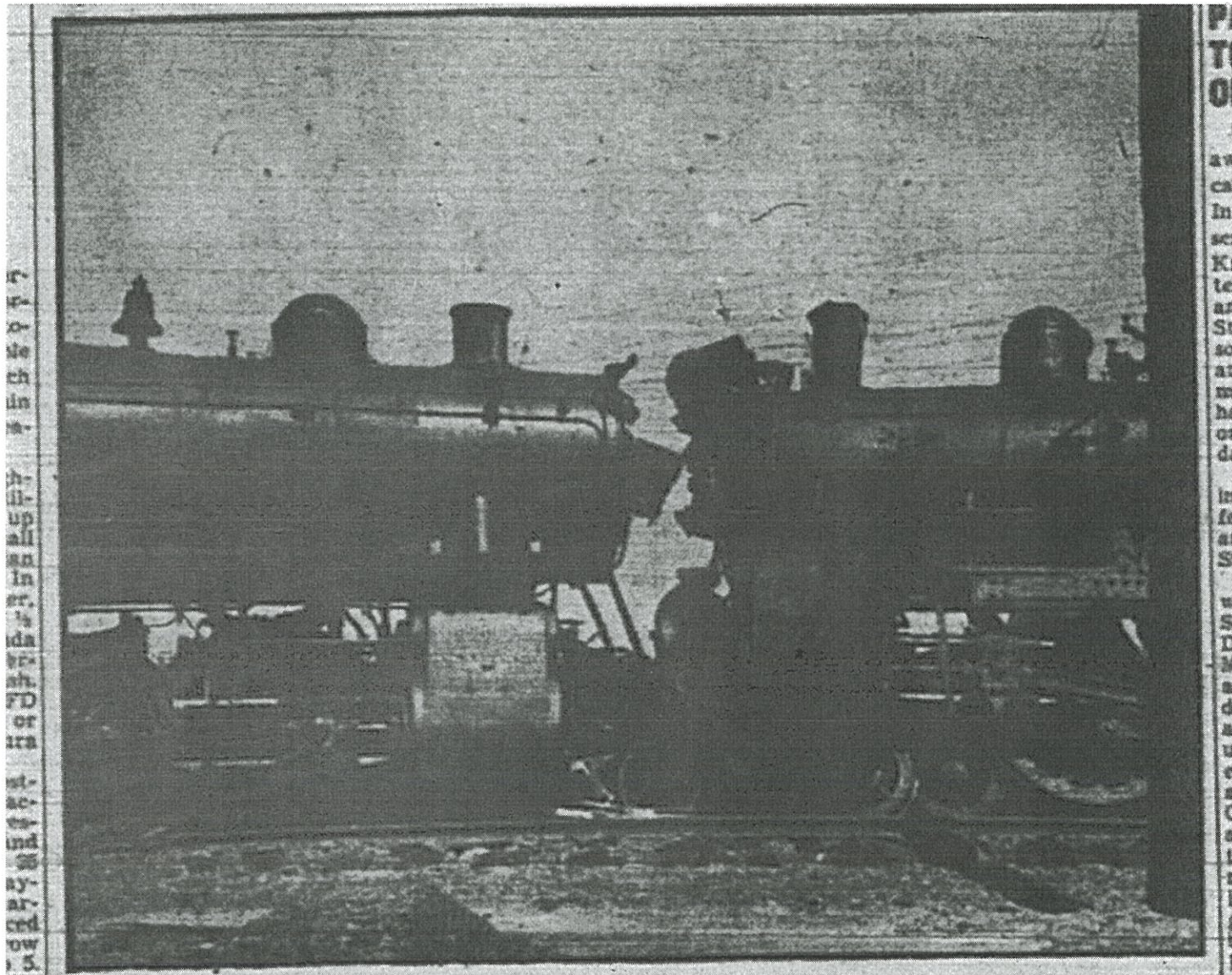


HEAD-ON CRASH KILLS ONE—One trainman was killed and three others injured when a C.N.R. fruit express and freight train collided head-on at Beamsville on Saturday afternoon. The express, travelling 50 m. p.h. eastbound on the main line, swerved to a spur line track where the freight was standing. Photo shows the two locomotives jammed together.

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ONE IS KILLED AT BEAMSVILLE IN TRAIN CRASH

Swerving from the scheduled route to a siding at Beamsville on Saturday afternoon, a Canadian National Railway freight express train, said to have been travelling at 55 miles an hour, crashed head-on into a standing freight, killing one trainman, injuring three others, and tying up traffic for several hours.

Harold George Worley, of Kingston and Toronto, fireman on the express, was crushed between the tender and cab of his engine as he apparently tried to jump clear. His body was not released from the wreckage for several hours.

The injured, all members of the express crew, were: G. E. Chisholm, of Barrie, conductor, right shoulder injured; John H. Davidson, Toronto, engineer, both hands crushed; E. J. Talbot, Barrie, brakeman, right leg and ankle crushed; Alexander G. Macdonald, Barrie, brakeman, right arm crushed.

The freight crew, all from Barrie, were: Robert J. Palmer, 55, brakeman, right shoulder, left arm and neck crushed; William McCann, 48, brakeman, right arm and neck crushed; Douglas E. Hill, 35, brakeman, right arm and neck crushed; Mark Rogers, 35, brakeman, right arm and neck crushed.

Anthony Macdonald, William Rogers, of Hamilton, and Charles J. Hill, of Toronto, were also on the freight train. Macdonald and Rogers were injured, but not seriously. Hill was not injured. The freight train was carrying a load of lumber and was travelling at 15 miles an hour when the crash occurred. The freight train was stopped at a siding at Beamsville when the express train crashed into it.

W. C. W. Brown, manager of the Beamsville siding, said that the freight train was stopped at the siding when the express train crashed into it. He said that the freight train was carrying a load of lumber and was travelling at 15 miles an hour when the crash occurred.

August 6
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Beamsville

BEAMSVILLE,

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THE HAMILTON SPECTATOR TUESDAY AUGUST 6 1946

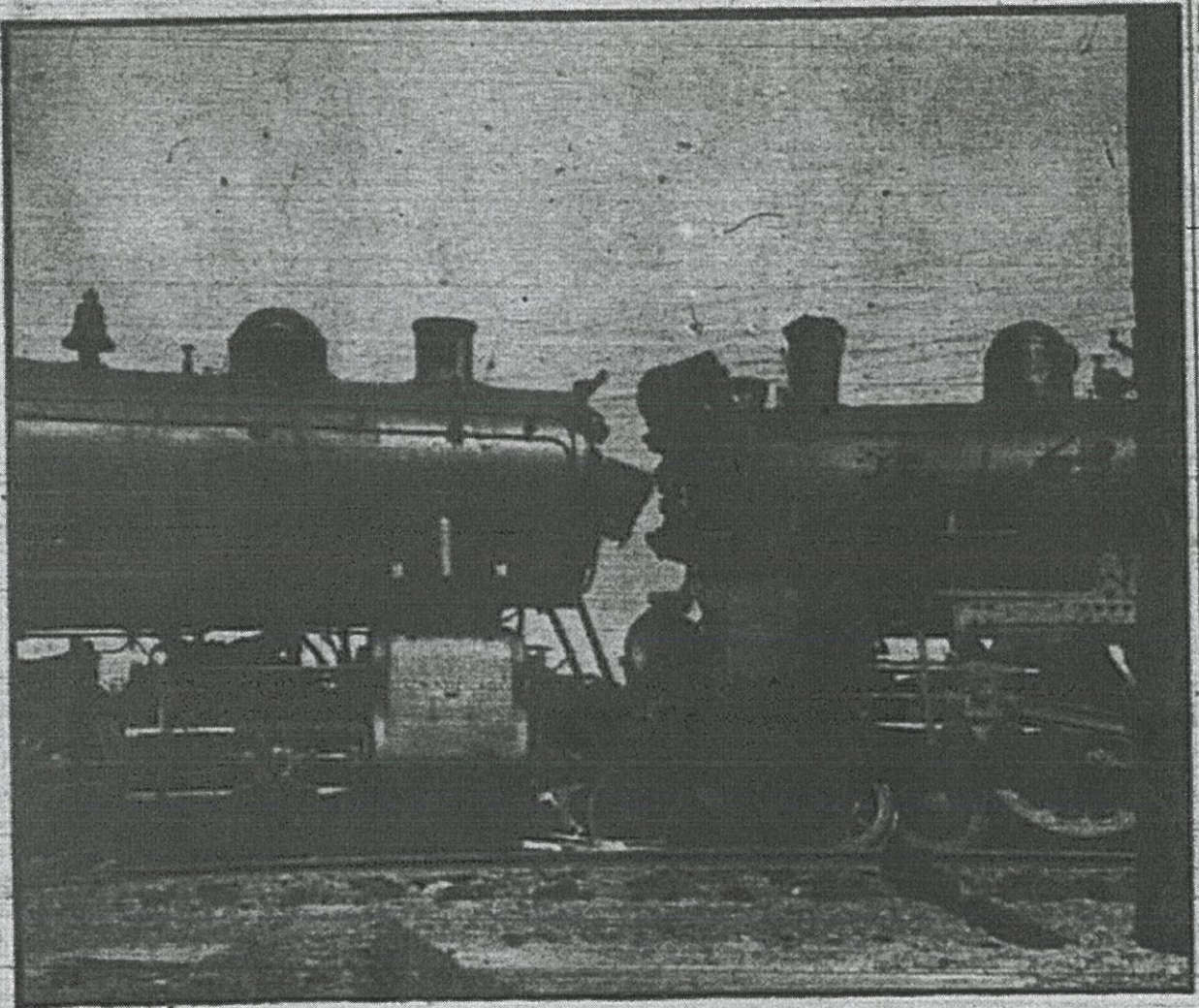
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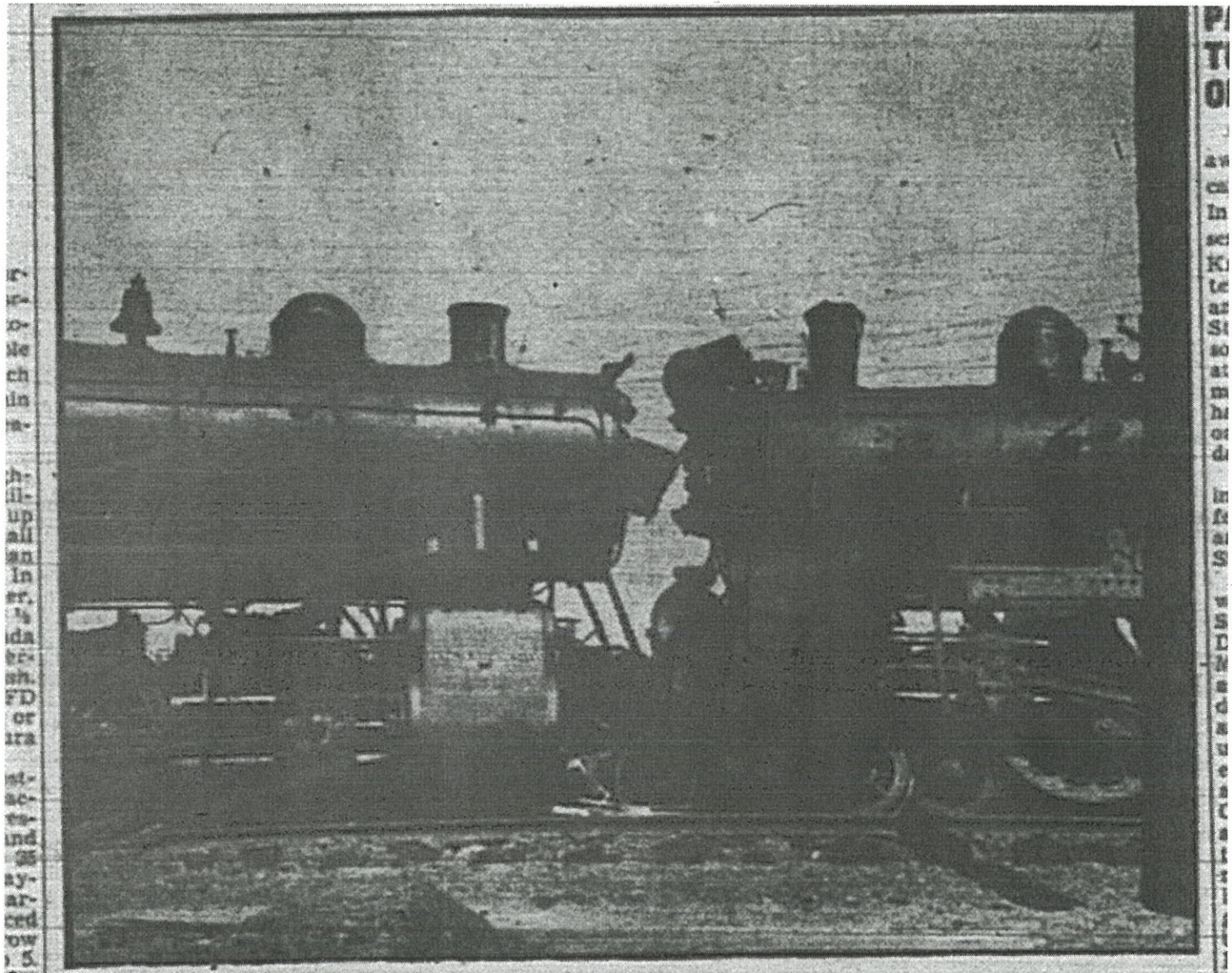


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ONE IS KILLED AT BEAMSVILLE IN TRAIN CRASH

According to the railroad
which has in a siding at Beamsville
on Saturday afternoon, a Canadian
National Railway freight train
train, said to have been travelling
at 25 miles an hour, crashed head-
on into a standing freight, killing
one trainman, injuring three others
and tying up traffic for several
hours.

Harold George Worley, of King-
ston and Toronto, fireman on the
express, was crushed between the
under and cab of the engine as he
attempted to stop the train. His
body was not released from the
crushing for several hours.

The injured, all members of the
express crew, were: G. E. Gaudin,
of Toronto, conductor, right shoulder
injured; John H. Gaudin, Tor-
onto, engine, both hands crushed;
E. J. Kelly, Toronto, brakeman,
right leg and ankle crushed;
Alfred J. Gaudin, Toronto,
right leg and ankle crushed.

The freight crew, all from Beam-
sville, escaped injury. They were:
William J. Gaudin, Toronto, in
charge, with conductor, Wil-
liam J. Gaudin, Toronto, in
charge, Toronto, in charge,
Toronto, in charge, Toronto, in
charge.

Arthur J. Gaudin, Toronto, with
charge of the train, was charged
with the crash. The train was
moving at 25 miles an hour
when it crashed into the standing
freight. The crash was heard
by the trainmen and the
trainmen were alerted to stop
the train. The train was
stopped and the trainmen were
alerted to stop the train.

The C. N. Railway, Toronto, is
the largest and most powerful
railroad in Canada. It has
a total length of 10,000 miles
and a passenger service of
1,000,000 passengers a year.