

G.T.R.

STONEY CREEK,

DECEMBER 18, 1917

majority that a vote for Lieut.-Col. McLaren would not be a vote for Union government.

In East Hamilton, the atmosphere

of France and England, eagerly and conscientiously they stuck to their guns yesterday, but the more smooth-

(Continued on Page 7)

FAST CHICAGO EXPRESS STRUCK FREIGHT TRAIN

Passengers Jolted— Boiler Burst and Cars Smashed

William Walsh and Percy Ramsay, both of Sarnia, engineer and fireman, respectively, of the Chicago and New York Express of the Grand Trunk, died at the city hospital to-day as the result of a serious railroad accident at an early hour this morning.

Walsh died shortly after being admitted to the hospital. Ramsay passed away at noon. Both men were frightfully burned and scalded.

The fast express crashed into a freight train practically in front of the G.T.R. station at Stoney Creek, the accident occurring at 5.04 this morning. The wreckage was piled as high as the station. Besides the two casualties referred to above, many of the passengers of the express were badly shaken up, though not seriously enough to require particular medical attention.

SCENE OF CRASH

The Chicago and New York Express is a very fast train, and is due in Hamilton at 2.45. This morning, due to bad railroad weather, it was away late. Although advised, of this at Stoney Creek, a freight train was being moved across the main line from a switch to the north track. The main line east is between the north line and the switch. While the freight train was crossing the main line, the express arrived, going at high speed, and it crashed into the freight train. The collision resulted in several of the freight cars being practically demolished and Havers, of Sarnia, was in charge of the express engine burst, severely scalding Walsh and Ramsay, and they were also badly burned from coal flying out of the fire-box. Conductor time.

Havers, of Sarnia, was in charge of the express. He was uninjured.

The freight train, which was in charge of Conductor M. A. Cherry and Engineer Wilsch, both of Mimico, was a special, drawn by engine 652. It was on the way to Hamilton with considerable merchandise for this city, a great deal of which was destroyed.

ASSISTANCE FROM HAMILTON

Immediately after the accident Dr. Frank Woodhall and Dr. R. E. Guyatt, both of this city, were summoned, and rushed to the scene. They attended the injured engineer and firemen, and also went through the express, but found none of the passengers seriously hurt. By special train the unfortunate engineer and fireman were brought to Hamilton and taken to the city hospital. Shortly after arrival Engineer Walsh succumbed to severe burns and scalds, as well as shock. Fireman Ramsay was found to be very badly burned. The crew of the freight train were uninjured, due to it being struck practically in the center.

Dr. James Anderson, coroner, empaneled a jury at noon, and after viewing the remains adjourned until 3 o'clock on Thursday evening.

Three other passengers were slightly injured—Mrs. Woepffel, of Easton, Pa., hand cut; Mrs. William Brotherhood, East Brookfield, Mass., head cut; Mrs. T. M. Somerville, Fairgrove, Mich., head cut. The cars if filler were disconnected and were drawn back through Hamilton, and continued on through Caledonia. The three injured passengers, after receiving medical attention, were able to proceed to their destination.

J. H. Gordon, district superintendent of the Grand Trunk, as soon as the accident was reported, went to the scene of the disaster, returning about one o'clock. He could not, however, give any explanation of the unfortunate affair. As far as could be ascertained, the freight train was properly protected, and it is possible that the men in charge of the express were unable to see the signals through the fog. The engine of the flyer was turned over into the ditch, badly smashed, three baggage cars were derailed, as well as two passenger coaches. The two pullman cars on the rear remained on the track. Telephone communication with the Stoney Creek station was cut off for some time.

LT.-COL. McLAREN'S STATEMENT

CHURCHILL

JANUARY 8, 1944.

that these "double-headed" and President Roosevelt's statement in effect is that the message in Congress is to have adopted

Only 10 Railwaymen Knew Personnel of Quebec Parley

Peterborough, Jan. 8.—An indirect such conference necessitated, of the kind in Canada from the day of the secret surrounding the movement of the train, and of the precautions observed in the operation of trains. In these matters, as Quebec will be the country, the "parley" he said, "not more than 10 men of high-ranking officers, and men in the Canadian National know the identity of the central figures, and passenger traffic manager, Ca. Probably of course there was a wide field of operation, ranging from the railway to the coast by the sea." The apprehensive which they "He recalled that on the first night in Quebec, some of the English people, our countrymen and our people, were translated in some way by greater understanding, but for the pleasure of seeing the greater sympathy, and their coming back to see us time and again." Mr. Gardiner told of the extreme "not for the pleasure of a visit but for the pleasure of a visit and the railway arrangements which back."

Be
ded

January 8
1944
Churchill

C.N.R.
CATARAQUI,
(KINGSTON),
ONTARIO.

SEPTEMBER 25,
1929.

FOUR ARE HURT IN C.N.R. CRASH

Trains Twenty and Twenty-One Sideswiped

Accident Occurred at Cataraqui, Ontario

Canadian Press Service

Kingston, Ont., Sept. 25.—Four men were taken to the Hotel Dieu hospital to-day suffering from injuries received when trains Nos. 20 and 21 of the Canadian National railways were derailed at 2:30 a.m. to-day at Mile 17½, west of Kingston Junction.

Although the official statement issued from C.N.R. headquarters in Montreal gives the names of only three injured, an official statement issued by the hospital lists the following four persons as patients suffering from injuries received in the derailment:

Wong Kai Wing, of Montreal, compound fracture of left leg.

Lawrence Lepard, of Hawthorn, Mass., broken hand.

Arthur Jarrett, of Toronto, compound fracture of ankle.

Carl Wagner, of New York city, serious back wound.

Eleven men of train No. 21, which left Toronto for Montreal last night, were derailed. Officials of the company believe the train struck a broken rail.

Train No. 21, proceeding from Montreal to Toronto, was passing No. 20 on the main line at the time of the derailment and had there-

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Lapse,
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Age 21
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Mail

Form
Sample
Name
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NO

Smith

Kingston
September
25 1929.

THE HAMILTON SPECTATOR WEDNESDAY SEPTEMBER 25 1929

PRINTED

C.N. R.

NIAGARA FALLS,

AUGUST 23, 1927.

TRAIN CRASHES INTO FREIGHT AT FALLS

(Canadian Press)

NIAGARA FALLS, Ont., Aug. 23—
Two Canadian National Railway engines were badly damaged today but no person was hurt, when a passenger train from Toronto crashed into a freight train at the yards here. One car was derailed and the engine of the passenger train put out of commission.

1927
August 23 1927

C. N. R. TRAINS IN COLLISION

Both engines were badly smashed but on one was hurt when passenger train No. 83 crashed into a freight train that was pulling into the yards at Clifton Junction at seven o'clock this morning. The engine and ~~caboose~~ of the freight were badly battered and one car was derailed while only the engine of other train was damaged. Traffic was stopped until noon today on the west bound tracks. Trains leaving the city were obliged to go out on the east-bound track.

Other Locals on Page Ten

August 23

1927

Niagara Falls
Renew

G.T.R.

MOUNT FOREST,

MARCH 21,

THE SNOW PLOW LEFT THE RAILS

Three Locomotives Were Pushing It
Through a Deep Drift Near Palmer-
ston When It Stuck.

Front Engine Climbed on Top of the Plow
—The Tender Forced Into
the Cab.

Three Trainmen Miraculously Escape
Death—Men Digging Out Wreck
With Shovels.

Mount Forest, Ont., March 21.—The storm of Monday night and Tuesday has so completely blocked railroad traffic that we have not had a train since Tuesday morning's trains, one of which is blocked in Kenilworth and the other unable to leave Palmerston. The cuts are filled in some places to the depth of 20 feet with snow, which has become so hard that it has to be removed with picks. Yesterday a snow plow, with three locomotives, in charge of Conductor Lavelle, left Palmerston to clear the road to Durham and succeeded in reaching within a mile of here, when in a deep cut, with snow 18 feet deep, the plow left the rails. The front engine ran up on it and is now

MARCH 21

G.T.R.

SPECIAL LEHIGH
VALLEY TRAIN.

APRIL 12, 1913.

being proceeded with.

HEADING WEST

Special Lehigh Valley Train Passed Through With 700 Passengers

Twelve Lehigh Valley cars, running over the main line of the Grand Trunk passed through the city this morning from the east, carrying a number of foreigners. It was stated by a railway official that it has been the custom of late years for a number of the natives of eastern countries, who came to this continent years ago, and have since prospered, to return in the fall of the year and spend the winter months in their native lands. He said they invariably came back, began saving again and continued the same program the following year. The twelve coaches were fairly well filled, carrying in the neighborhood of seven hundred. It is supposed the majority of them were bound for Chicago and other western cities.

HAMILTON CANADA SATURDAY APRIL 12 1913

THE LAST DAY MRS

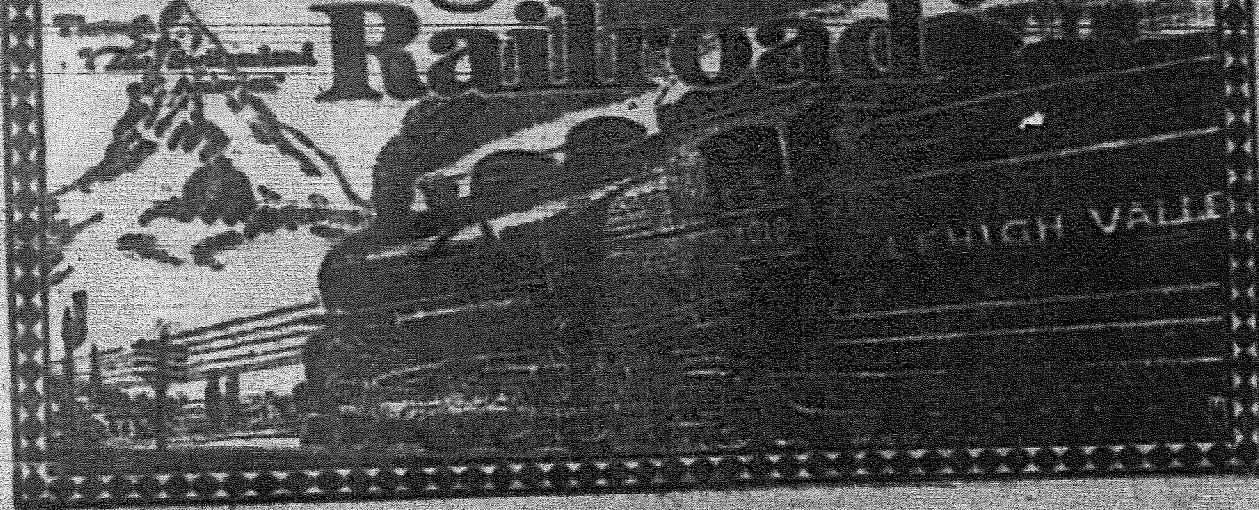
RAILWAYS

Clear Track for New York Excursion MAY 14

\$12.³⁵ ROUND TRIP
Ten Day Limit

Tickets good on all trains except
Black Diamond Express. For tickets
write to W. J. Hamilton, C.P.A., 63
Yonge St., Toronto.

Lehigh Valley Railroad



SARNIA,

DECEMBER 14,

1927.

SARNIA WRECK CAUSED BY FOG, JURY'S VERDICT

**Trainmen Stated Freight
Was Hidden in Mist Bank**

**Crew Exonerated at Cor-
oner's Inquest Last Night**

**C.N.R. Advised to Estab-
lish Block System**

Sarnia, Dec. 23.—Installation of an automatic block system through to Sarnia on the C. N. R. as soon as possible was recommended in the verdict of the coroner's jury in the formal investigation into the death of William H. Walker, one of the two members of an engine crew killed in a rear-end collision on the C. N. R. three miles east of this city on December 13. The other victim of the accident was G. Melvin Vanhorne. The jury found that the collision was due to shifting banks of fog, which obstructed the view of the men in charge of the train. Following is the finding of the jury:

"We, the jury impaneled to inquire into the death of William Walker, an employee of the C. N. R., find that the said William Walker came to his death due to suffocation from steam escaping from broken pipes caused by a rear-end collision. We also find that the collision was caused by shifting banks of fog obstructing the view of the trainmen in charge of the train on the night of the accident. We further strongly recommend that the company install an automatic block system through to Sarnia with as little delay as possible."

Eighteen witnesses were heard throughout the afternoon and the jury verdict was reached at 3 p.m. after 90 minutes' deliberation. Banks of fog, which left parts of the track with visibility bad and other parts with visibility clear, were blamed for the accident. Recommendation that automatic block signals be installed on the rest of the London-Sarnia division between Komoka and Sarnia had already been referred to when A. F. Sharpe, assistant superintendent of the division, declared in evidence that it was the intention to install the system next year.

ATTACH NO BLAME

Despite the fact that Crown Attorney Willson concentrated his questions on a failure of the crew of the mixed freight into which manifest No. 6132 crashed on the night of December 13 to display fuse signals after their train had slowed down at Mandaumin, the jury failed in its verdict to apportion any blame.

A feature of the evidence of 18 witnesses was the fact that telegraph operators at Wyoming, Mandaumin and Sarnia declared visibility was good after 5.30 p.m., while the crew of the mixed train declared they met fog all the way from Komoka to Sarnia. The Stratford crew of No. 1 train declared they saw no need to throw out fuse signals, as, in the first place, they believed themselves protected by the station-to-station block, which had been removed at 5.30 p.m., and that, secondly, they were traveling at from 20 to 25 miles an hour at the approach to the Sarnia yards, what they considered a normal rate of speed.

The only hint that train No. 1 might have been standing when the collision occurred was made by W. E. Germain, Sarnia freight agent, when he suggested that the whole of the mixed freight train was not present at the time of the collision. Crown Attorney Willson, however, did not ask Mr. Germain to explain his remarks. Both train crews admitted knowledge of the proximity of the other train.

The following witnesses were heard: A. F. Sharpe, assistant superintendent of the division; F. L. Willson, telegraph operator, Wyoming; Sydney O'Neill, operator, Mandaumin; William Dempsey, operator Sarnia; Arthur Henry, A. F. Bart, Charles Allbon, Murray Wright, John Bell, all of Stratford, crew of the

December
24
1927

G.T.R.

KINBURN,
ONTARIO.

JUNE 22, 1911.

by C. P. R. for Petawawa. The 17th
regiment will spend the 4th of July
at Watertown, N. Y.

TWO MEN KILLED

Misunderstanding of Orders Led to Wreck on Parry Sound Line

Kinburn, Ont., June 31.—As a result of a head-on collision between two freight trains on the Parry Sound line of the Grand Trunk, one mile west of here, about 9.30 to-night. H. Jessop, of Ottawa, fireman on the eastbound train was killed, and it is believed that John O'Connor, of Ottawa, fireman on the westbound train lies dead under the wreckage piled up in a ditch near the tracks. All the other members of the two crews escaped without injury. The accident, it is said, was due to a misunderstanding on the part of one or both of the engineers, of the orders issued from the despatcher's office in Ottawa.

George Smith, 159 Concord street, Ottawa, was engineer on the eastbound train, and W. J. Logan, 61 Lees avenue, Ottawa, was engineer on the other. Both trains were going at a speed of 25 miles an hour when they met, and the force of the impact hurled them off the track into a ditch close by, and dragged a string of box cars with them. How the engineers escaped with their lives is considered miraculous.

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G.W R.

HAMILTON.

NOVEMBER 25,
1878.

EVENING EDITION.

THE G. W. R. COLLISION.

It is a singular fact that the father of John Collison, so severely scalded by the collision on the G. W. R., on Sunday morning, met his death on the same engine some years ago, when he was driver of it.

Mrs. Holmes, Mrs. Collison, and Mr. Chas. and Miss Bessie Collison, of London, are at Henderson's Hotel here, nursing the injured driver and fireman. The unfortunate men are recovering as well as can be expected. Indeed, the physicians anticipate that in a short time both will be able to return to their duties.

The parties who were taken to the Hospital, as yet have exhibited no alarming symptoms. John Ryan, the one who had his left foot so fearfully "mashed", it is thought will not be subjected to the necessity of having the limb amputated.

No unfavorable symptoms have as yet developed themselves in the cases of Herman and Matilda Bentzel, or Edmund Williamson. The first two named may recover, but in the case of Williamson no opinion can, as yet, be pronounced, his age being much against the chances of recovery.

It was Drs. White and Mackelcan who attended the scene of the accident at Winona.

THE CORONER'S INQUEST.

This afternoon at 2 o'clock Dr. T. White, Coroner, held an inquest at the City Hall, touching the death of Dea Chiaretto, one of the victims of the accident. The following jurors were sworn:

D. B. Fisher, foreman; Wm. Goering, Theo. Fairchild, Thos. Brady, Thos. S. Allan, Robt. D. Coles, Thomas Menu, Edward Brown, John Watt, John A. Barr, Geo. Scott, Wm. Redcomb, David McDonald, Stephen King, Alex. Thompson, W. F. Strong.

After the necessary preliminaries had been gone through with, the coroner and jury proceeded to view the body at the King William street morgue, and from there they proceeded to the G. W. R. station, where a special train was waiting to convey them to the scene of the accident.

November 25
1878

G.W.R.

SARNIA, ONTARIO.

SEPTEMBER 27,
1878.

SERIOUS COLLISION ON THE G. T. RAILWAY.
—A serious collision took place on the G. T. R. on the evening of Saturday last, about 10 o'clock, near Seward's Pond, about one mile from Point Edward, between two freight trains, resulting in the destruction of the two locomotives, and a large number of freight cars, but, fortunately without loss of life. The accident is said to have been caused through a misunderstanding between Mr. Charles Brown, the train despatcher at Pt. Edward, and the conductor of a train going east, Brown having told the conductor that a train from the eastward would arrive in a few minutes, when he could start. Instead of waiting till this train arrived, the conductor started immediately, and had only gone about one mile when he was met by this freight train coming west from Cambridge. Owing to a curve in the line, the drivers of the two trains did not see each other, or were aware of the close proximity of the trains, till too late to avert the collision which they saw was inevitable, and they had barely time to whistle for brakes, reverse their engines, and jump off, before the crash took place, the firemen saving themselves in the same way. The locomotives rolled down the embankment, dragging a large number of cars with them. The boilers at the same time exploded, and the wreck took fire, but the flames were quenched by the conductors and their assistants before they had made much headway. The train going east was light, but the incoming train was heavily loaded with flour, a large quantity of which was of course lost. The damage to the engines and cars, and the loss of the flour, &c., the Port Huron Times puts at \$30,000, but we apprehend it will foot up to a much larger amount. The despatcher and conductor are said to have been placed under arrest; but as no lives were lost, we presume no criminal proceedings can be taken against them. It is a serious matter for the Company, however, to be subjected to such loss from the carelessness, negligence, or blundering of their servants.

September
27
1878
Sarnis

FORT ERIE FERRY
COMPANY.

MAY 12, 1913.

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strikes of freight handlers have occurred in other years.

FERRY COMPANY

New Concern Will Operate Buffalo, Fort Erie Service

From Our Own Correspondent

Buffalo, N.Y., May 10.—After many months of controversy, in which the Canadian minister of marine was compelled to interfere, and which resulted in the revocation of the ferry license across the Niagara river held by the old Fort Erie Ferry company, officials and representatives yesterday finally agreed upon the formation of a new company to operate the service. The companies represented at the meeting held in Buffalo were the Buffalo and Fort Erie Ferry company and the new Independent Ferry company, which grabbed off the charter.

The new company formed here will have two names and will be known as the Canadian & Fort Erie Ferry company and the American & Canadian Ferry company. It will operate the old ferry boats of the Buffalo & Fort Erie Ferry company. All boats and equipment will be taken over by the new company for a nominal sum. Recently American residents along the Canadian shore could not get their automobiles across the river on the boats that were owned by the company that secured the charter from the old concern, and there was a mighty and vigorous protest.

VESUVIUS AGAIN RAMPANT

Naples, May 11.—Vesuvius was active

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MAY
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1913

COAL CHUTES BURNED

Belleville, Ont., May 12.—The coal chutes in connection with the G. T. R. in this city were burned this morning, entailing a loss estimated at about \$20,000. They were situated in the east end yard, and, being constructed of timber, burned rapidly. Five coal cars laden with coal were burned. Upwards of 300 tons of coal were consumed by the flames. It is not definitely known how the fire originated.

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MAY 12
1913

C.N.R.

IRON ORE TRAINS
FROM PORT
EDWARD (SARNIA)
TO HAMILTON.

reaching Pas on Tuesdays.

The first iron ore landed at Point Edward, Ont., this season for the Steel Company of Canada required 250 Canadian National cars, made up in 5 trains, to carry it to Hamilton, Ont. It is stated that 600,000 tons of iron ore will be handled by the C.N.R. to Hamilton during this navigation season.

St. Bridget, Hemville, County, Ont.

G.W.R.

UNDERGROUND
RAILROAD.

OCTOBER 6, 1858.

THE LATE ACCIDENT.—All the persons injured by the late accident at Beamsville are doing remarkably well. Mr. Furness, the conductor, is quite out of danger, though his recovery will require some time. Mr. Kennedy, of Branford, Conn., is able to sit up, and contemplates proceeding on his journey to-morrow. All the others who were injured have gone their way rejoicing in their escape. The accident would have been much more severe than it was if the locomotive and tender had gone off the track; but they passed the weak point safely, and, as the cars left the track the connection was instantly broken. The steps taken by the authorities of the road to take care of the wounded and to repair damages were most energetic and judicious. As soon as the wounded were taken from the wreck, a guard was put over it to prevent thieving; medical assistance was brought upon the ground with almost miraculous celerity; physicians were brought from St. Catharines and Hamilton; a wrecking train was soon upon the ground and a large force of tracklayers was got to work repairing the track and clearing away the wreck. Before six o'clock the road was open for traffic. It is gratifying to see such energy and judgment displayed in an emergency of this nature: it is more gratifying to know that on the Great Western Railway such an emergency seldom arises.

October 3 / Beamsville
1872

THE CHATHAM SLAVE CASE.—The occurrence that took place at Chatham a few days since, when a coloured boy was forcibly taken off a train on the Great Western Railway, has attracted considerable attention in the United States. The New York Tribune, speaking of the matter, says:—

"1. Mr. W. R. Merwin is not a Southern gentleman, but a Northern travelling agent for a house in this city.

"2. He is not the legal owner of any slave.

"3. If he pretended to own this mulatto boy, he must have been cheating somehow, for he has assured his employers here that he did not own him.

"4. The boy was almost certainly free-born; but, at all events, he was made free by being taken through the Free States and Canada, even if he had been a slave before."

No one, we suppose, will for a moment doubt that the boy, if a slave, became free upon touching British soil. He was, therefore, his own master, and though the forcible taking of him off the train cannot be justified on any ground, except he was detained against his will by the person he was with, yet that he had a perfect right to leave Mr. Merwin at any point of the route through Canada, is a principle which will ever be maintained.

October
6
1858