

STONEY CREEK,

RAILWAY
HERITAGE

1907
Grand Trunk
Building Inventory
see Charles Coopers
Railway Pages.

C. RIFF

905962

0577

Mileage from Susp. Bridge.	STATIONS AND BUILDINGS.	DESCRIPTION AND DIMENSIONS.	When Built.	REMARKS (Condition)
43.89	Hamilton—Con. Old round house, re- modeled.....	Stn. bld., stn. fdn., slate rf., 12 stalls, circular 60 feet.	1905	Front wall 23' 6", back wall 20'4". 1st class.
	New addition to old round house.....	Con. bldg., con. fdn., gravel rf., 10 stalls, circular 80 feet.....	1905	Front wall, 23' 6", back wall 20'9". 1st class.
	Office & store room, MP Machine shop & boiler room.....	Stn. bldg., stn. fdn., slate rf. 2 storeys, 50'6"x156'6"x26'.	1905	"
	Car repair shop.....	Fr. bldg., tmb. fdn., paroid roof, 1 storey, 24x12x16..	1906	"
	Weigh Master's house.	Standard octagon cabin, 6'6"x6'6"x7'6".....	1907	"
	Old carpenter's shop ..	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 21x47x14'6".	1858	2nd class.
	Coal chute building...	Fr. bldg., pile fdn., board rf., 2 storeys, 20x145x44, 12 chutes on each side, 450 tons capacity.....	1905	1st class.
	Sand storage & dryer..	Fr. bldg., pile fdn., board rf. 2 storey, sand storage, 2 parts, 14x20x44, sand dryer centre 14x20x44...	1905	1st class.
	Switchman's house....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 12x24x9'6"..	1880	West end of yard. 2nd class.
	Scale repair shop.	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 33x50x14...	1858	3rd class.
	Main building.....	Stone bldg., stn. fdn., slate and corrugated iron roof, 1 storey, 75'10"x181'x21'.	1880	1st class. Bolt works.
	Addition.....	Stone bldg., stone fdn., gravel rf., 1 storey, 43x 59x14.....	1880	1st class.
	Addition.....	Fr. and corrugated iron bldg., corugated iron rf., 1 storey, 29x25x8'6".....	1880	"
	Spike engine room....	Br. bldg., stn. fdn., slate rf., 1 storey, 24'6"x29'x13'6".	1881	"
	Engine room.....	Bk. bldg., stn. fdn., coru- gated iron roof, 1 storey, 15'4"x31'9"x13'.....	1892	"
	Store room.....	Fr. bldg., tmb. fdn., slate rf., 1 storey, 44'x60'6"x 15'.....	1889	2nd class.
	Cool house.....	Fr. bldg., tmb. fdn., slate roof, 1 storey, 16x57x11.	1880	"
	Store room.....	Br. bldg., stone fdn., slate		

Mileage from S. Bridge.	STATIONS AND BUILDINGS.	DESCRIPTION AND DIMENSIONS.	When Built.	REMARKS (Conditions)
42.53	Stoney Creek—Con. Section house.	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 17'4"x24'6"x 11'.....	1886	2nd class.
	Addition.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 14x18x9....	1890	"
42.65	Stock pens.....	Fr., portable loading chute, 9x33.....	....	"
42.93	Gateman's house.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 8x11x8.....	1890	Victoria Ave.
	Section house.	Fr. bldg., tmb. fdn., shgle rf., 2 storeys, 18x30x18...	1868	3rd class.
	Addition.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 14x18x9'6"..	1868	"
	Kitchen.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 12x30x6'6".	1868	"
43.03	Machine loading plat- form, at Sawyer Mas seys.....	Tmb. fdn., 3" plk., 1200 sq. ft.....	....	Wellington St.
43.07	Hand car house.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 12x20x8....	1890	
43.08	Watchman's house....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 11'6"x8'4"x7	1890	Wellington St. Crossing.
43.30	Switchman's house....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 7x9x7.....	1900	Mary St.
	Coal box.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 3'6"x7'6"x4.	1900	"
43.89	Hamilton. Station, main building.	Br. bldg., stn. fdn., slate rf., 2 storeys, 40x75x32...	1875	2nd class.
	East end.....	Br. bldg., stn. fdn., slate rf., 1 storey, 36x138x18.....	1875	"
	West end.....	Br. bldg., stn. fdn., slate rf., 1 storey, 36x138x18.....	1875	"
	Platform.....	Tmb. fdn., 3" plk., 24,108 sq. ft.....	1894	"
	Platform between tr'ks	Tmb. fdn., 3" plk., 34,800 sq. ft.....	1900	1st class.
	Platforms, express bldg	Cedar fdn., 2" & 3" plk., 2664 sq. ft.....	1905	"
	Switchman's house....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 6'6"x6'6"x7' 6".....	1906	" Bay St.
	Gardener's store house	Fr. bldg., tmb. fdn., paroid rf., 1 storey, 7x11x7.....	1886	2nd class, Bay Street.
	Coal house.....	Fr. bldg., pile fdn., shgle rf., 1 storey, 11'6"x29'x 10'6".....	1890	"
	Stock pens.....	Fr., 1 pen, 55x20, upper and lower loading chutes. ...	1858	3rd class.

Mileage from S. Bridge.	STATIONS AND BUILDINGS.	DESCRIPTION AND DIMENSIONS.	When Built.	REMARKS (Condition)
26.80	Grimsby Pk.—Con. Closet.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 3x5x6.....	1870	2nd class.
27.39	Grimsby. Station & freight shed.	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 23x89x15...	1900	1st class.
	Platform.....	Tmb. fdn., 3" plk., 4708 sq. ft.....	1900	"
	Fruit shelter.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 14x49x9'6"	1900	"
	Closet.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 8x18x8.....	1889	3rd class.
	Hand car house.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 16x28x10...	1868	"
	Watchman's cabin....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 7x7x7'6"...	1905	"
	Stock pen.....	Fr., portable loading chute, 4x16.....	1903	"
31.75	Hand car house.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 10x20x8....	.....	"
32.23	Winona. Station and dwelling..	Fr. bldg., tmb. fdn., shgle rf., 2 storeys, 15x47x21...	1878	2nd class.
	Waiting room.....	Fr. bldg., tmb. fdn., shgle rf., 2 storeys, 14x20x18...	1878	"
	Baggageroom.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 20x20x12'6"	1878	"
	Shelter at station.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 19x29x9....	1900	"
	Addition.....	Fr. bldg., tmb., fdn., shgle rf., 1 storey, 14x18x9....	1900	"
	Platform.....	Tmb. fdn., 2" plk., 4010 sq. ft.....	1900	1st class.
	Closet.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 5'6"x12'6"x8	1878	3rd class.
32.23	Fruit platform.....	Tmb. fdn., 2" plk., 777 sq. ft	1900	1st class.
	Section house.	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 24x29x11...	1865	3rd class.
	Fruit shed & shelter...	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 49x22x12...	1900	1st class.
	Closet.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 4x6x6'6"....	1865	3rd class.
36.91	Section house.	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 25x27x10...	1869	"
37.53	Stoney Creek. Station.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 12'6"x26x11	1890	2nd class.
	Platform.....	Tmb. fdn., 2" plk., 2184 sq. ft.....	1890	"
	Open shelter.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 12x50x10...	1890	"
	Closet.....	Fr. bldg., tmb. fdn., shgle roof, 1 storey, 6x10x8...	1890	"
	Stock pens.	Fr., single deck chute, 25x31	1893	1st class.
37.60	Section house.	Fr. bldg., tmb. fdn., paroid rf. 1 storey, 25x32x11	1870	2nd class.

1907

Mileage from S. Bridge.	STATIONS AND BUILDINGS.	DESCRIPTION AND DIMENSIONS.	When Built.	REMARKS (Condition)
17.43	Jordan.			
	Station.....	Fr. bldg., tmb. fdn., shgle paroid roof, 1 storey, 16'4"x56'x12'.....	1873	2nd class.
	Platform.....	Tmb. fdn., 2" plk., 812 sq.ft.	1891	"
	Platform between tr'ks	Tmb. fdn., 3" plk., 1085 sq. ft.....	1891	"
	Fruit Platform.....	Tmb. fdn., 3" plk., 825 sq.ft.	1897	"
	Fruit shelter.....	Fr. bldg., tmb. fdn., sheet iron rf., 1 storey, 11x75x9	1897	"
	Addition.....	Fr. bldg., tmb. fdn., board and batton rf., 1 storey, 12x75x9.....	1897	"
	Closet.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 7x14x12....	1873	3rd class.
	Coal shed.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 8x30x11....	1873	"
	Agent's dwelling.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 16'6"x39'x 12'6".....	1855	2nd class.
	Addition.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 12'4"x36'6"x 12'6".....	1855	"
	Closet.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 6'4"x8'6"x6'.	1855	"
	Cattle pen.....	Fr., 1 pen, 40x40, 1 lower loading chute.....	1887	"
18.06	Tool house.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 10'6"x20'3" x9'.....	1906	2nd class.
23.23	Beamsville.			
	Station.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 40x108x16..	1898	1st class.
	Addition.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 10x21x11...	1898	"
	Covered shelter.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 10x41'6"x9..	1898	"
	Closet.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 8x14x9.....	1887	"
	Passenger platform....	Tmb. fdn., 3" plk., 5150 sq. ft.....	1887	"
	Fruit platform.....	Tmb. fdn., 3" plk., 410 sq.ft.	1900	"
	Platf'm behind station.	Tmb. fdn., 3" plk., 580 sq.ft.	1887	"
	Stock pen.....	Fr. portable loading chute, 4x16.....	1887	2nd class.
23.65	Hand car house.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 12x20x8....	1896	"
24.24	Section house.	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 24x28x10...	1865	3rd class.
	Wood shed.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 8x10x8.....	1865	"
	Closet.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 4x6x6.....	1865	"
25.74	Grimsby Park.			

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	Fruit shelter.....	Fr. bldg., tmb. fdn., sheet iron rf., 1 storey, 11x75x9	1897	"
	Addition.....	Fr. bldg., tmb. fdn., board and batton rf., 1 storey, 12x75x9.....	1897	"
	Closet.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 7x14x12....	1873	3rd class.
	Coal shed.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 8x30x11....	1873	"
	Agent's dwelling.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 16'6"x39'x 12'6".....	1855	2nd class.
	Addition.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 12'4"x36'6"x 12'6".....	1855	"
	Closet.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 6'4"x8'6"x6'.	1855	"
	Cattle pen.....	Fr., 1 pen, 40x40, 1 lower loading chute.....	1887	"
18.06	Tool house.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 10'6"x20'3" x9'.....	1906	2nd class.
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	Station.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 40x108x16..	1898	1st class.
	Addition.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 10x21x11...	1898	"
	Covered shelter.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 10x41'6"x9..	1898	"
	Closet.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 8x14x9.....	1887	"
	Passenger platform....	Tmb. fdn., 3" plk., 5150 sq. ft.....	1887	"
	Fruit platform.....	Tmb. fdn., 3" plk., 410 sq.ft.	1900	"
	Platf'm behind station.	Tmb. fdn., 3" plk., 580 sq.ft.	1887	"
	Stock pen.....	Fr. portable loading chute, 4x16.....	1887	2nd class.
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	Wood shed.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 8x10x8.....	1865	"
	Closet.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 4x6x6.....	1865	"
25.74	Grimsby Park.			

—Sneak thieves stripped the clothes line at W. Hatchard's, 187 Cannon street east, last night.

—Senator Sanford has arrived in New York from Europe and is expected home to-morrow morning.

—To-day's temperature—as taken at John A. Barr & Co's drug store: 9 a. m. 35°; 12 noon, 41°; 2 p. m., 39°.

—It was Robert Williamson who so promptly rescued the children from the fire at 81 Barton street. The name first published was wrong.

—This morning P. M. Bankier obtained an order from Judge Muir to sign final judgment in the suit of the Hamilton and Provident v. Lennox.

—A visitor's register has been presented to the city by Mayor McLellan. It has been placed on a small desk outside his office in the city hall.

—The Grand Trunk railway has built a station at Stony Creek, which will be opened in about a week when the trains are running over the spur line.

—Gerald Tritton, who has been arrested by the police several times for vagrancy, will be taken to the insane asylum to-day. The young man is out of his mind.

—Dundas Banner: Since the SPECTATOR discontinued its morning edition the Banner is the great morning paper in Wentworth county—Thursday morning.

—The sub-committee of the hospital committee, which was to have met to-night to define the duties of the head nurse and matron of the hospital, will not meet until to-morrow night.

—Poet Pirie, of the Dundas Banner, has worked off an acrostic on the Toronto Empire. The poem is "An Apostrophe to

November
20
1890

Stoney Creek
Station

STATION BURNED

Grand Trunk Buildings at Stoney Creek Went Up in Smoke

The G. T. 1 passenger station and freight shed at Stoney Creek were totally destroyed by fire yesterday afternoon—at 1.15 o'clock. The buildings were very old and the flames licked them up rapidly, as there was not any help available, and if there had been, they could not have been saved, as the flames had gained such headway when discovered. As a consequence of the fire, all communication was cut off, and the trains could not be controlled until a special train was sent to repair the wires. The damage is estimated at about \$7000. The fruit shed, which is near by, escaped without any damage whatever.

June 24

1915

Stoney Creek
Station fire

STONEY CREEK

MAY 21, 1926

CNR ENGINE 5588

PRESEVED

RIVERSIDE PARK.

WINDSOR, ONTARIO

STONEY CREEK

OCTOBER 4, 1938

Stoney Creek was a quiet way station in 1938. It was the junction of the Beach Subdivision and the mainline. Over on the Beach line the Queen Elizabeth Highway was nearing completion, with its two infamous CNR highway spans in the middle of The Stoney Creek Traffic Circle. It is the beginning of the massive Niagara fruit region. It was fall, the Canadian Thanksgiving was days away. Harvest time. The fast CNR fruit trains were numerous. A fruit extra with Engineer Robert Tait for Niagara slowed to the Stoney Creek station for a three way meet and to put out a couple of cars. Conductor Collaton knew a freight was following his markers so he went back with lantern and fussee's as perscibed by the rule book. Across the track was another freight in the siding already waiting. Behind was Freight 468 Toronto to Fort Erie pulling seventy cars. At the throttle of 6153 was engineer George Might, the Northern was fresh from the shops, but with the application of tha air brake the train didn't slow fast enough. It hit the van and threw six cars off the track. The weight of the seventy cars behind forced it through the van. The caboose stove set the kindling on fire. 6153 was trapped in the inferno. The crew of the freight in the siding cut there train ran at speed to the winona crossover and returned to pull 6153 free of the fire. 6153 today resides in the Delson museum.

STRUCK BAGS OF CEMENT ON THE CROSSING

Though Whole Train
Went Off, But One
Fatality

T. ROBINSON IS DEAD

Engineer Was From Niag-
ara Falls; Others Were
Slightly Hurt

DEAD

Engineer T. Robinson, 38, Niag-
ara Falls, Ont.

INJURED

Walter Ladimer, Hamilton,
baggageman, leg and head cut.
Fireman F. Martin, Niagara
Falls, shock and bruises.

When the Buffalo-Toronto ex-
press, No. 93, crashed into four
bags of cement ten feet east of
the Stoney Creek station at 10.14
this morning the engine, tender,
baggage car and three passenger
cars, one of them a parlor car,
left the tracks.

Buried beneath tons of coal when
the engine capsized and the tender
threw its contents forward upon
him, the engineer, T. Robinson,
Niagara Falls, one of the C.N.R.
veteran employees, sustained injuries
from which he failed to recover. He
died at the Hamilton General hos-
pital soon after admittance.

TURNED OVER

The engine and tender turned
completely over, the heavy monster
burying its metal nose fifteen feet in
the muddy bank. The tender was
crushed in upon it. The baggage
car, third in line, hung at a perilous
angle over a low drop, while the
Pullman and two day coaches stood
upright, though away from the rails.

None of the 42 passengers, mostly
Hamilton and Toronto people, was
seriously injured, stated Dr. Peart
of Burlington, who examined each
one. One man, securing a drink of
water when the crash came, was
dazed, but soon recovered.

When the crew and passengers
rushed forward to the overturned
engine they found Fireman H. Mar-
tin, Niagara Falls, lying prostrate on
the grass.

"WHAT WAS IT?"

"What was it?" was all he could
say for several moments. Then as
he recovered his senses he looked
back at the twisted engine from
which he had been tossed and
struggled to his feet. Pointing to a
pair of legs protruding from be-
neath a mass of coal, he gasped:

"Quick; the engineer!"

TOOK CHARGE

Divisional Superintendent C. Fer-
rester, London, was on board, having
just completed a tour of the district
lines. He took charge at once and
everyone who could move an arm
started in to release the stricken
engineer.

It was but the work of minutes.
When uncovered it was found that
one of the metal engine plates was
pressing against the unconscious
man's head, and it is believed that
he sustained a fractured skull.

NARROW ESCAPE

The train dispatcher at Stoney
Creek, J. Roderick, sitting at his
keys, saw the entire accident. Only
by a miraculous chance was it that
both his station buildings and, fifty
feet farther down the line, two little
cottages were not demolished. Had
the engine jumped to the left rather
than the right this would no doubt
have happened.

The track leading to the scene of
the accident is perfectly straight for
three miles. An excellent view was
offered, but the sun was out, and

Continued on page 15

EXPRESS DERAILED BY BAGS OF CEMENT

Continued From Page 1.

It is expected the engineer could not see the bags of cement lying athwart the right-hand rail.

ALMOST INVISIBLE

There is little doubt they had been dropped from a truck passing the crossing at this point. So colorless were they that even at twenty feet tests following the accident showed they must have been invisible to the engineer.

60 MILES AN HOUR

Travelling at 60 miles an hour, the train raced toward the station. The few people on the platform could see the engine strike the crossing and apparently jump in the air. It raced onward, the wheels keeping close to the side of the track. Their marks are visible on the ties.

NEAR TO SAFETY

Forty feet from the crossing and the point where the engine left the track is a switch with a wide entrance gap. Had the engine wheel been but half an inch to the left they would have caught this groove and the engine would have regained its journey in safety.

But luck was not with the engineer and the first wheels struck the gap at a deflection, breaking the hard steel. The engine plunged onward and the tender leaped from the track. Seventy yards farther on toward the west was another switch leading to tracks turning off to the north. At this point the engine left the roadbed and plunged over in a half spin, the nose striking downward.

SEEMED TO SHIVER

Passengers told how the whole train seemed to shiver. Then there was a pause. The engine and tender had parted company with the rest of the train.

Then the crash and hiss of escaping steam.

WAS IN PULLMAN

C. Forrester, the superintendent, was seated in the Pullman when the accident occurred. He had stood on one of the rear platforms from the time the train left Niagara Falls at 9.15 until just a few minutes before the crash. He told The Herald that the speed of the train would be about 60 miles an hour.

RENDERED FIRST AID

Dr. B. E. Thompson, said the superintendent, had rendered first aid to the dying engineer in a most efficient manner, and had gone with him to the General hospital, where he died.

WORKED HEROICALLY

Fireman Martin, declared the superintendent, had worked heroically to extricate his mate and was deserving of no little praise. This was not his first accident.

The dead man, declared the superintendent, was one of the old-timers. He had followed the road in the old wood burning days and always been regarded as an efficient employee.

UNINJURED

The train was in the official charge of Conductor H. Blackstone, 18 Sunnyside avenue, city, who was uninjured.

The passengers, numbering over forty, were divided into two lots, those going on to Toronto and those for Hamilton. The latter were picked up by a special train sent out from the city and the former were taken to Burlington, where they caught another fast train for Toronto.

EXAMINED PASSENGERS

Dr. Peart, of Burlington, examined each of the passengers on the way and reported to Superintendent Forrester that none of them had sustained injuries of an important nature.

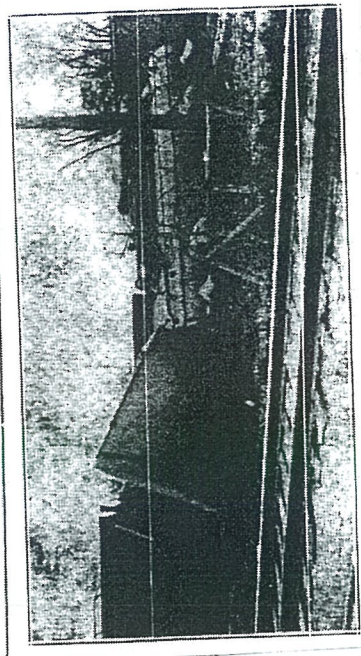
A complete list of the passengers on board was taken by the doctor and conductor. Among those on the train was Mrs. Waterburn, Thorold, and her two children. Mrs. Waterburn is a daughter of local O.T.A. Inspector Taber.

HOLD INQUEST

An inquest will be held, though details of this at press time are not available.

ENGINEER KILLED WHEN EXPRESS LEFT RAILS LAWLOR FREE; NO PROTECTION FOR MR. JELFS

ENGINEER FATALLY SCALDED IN WRECK TODAY



Entire train went off rails when engine struck some bags of cement which had fallen from truck just before express reached crossing. Some other besides dead engineer were slightly injured. Picture shows wrecked engine.

STRUCK BAGS OF CEMENT ON THE CROSSING

Though Whole Train
Went Off, But One
Fatality

T ROBINSON IS DEAD
Engineer Was From Niagara Falls; Others Were
Slightly Hurt

Engineer A. Robinson, 58, Niagara Falls, Ont., was killed today when the Hamilton, Toronto and Northern Ontario Express, No. 10, derailed at the crossing between Hamilton and Niagara Falls, Ont., today. The train, which was carrying a full load of freight, including a large quantity of cement, derailed at the crossing. The engine, a 4-6-2 type, was the first to go off the rails, and the passenger cars followed. The train was traveling from Hamilton to Niagara Falls. The accident occurred at about 10:15 a.m. The weather was clear and the ground was dry. The cause of the accident is not yet known. The train was carrying a full load of freight, including a large quantity of cement. The engine, a 4-6-2 type, was the first to go off the rails, and the passenger cars followed. The train was traveling from Hamilton to Niagara Falls. The accident occurred at about 10:15 a.m. The weather was clear and the ground was dry. The cause of the accident is not yet known.

CAUSE OF ACCIDENT

Owner of Truck Did Not Know Cement Had Fallen Off

The bags of cement which caused a C.N.R. train to leave the tracks near Stoney Creek yesterday fell from a truck owned by the I. Durno company of Toronto. The cement was being hauled to construction work on Barton street east by the Brennan Paving company, under a contract let by the suburban area commission. The driver of the truck knew nothing about the cement falling from the truck as it crossed the tracks until after the accident, it was stated today.

STONEY CREEK

OCTOBER 4, 1938

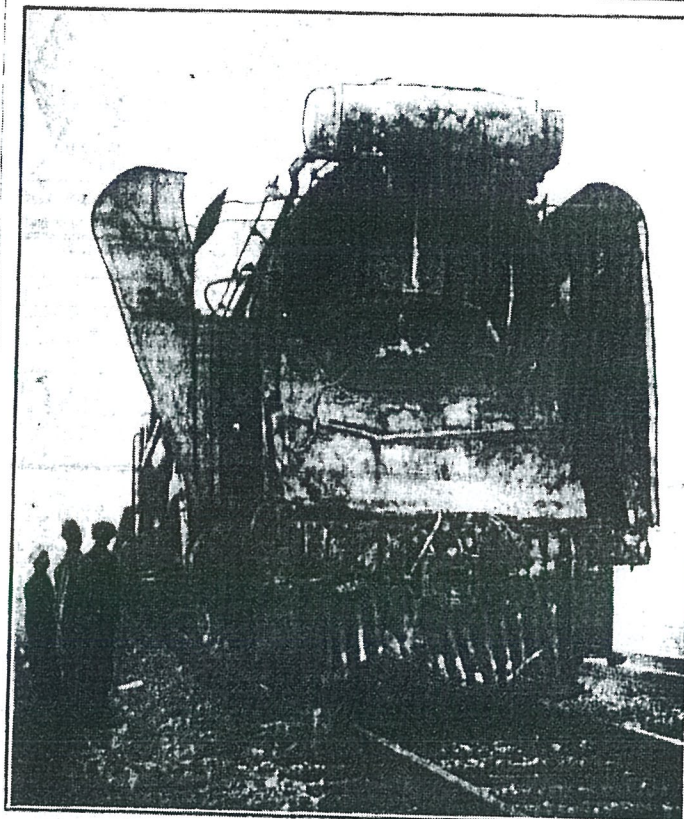
CNR ENGINE 6153

PRESERVED EXPORAIL

DELSON, QUEBEC

Mishaps Claim Two More Lives in Hamilton

Big Locomotive Smashes Freight Cars Into Matchwood



RESULTS OF A "GENTLE PUSH"—The great C.N.R. locomotive was moving only four miles an hour as it glided into the rear of a fruit train near Stoney Creek early to-day. But behind the huge engine were 70 cars and the locomotive crunched its way through every obstacle, not without damage to itself. The crushed-in front is seen in above photo.

SLOWLY MOVING ENGINE NOSES INTO REAR OF FRUIT TRAIN

Two Tragedies Increase Toll of Street Mishaps

Accident total on the city's streets since yesterday:	
Dead	2
Injured	6
Accidents	1
Totals thus far: 1937 1938	
Dead	14 15
Injured	556 483
Accidents	849 687

TRAVELLERS' AID HERE IS DOING VALUABLE WORK

Trains Met and Strangers Cared For By Local Organization

Operates on One of Smallest Budgets in Community Fund

This month and every month there are at least 100 travellers—men, women and children—arriving in Hamilton without friends. Sometimes they are actually lost. Sometimes they have lost their tickets; sometimes they are without money; sometimes they are ill and need care.

That's why the Travellers' Aid is functioning from early morning to late night every day meeting trains that come and go. This month and every month they will meet at least 600 trains, incoming and departing.

It isn't any insignificant work, this meeting all trains business; it has become one of the essential community services. It is an international service that was begun many years ago and in Hamilton it is maintained by one of the smallest budget allotments provided for by the Hamilton Community Fund.

Welcome Strangers

One full-time worker, and one worker assisting part time, carry out this "welcome stranger" work in Hamilton and meeting at least 600 trains every month would appear to be a job in itself without giving aid to the three or four, or half dozen travellers who arrive countless each day.

To-day it might be a young woman coming from the west. The Aid

Great Weight Demolishes Obstacles—Fire Follows Collision

NO PERSONS INJURED

Railway Crews Clear Track—Firemen Extinguish Blaze

Crew of a giant Canadian National railways locomotive escaped unscathed at 3:40 o'clock this morning when the westbound Toronto-Fort Erie freight train it was hauling crashed into the rear end of a standing fruit train on the main line at Stoney Creek and became the centre of the blaze that quickly spread through the tangle of splintered wood.

Traffic Blocked
Five cars of the fruit train were wrecked, the engine and two cars loaded with grapes being destroyed by fire. Two other loaded refrigerator cars were overturned on the south tracks. Traffic over the subdivision was blocked for four hours replacement of several tracks being necessary after the wreckage was removed.

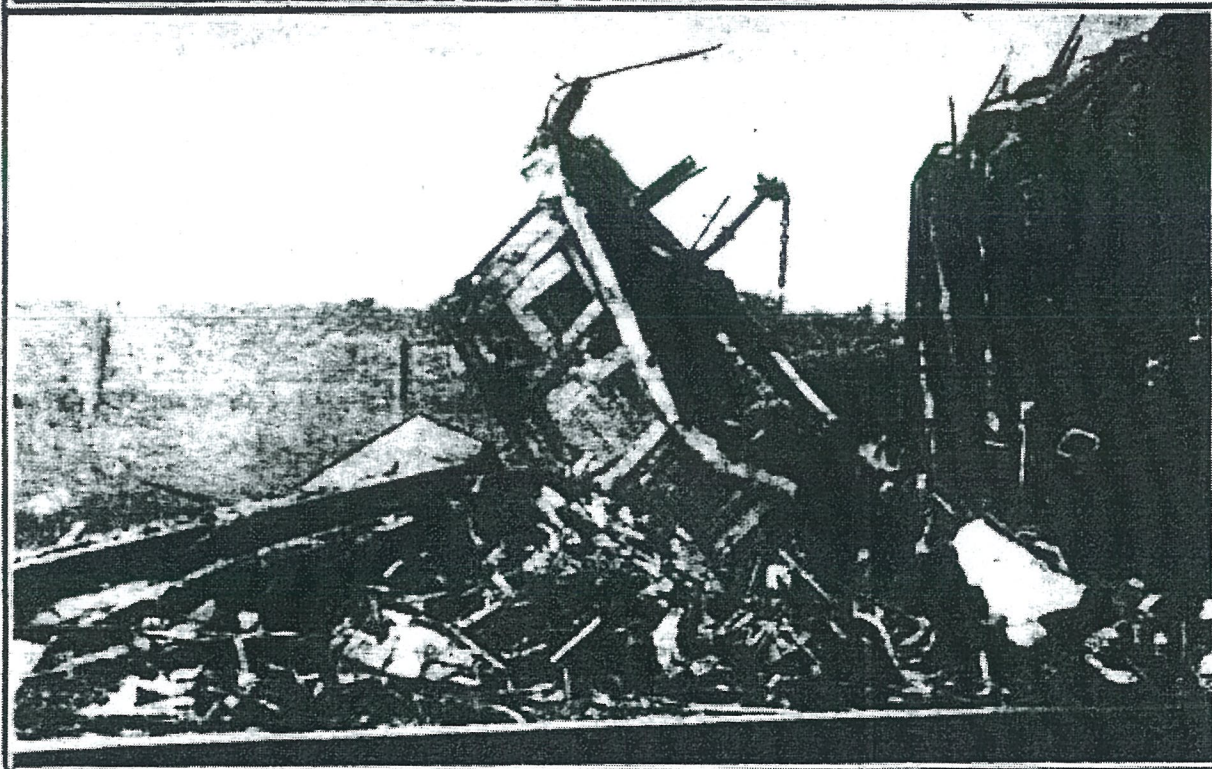
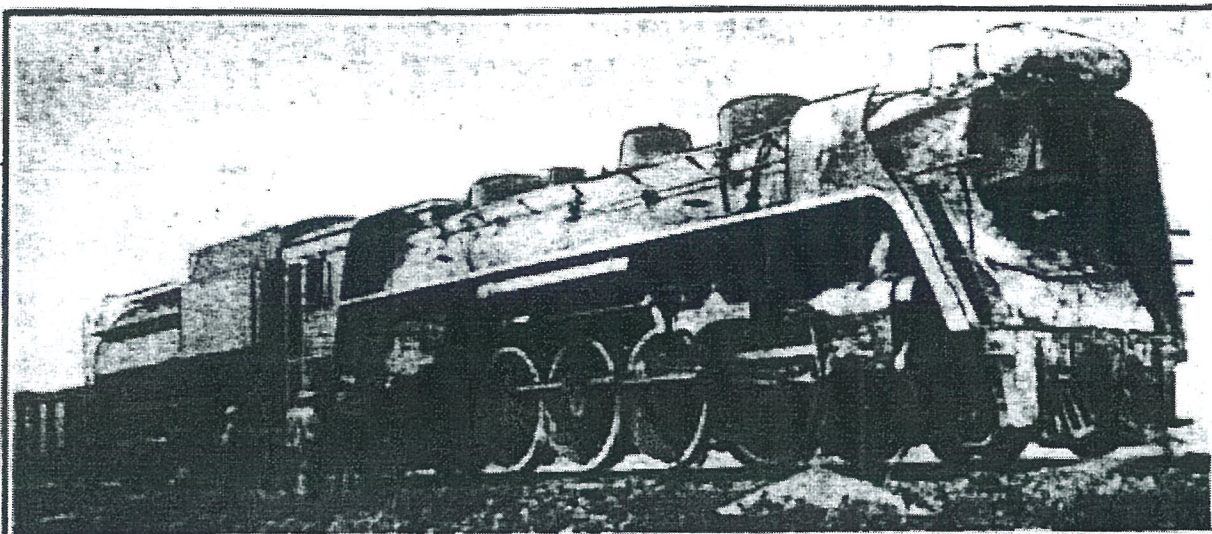
Four men who were riding in box cars on the westbound freight escaped injury and remained at the scene to describe their experience after they realized they were in danger.

A third freight train that was standing on the south track, awaiting clearance to use a passing track missed being involved in the wreck by inches. Its crews immediately sped to Winona, switched over to the north track and returned handling the heavy locomotive from the tangle of burning cars. The soft iron units at the front end of the mogul were white hot and scores of ties were ignited as the giant was moved clear of the fire.

Officials attributed the accident to the fact the westbound freight speed did not slacken soon enough to avoid a crash. It had slowed, however, to four miles an hour and only the ponderous weight of its 30-car train caused it to forge into the standing train.

Officials said that George Migh engineer, and W. T. Mason, conductor, both of Fort Erie, were in charge of the freight train and that H. T. Collison, conductor, and Robert Tait, engineer, both of Mimico,

INQUIRY HANDICAPPED,



GIANT MOGUL MARRED—One of the largest locomotives in the Canadian National railways service, No. 6153, shown above, was making its third run after being overhauled when the Stoney Creek wreck occurred. Officials planned to place it in fast passenger service, but the effect of its exposure to fire after the crash means another prolonged visit to the shops. In the lower picture is shown some of the wreckage of the fruit train cars, reduced to matchwood.

SLOWLY MOVING ENGINE NOSES INTO REAR OF FRUIT TRAIN

Two Tragedies Increase Toll of Street Mishaps

Accident total on the city's streets since yesterday:

Dead	2
Injured	9
Accidents	1
Totals thus far: 1937	1938
Dead	13
Injured	554
Accidents	949
	687

TRAVELLERS' AID HERE IS DOING VALUABLE WORK

Trains Met and Strangers
Cared For By Local
Organization

Operates on One of Smallest
Budgets in Community
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To-day it might be a young woman coming from the west. The Aid has been asked to meet her, although friends who were giving her work here could not supply a description. She was located and taken to her new home.

It might be a girl of 17 who stepped off the train alone, with very little money and seeking employment. She came to Hamilton because she did not wish to remain

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Track—Firemen Ex-
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Four men who were riding in box cars on the westbound freight escaped injury and remained at the scene to describe their experiences after they realized they were in no danger.

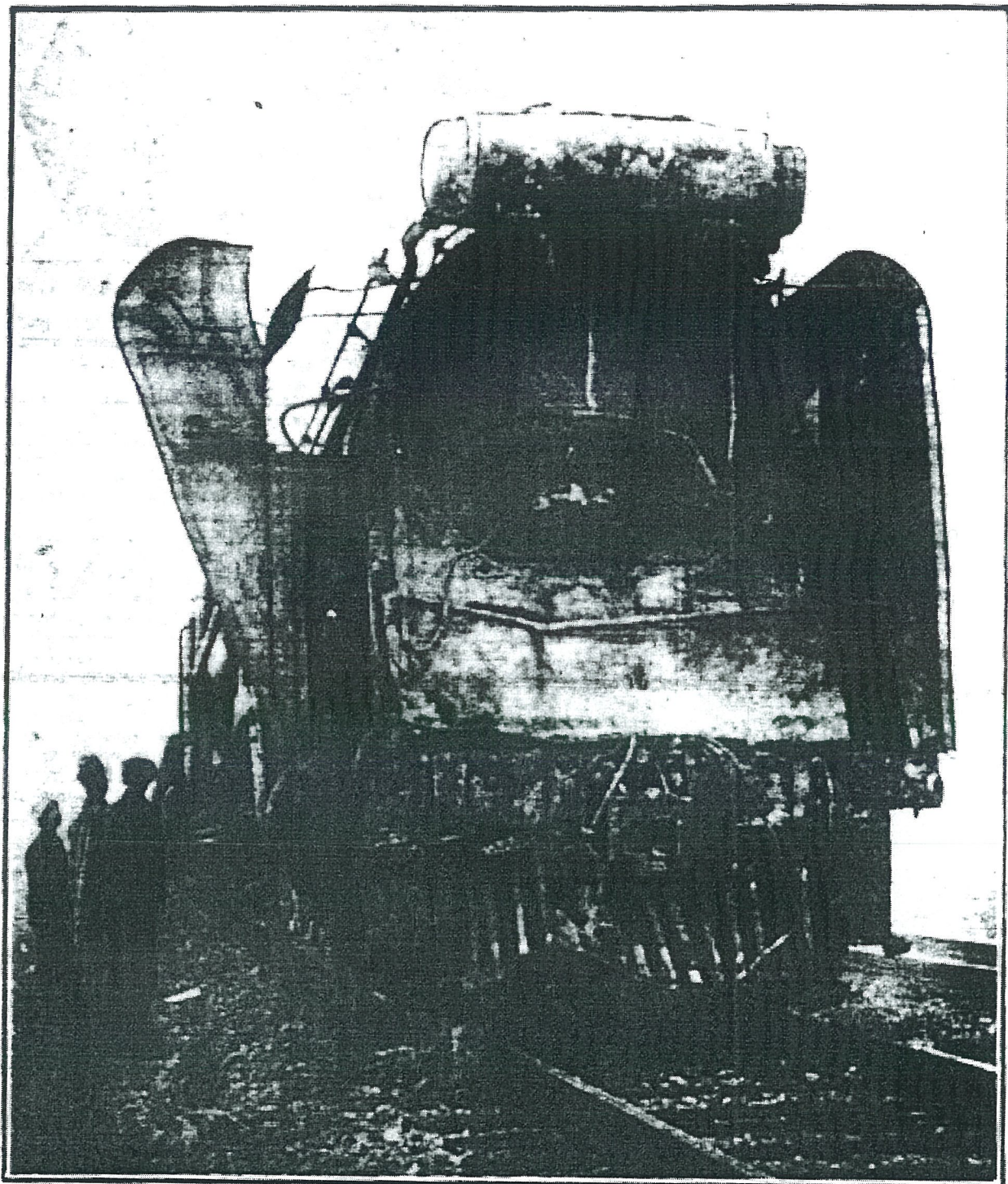
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Officials attributed the accident to the fact the westbound freight's speed did not slacken soon enough to avoid a crash. It had slowed, however, to four miles an hour, and only the ponderous weight of its 70-car train caused it to forge into the standing train.

Officials said that George Might, engineer, and W. T. Mason, conductor, both of Fort Erie, were in charge of the freight train and that H. T. Collaton, conductor, and Robert Tait, engineer, both of Mimico, were in charge of the standing fruit train.

Took All Precautions

"The westbound fruit extra had stopped at Stoney Creek yard to pick up some cars and the conductor and front-end brakeman went ahead to direct the switching," James Pringle, of Toronto, general superintendent, told the Spectator.



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"Freight No. 463, bound from Fort Erie to Toronto, hauled by engine 6153, which just came out of the shops a few days ago, approached from the east. One of our biggest locomotives, it was hauling 70 cars. The engineer saw the brakeman's signal and applied the brakes, but the train was still moving at four miles an hour when it struck the caboose. The caboose folded and the coals from its stove apparently started the fire. Fortunately none of the crew of either train was injured. The eastbound train was not involved."

Mr. Pringle said that four carloads of grapes and the caboose would be a total loss.

There was a heavy fog during the night and rails were somewhat greasy. Clouds of fog occasionally floated by as wrecking operations were begun.

Mr. Pringle hurried to the scene by automobile and joined E. W. Cameron, assistant superintendent, in directing the wrecking crews, which were drawn from the Hamilton terminal and every section between Burlington and Jordan to speed traffic clearance.

The four guest riders: Joseph Rivas, 32, and Lou Arsenau, 22, of Willard; Arthur Cook, 17, and John Stepanchuk, 17, both of Port Colborne, told the Spectator they didn't know what was going to happen when the fire broke out and that they sought refuge in a nearby vineyard.

Train employees assured them that there was no danger, as the

(Continued on page 23, column 6)

THE GLOBE
TRAIN
IV

THE FLYING
POST
1911

C. H. RIFF 2017

"FLYING POST'S" FIRST RUN

HISTORY was made in the Postoffice, in newspaper, and in railway annals of Canada on the morning of the 8th inst., when "The Flying Post" pulled out of the Union Station, Toronto, on its initial run to London.

The name, "The Flying Post," is one to conjure with; in a happy moment it was applied by a newspaperman to Canada's first newspaper-mail train, and it has stayed. It means to the people of western Ontario the delivery of a breakfast table edition of The Globe, containing not only the news of their own district, but the general news of Canada, the American continent and of the world, sent in from the Globe's correspondents, and supplemented by the regular news-gathering agencies. Before the inauguration of "The Flying Post" The Globe reached its subscribers in many western Ontario points around noon; to-day it is reaching a great number of them in ample time to be read while at their breakfast, and the others, in some cases, many hours before they used to get it.

This by the way. The first run of the train is the subject of this brief sketch. The train consisted of two cars, a first-class coach and a private car, drawn by a huge "Pacific" engine built in the Grand Trunk Railway shops at Montreal this year. The passengers included representatives from the Postoffice Department, to whose forward policy and the hearty co-operation of the Grand Trunk Railway is due to the fact that "The Flying Post" is a reality, and of a number of newspapermen interested in and, from the newspaper point of view, most anxious as to the success of the venture.

It was no small task for the newspapers on the inauguration of such a forward movement to get their editions set, stereotyped, printed, folded and parcelled, sent to the Union Station and there weighed before being loaded, and, withal, to present to their readers real newspapers, and not "dummies" filled in with any old stuff. Most of the newspapermen on board went straight from their offices to the train after a night of strenuous work, but with no thought of sleep-

The
Globe

MAY 11 1911



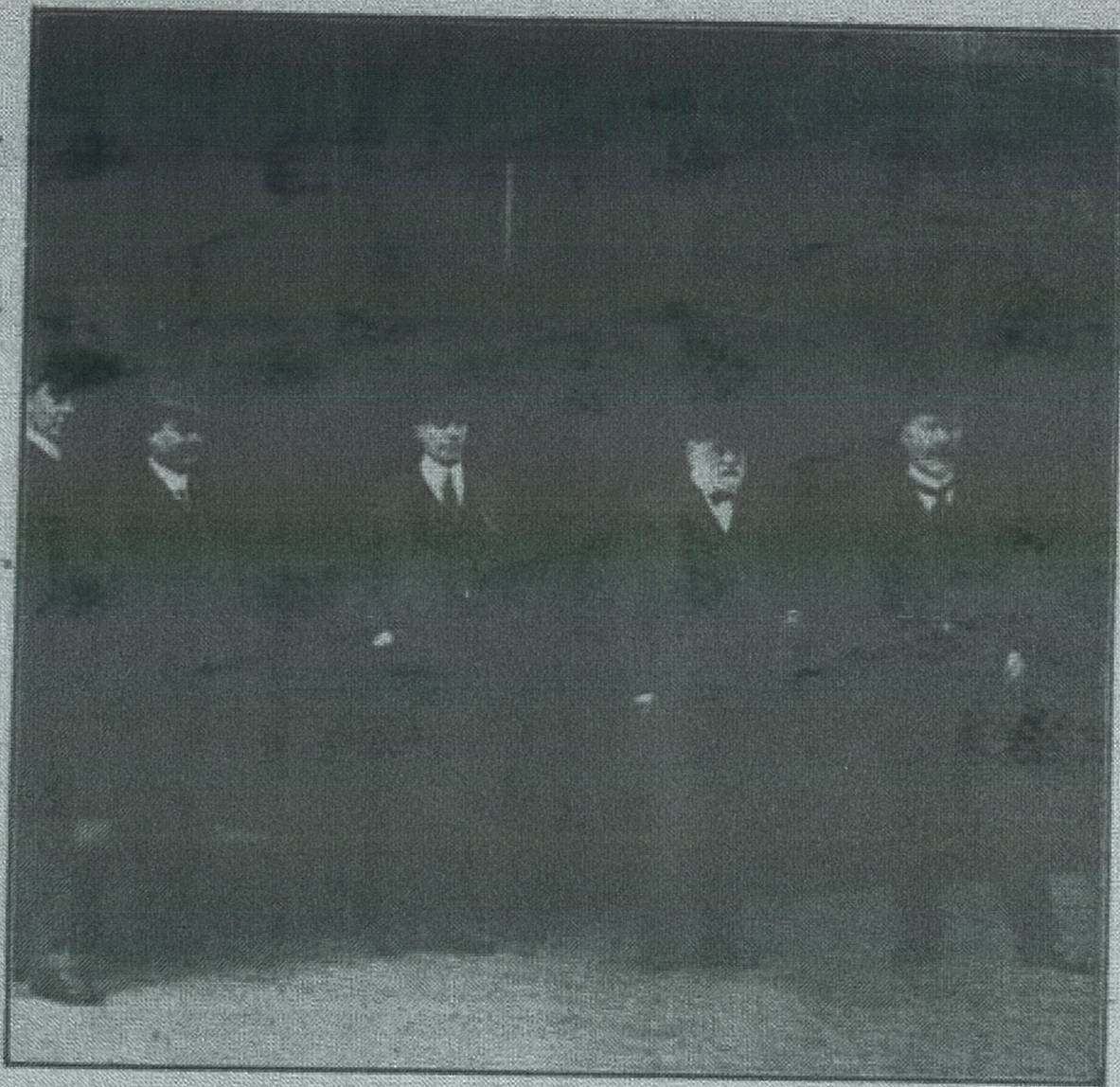
AT HYDE PARK, LONDON.
Group of railway, postoffice and newspaper men who travelled by the "Flying Post."

The Globe

MAY 11 1911

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"FLYING POST" PASSENGERS.

Photo taken at London. Reading from left to right:—J. F. MacKay, Business Manager, Globe; A. E. Duff, General Passenger Agent, Grand Trunk; H. Charlton, Publicity Agent, Grand Trunk; Hon. Senator Jaffray, President Globe Printing Company; Dr. Macdonald, Editor of The Globe.

MAY 11 1911

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"FLYING POST" AT LONDON

ing, being determined to watch the working out of the schedule and the multiplicity of details essential in connection with the trip. They were naturally elated at the successful start, and they may be forgiven if, after reaching London a few minutes before the schedule time, they shook hands all around (though perhaps they should not allow the public to know that newspapermen are subject to emotions) and indulged in congratulatory remarks to each other and to everybody concerned.

Some of them had experienced other than the mere watching of the work, stages, rods for a long distance in the cab of the engine. He is now an authority on coal fires, coal specks, coal dust and coal smoke. Others, sitting on the back of the private car, enjoyed a sunrise characteristically Canadian. Shortly after passing Brackville, daylight having already broken, the sun began to appear on the horizon, "making more perfect still a perfect sky," and suddenly bursting forth in his full glory, gleaming, radiant, a joyous augury for "The Flying Post."

At every station where stops were made there were people on hand to greet the train, and these included news agents and newsmen eager to get the papers and begin the distribution to their customers. At London there was quite a crowd of people, and as it was nearly 6 o'clock when the train pulled into the station the newsmen were in strong et force more than at other points.

After breakfast in London the party of western Ontario, "The Flying Post" having made connections with trains leaving London en route for Toronto, had breakfasted, he solicited that hereafter, before on their way to other sections for Toronto morning papers.



THE GLOBE TRAIN

This photo was taken by Mr. P. Rose, 120 Victor Avenue, from an old colored print of the train. This print had been laid away for a number of years, and when turned out from among other old books and papers was quite green. As will be seen from the above picture Mr. Rose succeeded in getting a very good photo.

May 20 1911



FLYING POST AT FAIRBANKS

May 20 1941

STATEMENT

SHOWING

LOCATION, DESCRIPTION AND DIMENSIONS

OF ALL

Stations, Buildings, Agents, and Section Houses, Stock Pens, etc.

ON THE

MIDDLE DIVISION

OF THE

GRAND TRUNK RAILWAY SYSTEM

Notes:

In cases where the description and condition of wings or extensions are not given, they are of the same nature as main buildings.

Mileage is given according to the mile posts.

Mileage from Montreal.	STATIONS AND BUILDINGS.	DESCRIPTION AND DIMENSIONS.	When Built.	REMARKS (Condition)
------------------------------	----------------------------	--------------------------------	----------------	------------------------

15th District.

327.57	York.			
	Station and Baggage-room.....	Fr. bldg., tmb. fdn., shgle roof, 1 storey 20x88x14..	1888	2nd Class.
	Platform.....	Tmb. fdn., 3" plk., 3942 sq.ft	1898	1st Class.
	Leadis' Closet.....	Fr. bldg., tmb. fdn., shgle roof, 1 storey 10x14x12. .	1888	2nd Class.
	Men's Closet.	Fr. bldg., tmb. fdn., shgle. roof, 1 storey 6x12x8. ...	1888	"
	Switchman's House...	Fr. bldg., tmb. fdn., shgle roof, 1 storey 10x12x8. ...	1888	3rd Class.
	Round House.....	Br. bldg., stn. fdn., tar and gravel rf., capacity 31 eng height 20 and 24'6".....	1888	1st Class.
	Ash Pits (31).....	Br. & stn., 30x2 $\frac{3}{4}$ x3'4".....	1888	"
	Turntable.....	Steel (Detroit Bridge W'ks) stn. fdn., stn. circle, 70 ft.	1906	"
	Water Tanks.....	Fr. bldg., stn. fdn., sheet ir. roof, 2 storeys 18x24.....	1883	3rd class.

Mileage from S. Bridge.	STATIONS AND BUILDINGS.	DESCRIPTION AND DIMENSIONS.	When Built.	REMARKS (Condition)
17.43	Jordan.			
	Station.....	Fr. bldg., tmb. fdn., shgle paroid roof, 1 storey, 16'4"x56'x12'.....	1873	2nd class.
	Platform.....	Tmb. fdn., 2" plk., 812 sq.ft.	1891	"
	Platform between tr'ks	Tmb. fdn., 3" plk., 1085 sq. ft.....	1891	"
	Fruit Platform.....	Tmb. fdn., 3" plk., 825 sq.ft.	1897	"
	Fruit shelter.....	Fr. bldg., tmb. fdn., sheet iron rf., 1 storey, 11x75x9	1897	"
	Addition.....	Fr. bldg., tmb. fdn., board and batton rf., 1 storey, 12x75x9.....	1897	"
	Closet.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 7x14x12....	1873	3rd class.
	Coal shed.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 8x30x11....	1873	"
	Agent's dwelling.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 16'6"x39'x 12'6".....	1855	2nd class.
	Addition.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 12'4"x36'6"x 12'6".....	1855	"
	Closet.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 6'4"x8'6"x6'.	1855	"
	Cattle pen.....	Fr., 1 pen, 40x40, 1 lower loading chute.....	1887	"
18.06	Tool house.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 10'6"x20'3" x9'.....	1906	2nd class.
23.23	Beamsville.			
	Station.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 40x108x16..	1898	1st class.
	Addition.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 10x21x11..	1898	"
	Covered shelter.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 10x41'6"x9..	1898	"
	Closet.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 8x14x9.....	1887	"
	Passenger platform....	Tmb. fdn., 3" plk., 5150 sq. ft.....	1887	"
	Fruit platform.....	Tmb. fdn., 3" plk., 410 sq.ft.	1900	"
	Platf'm behind station.	Tmb. fdn., 3" plk., 580 sq.ft.	1887	"
	Stock pen.....	Fr. portable loading chute, 4x16.....	1887	2nd class.
23.65	Hand car house.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 12x20x8....	1896	"
24.24	Section house.	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 24x28x10...	1865	3rd class.
	Wood shed.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 8x10x8.....	1865	"
	Closet.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 4x6x6.....	1865	"
25.74	Grimsby Park.			

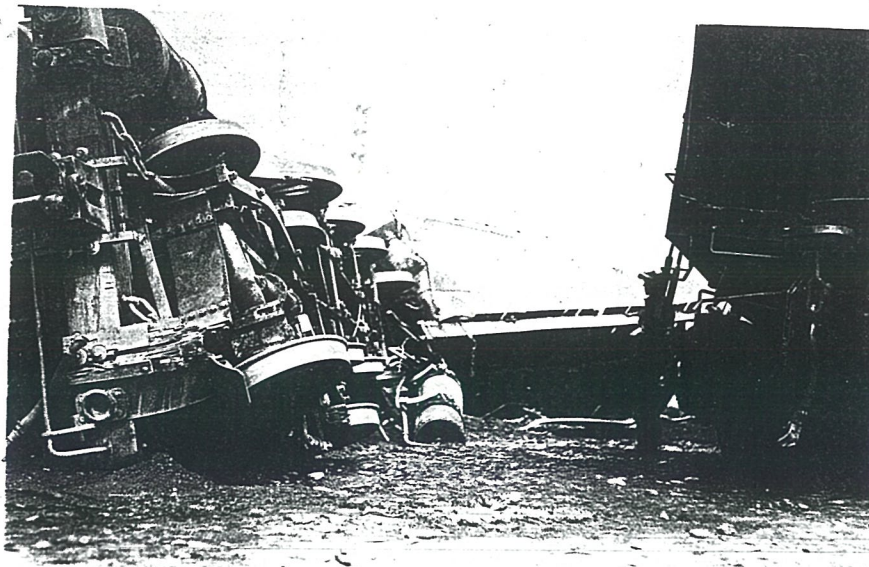
Mileage from Suspension Bridge.	STATIONS. SIDINGS Kind of Structure.	Name and No. of Structure.		No. of Spans.	Length of Spans and Dimensions and Dimensions of Culverts. feet.	Total length of Structure. ft.	Height of Rail above River Bed. ft.	When Built.	REMARKS.
		NAME.	Bridge No.						
27.39 27.52	Grimsby. Deck Bridge...	Public rd.	60	1	23' 3"	27	10	1901	18" I bms., stn. abuts., D.T.
27.63	Stone arch.....	Stream...	61	1	18x20	32	24	1901	D. track.
28.03	Deck Bridge...	" ...	62	1	10	14	3	1900	15" I bms., stn. abuts., D.T.
28.30	" ...	" ...	63	1	9	13	6	1900	12" " "
28.42	" ...	" ...	64	1	9	13	7' 7"	1900	12" " "
28.66	" ...	" ...	65	1	11.8	15	7' 7"	1900	15" " "
28.70	Cast iron pipe..	" ...	...	1	2' dia	39	5	1900	D. track.
28.94	Deck Bridge...	Priv. rd...	66	1	25' 7"	30	12½	1900	Pl. gdrs., stn. abuts., D.T.
29.20	" ...	" ..	67	1	25' 4"	30	10½	1900	20" I bms., stn. abuts., D.T.
29.59	" ...	Stream...	68	1	10	14	9	1900	12" " "
29.82	Cast iron pipe..	" ...	...	1	30" dia.	39	6	1900	D. track.
29.83	Deck Bridge...	" ...	69	1	9	13	6	1900	12" I bms., stn. abuts., D.T.
29.90	Cast iron pipe..	" ...	...	1	2' dia.	40	5	1900	D. track.
30.06	" ...	" ...	...	1	2' dia.	44	6	1900	"
30.15	Cedar box.....	" ...	...	1	2x2	41	7	1900	"
30.17	Deck Bridge...	C. pass...	70	1	11' 6"	15	7	1900	15" I bms., stn. abuts., D.T.
30.25	Cast iron pipe..	Stream...	...	1	2' dia.	39	5	1900	D. track.
30.30	" ...	" ...	...	1	2' dia.	36	6	1900	"
30.59	Stone box.....	" ...	...	1	4x4	40	8	1900	D. tk., stn. wall cedar cover.
30.72	Deck Bridge...	C. pass...	71	1	13	17	9	1900	15" I bms., stn. abuts., D.T.
30.85	" ...	Stream...	72	1	11	15	9	1900	" "
31.36	Deck Bridge...	Priv. rd...	73	1	23' 8"				Pl. gdrs., stn.
31.36		Public rd.	73	1	24' 9"				abuts. & piers,
31.36		Stream...	73	1	32' 10"	87	20	1889	D.T.
31.63	Stone box.....	" ...	...	1	3x4	30	6	1900	D. tk., stn. w'l., cedar cover.
31.88	Cast iron pipe..	" ...	...	1	2' dia.	49	5	1900	D. track.
32.10	Deck Bridge...	" ...	74	1	11	15	6	1900	15" I bms., stn. abuts., D.T.
32.12	Cast iron pipe..	" ...	...	1	2' dia.	49	5	1900	D. track.
32.23	Winona.								
32.50	Deck Bridge...	C. pass...	75	1	9	13	7½	1900	12" I bms., stn. abuts., D.T.
33.03	" ...	Stream...	76	1	9	12	8	1900	" "
33.15	" ...	" ...	77	1	9	13	6	1900	" "
33.25	" ...	" ...	78	1	9	12	6	1900	" "
33.38	" ...	" ...	79	1	9	12	6	1900	" "
33.65	Cast iron pipe..	" ...	...	1	30" dia.	40	7	1900	D. track.
							5	1900	12" I bms. stn.

Mileage from S. Bridge.	STATIONS AND BUILDINGS.	DESCRIPTION AND DIMENSIONS.	When Built.	REMARKS (Conditions)
42.53	Stoney Creek—Con. Section house.	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 17'4"x24'6"x 11'.....	1886	2nd class.
	Addition.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 14x18x9....	1890	"
42.65	Stock pens.....	Fr., portable loading chute, 9x33.....		"
42.93	Gateman's house.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 8x11x8.....	1890	Victoria Ave.
	Section house.	Fr. bldg., tmb. fdn., shgle rf., 2 storeys, 18x30x18...	1868	3rd class.
	Addition.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 14x18x9'6"..	1868	"
	Kitchen.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 12x30x6'6"..	1868	"
43.03	Machine loading plat- form, at Sawyer Mas seys.....	Tmb. fdn., 3" plk., 1200 sq. ft.....	....	Wellington St.
43.07	Hand car house.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 12x20x8....	1890	
43.08	Watchman's house....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 11'6"x8'4"x7	1890	Wellington St. Crossing.
43.30	Switchman's house....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 7x9x7.....	1900	Mary St.
	Coal box.....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 3'6"x7'6"x4.	1900	"
43.89	Hamilton. Station, main building.	Br. bldg., stn. fdn., slate rf., 2 storeys, 40x75x32...	1875	2nd class.
	East end.....	Br. bldg., stn. fdn., slate rf., 1 storey, 36x138x18.....	1875	"
	West end.....	Br. bldg., stn. fdn., slate rf., 1 storey, 36x138x18.....	1875	"
	Platform.....	Tmb. fdn., 3" plk., 24,108 sq. ft.....	1894	"
	Platform between tr'ks	Tmb. fdn., 3" plk., 34,800 sq. ft.....	1900	1st class.
	Platforms, express bldg	Cedar fdn., 2" & 3" plk., 2664 sq. ft.....	1905	"
	Switchman's house....	Fr. bldg., tmb. fdn., shgle rf., 1 storey, 6'6"x6'6"x7' 6".....	1906	" Bay St.
	Gardener's store house	Fr. bldg., tmb. fdn., paroid rf., 1 storey, 7x11x7.....	1886	2nd class, Bay Street.
	Coal house.....	Fr. bldg., pile fdn., shgle rf., 1 storey, 11'6"x29'x 10'6".....	1890	"
	Stock pens.....	Fr., 1 pen, 55x20, upper and lower loading chutes. ...	1858	3rd class.

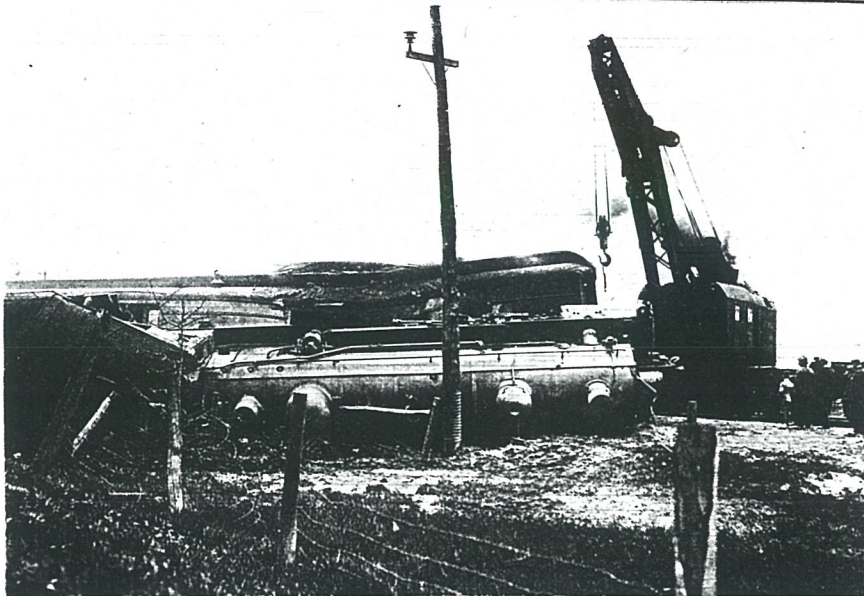






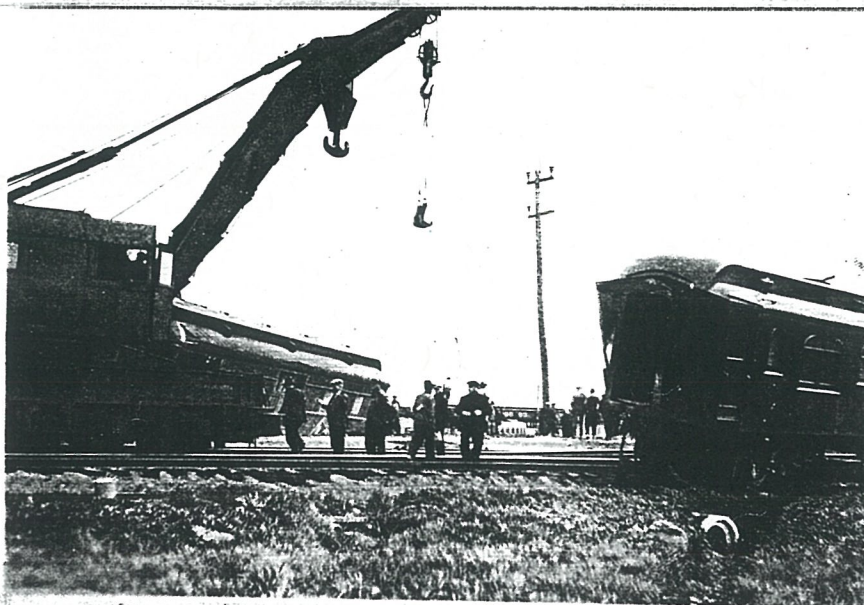


WRECK ON C.N.R. NEAR STONY CREEK
MAY 21. 1926. CAUSED OVER TWO
BAGS OF CEMENT ON TRACK
ENGINEER WAS KILLED.



Canafield
HPL

may 21 1926



1926

e, K.C., for his opinion, but on
ced for a further report from the

untine suggestions and plans
submitted to the Commissioners
having elevators provided at
& A. Allan, the Prescott
Montreal Warehousing
Terminal Co., from whom
received in 1899, were invited
ther proposals by Mar. 24, but
id. The plans submitted to the
s are as follows :—

thern proposed to ask the Dom-
ment for a loan of \$1,000,000 at
wo elevators, each of 1,000,000
y, to be placed on the shore
center of the harbor, the eleva-
sively under the control of the
issioners. This proposition was
ril 4.

olvin, at present operating a
steamers between Buffalo and
ses to take over from W. J. Con-
under the 1900 agreement ; to
s to cost \$2,000,000 on the sites
onnors ; to expend \$1,500,000
ugs and barges for the canal
ing his present lake fleet from
ort Colborne. He asks for a
bonds up to \$750,000 ; he will
elf to a minimum rate for elevat-
he bind himself to bring any
tity of freight, but expects to
000 bush. of grain the first year.
ooth, of the Canada Atlantic
made a proposal in 1899, sub-
er one on Mar. 29. In return
ee of \$850,000 of 3½% bonds, he
000,000 bush. elevator, including
t. of grain carriers, and handle
t. of grain ; or in return for a
\$50,000 of 3½% bonds, he
y, and handle 2,400,000 bush.

Jamieson, builder of elevators,
poses to build and operate two
s of 1,000,000 bush. each, toge-
so ft. of belt conveyer, each com-
capable of delivering 15,000 bush.
so arranged that six steamers
ng simultaneously, on condition
missioners grant a lease of the
red and the necessary rights of
minal rent, and guarantees the
interest on bonds to the extent
cost of the works, or a maxi-
of \$800,000. The Commissioners
ight to take over the elevators at
fter completion, on giving 12
ce.

Prairie Telegraph Pole.

By Arthur Stringer.

tain and foothill, plain and lake,
links the east and west,
wire tangles from sea to sea,
hat runs unrest.

tringed life of haste it throbs
and falls States
ugh a land of sun and peace
it wars and hates.

glimmering sea of waving green,
ce, and golden suns,
id of pain in the woof of peace
orld to world it runs.

des it tells are idle tales,
comes it sings are strange

Recent Provincial Legislation.

Among the Acts passed at the recent ses-
sions of the Provincial Legislatures were the
following :—

PROVINCE OF NEW BRUNSWICK.

- To amend 39 Vict., Chap. 57, "An Act to incorporate the Hillsborough Branch Ry. Co."
- To incorporate the New Brunswick Southern Ry. Co.
- To incorporate the Canada Ry. and Coal Co.
- To enable the City of St. John to give aid to any company that may establish in St. John the business of steel shipbuilding.
- To incorporate the St. John Valley Ry. Co.

PROVINCE OF QUEBEC.

- To amend the law respecting the repayment of subsidies by railway companies.
- Respecting the town of Longueuil and the G.T.R.
- To amend 63 Vict., Chap. 67, respecting the Quebec and St. John Ry. Co.
- To incorporate the County of Montmorency Telephone and Electric Light Co.
- To incorporate the Quebec and James Bay Co.
- To further amend the Charter of the Quebec Central Ry. Co. (Two acts.)
- To incorporate the Wolfe, Megantic and Lotbiniere Ry. Co.
- To incorporate the Levis Electric Ry. Co.
- To incorporate the Atlantic, Quebec and Western Ry. Co.

PROVINCE OF MANITOBA.

- Respecting the Manitoba Central Ry. Co.
- Respecting the Morden and N.W. Ry. Co.
- Respecting aid to railways.
- To provide for the construction of certain railway lines.
- Confirming an agreement with the Northern Pacific Ry.
- Confirming an agreement respecting certain railways and respecting certain freight and passenger rates. (This act ratifies the contract of the Canadian Northern Ry. Co., with the Manitoba Government.)

Canadian Pacific Railway Land Sales.

	Acres.		Amount.	
	1900	1901	1900	1901
Jan.	31,485	27,928	\$100,857.85	\$36,752.54
Feb.	23,613	29,379	75,771.19	91,189.58
Mar.	31,183	39,546	99,777.79	122,392.47
	86,281	96,854	\$267,406.83	\$250,394.59

G.T.R. Double-Tracking. 1901

The double-tracking of the G.T.R. between Hamilton and Niagara Falls, 43.51 miles, has been completed from Hamilton to Jordan, 26.46 miles, leaving 17.05 miles still to be done. The surveys for the work were finished in Oct., 1899, and the contract was let in Aug., 1900, to Rogers & Taylor, of Montreal. Generally speaking, the work has been of a comparatively light nature, although there was one pretty big cut just west of Grimsby station, and a long fill between Beamsville and Jordan, 5.80 miles, besides the building of the Jordan creek bridge. On the section yet to be completed there will be a good deal of rock cutting between Hamilton and Niagara Falls, besides the bridge, and the building of a double track swing-bridge to get across the new Welland canal. Below are some details of the work already completed :—There has been no change in the alignment of the road except at the Jordan gorge, where the double track follows the original right of way instead of the reverse curve used as a single track. Regarding changes in gradients, the general instructions were to keep within 15 ft. to the mile. There has been no difficulty in doing this.

be 26.3 per 100 ft., or about 1.4 ft. to the mile ; this occurs at M. B. 40, where the original grade has not been altered. At M. B. 39, just west of Stoney Creek, the grades have been reduced from .40 to .26 per 100 ft. ; at M. B. 31, between Winona and Grimsby stations, from .333 to .236 per 100 ft. ; at M. B. 29, from .30 to .152 per 100 ft., and finally at M. B. 28, where the heavy cut just west of Grimsby occurs, from .50 to .215 per 100 ft. ; equivalent to a cutting down of the grade of rather more than one half.

Between Hamilton and Stoney Creek, 6.36 miles, there are three fair sized cuttings containing respectively 3,840, 3,095 and 1,440 cubic yards ; outside of these the banks on this section were made up principally from side ditches, and average about 6,000 cubic yds. per mile. From Stoney Creek to Winona, 5.30 miles, the work was quite light, there were no cuttings, the banks averaging 7,100 cubic yds. per mile. Between Winona and Grimsby, 4.84 miles, there were two small cuts and one (just west of Grimsby) which might be called a fairly large one, as it contained about 22,000 cubic yds. Changing the gradient at this point, of course, increased the excavation. The fills adjoining this large cutting would contain about 28,000 cubic yds. Between Grimsby and Beamsville, 4.16 miles, there is only one cut worth mentioning. It is just east of Grimsby station, and contains about 2,700 cubic yds. The balance of the work on this section consisted of a succession of deep gullies which had to be filled in from the high ground on either side. The remaining section from Beamsville to Jordan, 5.80 miles, was one long fill, averaging about 9,000 cubic yds. per mile, which necessitated the acquiring of extra land at several points where the banks were, running over 11,000 cubic yds. to the mile.

With the exception of the cut just west of Grimsby, completed Nov. 1900, with a steam shovel, where a sort of hard shale constantly outcropped, the character of the grading has been of a rather light nature, consisting, generally speaking, between Hamilton and Grimsby of a reddish clay subsoil, covered in places with either a loam or a blue clay deposit. Between Grimsby and Jordan, 9.96 miles, the soil changes, being of a distinctly sandy nature, and very easy to work.

The rails laid weigh 90 lbs. to the yard, and have a base 6 ins. — much wider than is usual. So wide a base as this should add considerably to the life of the ties, but experience only will show how much.

Halifax and Yarmouth Railway.

The provision of railway accommodation between Halifax and Yarmouth, by what is called the South Shore route, has been before the Nova Scotian Legislature in different forms for some years past, and the net result of all efforts has been the construction of 51 miles of line between Yarmouth and Barrington by the Coast Ry. Co. of Nova Scotia, now the Halifax and Yarmouth Ry. Co., and the spending of about \$200,000 in abortive schemes in North Queens County. By an Act just passed, the whole position has been changed, and the immediate construction of the line may now be reasonably expected.

By the new Act the Governor-in-Council may purchase the existing Yarmouth-Barrington line, and he is also authorized to accept any part of the line already built, and apply all the provisions of the Act thereto. The object of the insertion of these clauses is to ensure the entire 170 miles of line between Halifax and Yarmouth being under one management. The financial arrangements proposed provide for the loan by the Government, to a responsible contractor or company, of the Provincial debentures, not

RAILROAD WRECK IN FOG CAUSED DEATH OF TWO

Engineer Walsh and Fireman Ramsay, of Sarnia, Died in City Hospital of Injuries.

Thomas Ramsay, fireman, Sarnia, died in city hospital.

William Walsh, engineer, Sarnia, died in city hospital.

Several passengers slightly injured.

This was the toll at an accident on the C.T.R. at Stony Creek this morning at 5.04, when a passenger train

Stoney Creek pulled into a siding, gave the passenger train No. 7 right of way. The freight was started to go on its journey, and passenger train No. 8, from Chicago, New York, ran into the side of freight at the switch points. The engine of the passenger train thrown over a steep embankment turned over, reducing the big motive to scrap, hardly a part of engine was left together, and how engineer and fireman escaped his death is too deep for anyone to understand. The passenger train was

placed to try and work the body loose by the shoulders. The poor fellow's sufferings must have been beyond description. The hands were also badly burned. Across his breast still shone his watch-chain, though nearly buried in the black of the scorched smock and vest. Not a few jurymen were much moved at the sight of the remains as they lay in view.

Having returned to the Hotel, the following witness was examined. He was much affected:

JOHN CARSON deposed:—I am a fireman, employed on the Great Western Railway; I have seen the body of the deceased, and recognize it as that of William Carson, my brother; he was twenty-three years old, was born in Ireland, and was a Protestant in attendance upon the Church of England; the last time I saw him alive was last night about 9.30 o'clock, when we were both in London, and when he appeared to be in good health; I know nothing of the accident.

After some discussion as to the best time to adjourn, the Coroner adjourned the inquest, to meet on Friday afternoon at three o'clock.

LATER.

We learn this morning, that about 7.30 a.m. the engineer Jackson, died at the Stoney Creek siding, at a house to which he had been removed. His wife had been with him all night. 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 unfavorable nature,—for even had he revived sufficiently to allow of amputation above the knee, he must have died of other injuries. Dr. Bullen was with him all night, and present at his death. Jackson stated yesterday that when he arrived at Stoney 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 CAUSE.

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, and he was brought back to Hamilton. So the office at Stoney 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 switch was attended to. The forward brakeman of the train opened it and afterwards called to the one behind and asked if it was closed, when he says, he received the answer "yes," or thought he did. The whole affair is most lamentable and will be thoroughly investigated.

September
17
1873

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September
17
1873

Hamilton Spectator AND JOURNAL OF COMMERCE

—"Hearts resolved, and hands prepared,
The blessings they enjoy to guard."

SATURDAY MORNING, NOVEMBER 5, 1853.

GREAT WESTERN RAILWAY.

The ceremony of opening the eastern section of this great work, between Hamilton and Niagara Falls—a distance of 58 miles—took place on Tuesday.

The weather was delightful, and as Mr. Zimmerman, the prominent Contractor on this division, had determined on having the event celebrated in a manner becoming its importance, numerous invitations were issued for a trip over the road, and a dinner at the Clifton House, of which Mr. Z. is proprietor.

At twelve o'clock the guests invited, took possession of five of the splendid new carriages constructed for the Company by Messrs. Fisher, Williams & Co., and the locomotive moved off with its well freighted train, amid the cheers of thousands of spectators, who had assembled on the surrounding heights and on the bridges over the road, to witness the start. The progress of the train was necessarily slow, as the axles of the cars, which had not before been used, became heated by the friction, and had to receive occasional attention. The portion of the road between Hamilton and Ontario is laid with the compound rail, of which one of our townsmen, H. B. Willson, Esq., is the patentee, and its superiority was so apparent that the change was at once discovered by even the uninitiated.

At Ontario, as well as Grimsby, St. Catharines, the canal crossing, the bridges, and the different places at which a halt was expected, crowds of people were assembled, who expressed their gratification in the liveliest manner. At St. Catharines a considerable addition was made to the party, and all went on smoothly, but slowly, until the train reached what is called the "deep cut," within about six miles of the Suspension Bridge, where the heavy clay had not been drained sufficiently, and either from the breaking of the centre pin of the locomotive or from the

November 5
1853

party, and all went on slowly, but slowly, until the train reached what is called the "deep cut," within about six miles of the Suspension Bridge, where the heavy clay had not been drained sufficiently, and either from the breaking of the centre pin of the locomotive, or from the unusual yielding of the ties, the engine ran partially off the track. No damage whatever was done, save a trifling injury to the locomotive, but as there were no means at hand of effecting repairs, and no telegraph station to obtain another locomotive from a distance, the party proceeded on foot to finish their journey. As soon as the mishap was known, carriages in waiting at the Suspension Bridge were sent forward, and before dusk the latest stragglers had made their appearance at the Clifton, and surely more comfortable quarters were never provided than awaited the partially famished and leg-wearied crowd. Mr. Shears and Mr. Zimmerman himself were everywhere, attending to the wants, and forestalling the wishes, of their numerous guests.

By seven o'clock they had assembled in the spacious dining saloon of the hotel, where a really magnificent banquet had been prepared. Every substantial and delicacy of the season was spread in abundance,—wines, of which champagne formed the staple, flowed as freely, if not quite as extensively, as water over the mighty Cataract, whose thunders formed the instrumental music for the occasion. In a word, neither expense nor taste had been spared in rendering the dinner worthy the occasion, and the well-earned celebrity of the Clifton. Need we add that full justice was done the tempting viands, by people who had fasted from morning, and who during the long interregnum, had been as patient, if not as voluntary teetotalers as ever Father Mathew administered pledge to! But even here was a limit beyond which appetite could not go. The stoutest of the Aldermanic dignitaries of Hamilton at length abandoned knife and fork, with a sigh such as Alexander is presumed to have drawn forth when he learned there were no more worlds to conquer; and the dessert on the table, and sundry fresh hampers of champagne opened, the usual "after dinner" business of public occasions commenced.

This reminds us, however, that we have forgotten to mention the fact that the Chair was filled by the Host, M. Zimmerman, and the Vice Chair by Walter H. Dickson, Esq., of Niagara. The toasts were given alternately from the Chairs, an arrangement altogether preferable to the old plan—and everything went on as merrily as the marriage bell. We do not propose to attempt a report of the speeches. Suffice it to say that they were appropriate to the occasion, and some of them possessed more than ordinary merit.

The following toasts were proposed, in their order:—

1. *The Queen.*—The National Anthem, sung by Messrs. Street and R Osborne.

2. *The President of the United States.*—Acknowledged by A. M. Clapp, Esq., Editor of the *Buffalo Express*.

3. *The Administrator of the Government.*

4. *The Members of the Provincial Government.* Acknowledged, at considerable length, by Mr. Solicitor General Morrison.

5. *The President and Directors of the Great Western Railway Company.* Responded to in a practical and admirable manner, by the Vice President and Managing Director, Mr. Brydges. Before resuming his seat, Mr. B. proposed:

6. *The Contractors;* to which Mr. Zimmerman responded.

7. *The Municipal Corporations interested in the Great Western.* Replied to by Mr. Kerr, Mayor of Hamilton; Mr. Adams, Mayor of London; and Mr. Niles, Warden of Middlesex.

8. *The Engineering Department of the Great Western Railway.* Acknowledged by Mr. Reid.

9. *The Working Men employed on the road,* proposed by Mr. Woodruff. Replied to by the Hon. J. H. Cameron, in an eloquent speech on

tors, suddenly made their exit, and as a sort of bribe to lull the suspicions of their dupes, left behind them the sum of £1,000 to be spent in a jollification at Quebec! Mr. Hincks represented the contractors at this thousand pound "apree," at which he uttered hoarse words, and lauded the generous donors for their noble disinterestedness. The jovial throng gulped down all and cheered the Premier most lustily. Poor miserable dupes, what will they think to find themselves gulled, by a wily politician and a couple of scheming Railway-speculators! Well, there is no help for it now; the deed is done; the "great capitalists" may glory in their shame, but Canada, the prey of speculating harpies and unscrupulous politicians must suffer for its folly.

That the Grand Trunk scheme will be abandoned, there is not the least doubt. The deplorable condition of its financial affairs is a sure indication; moreover, the "enterprising contractors" have already abandoned another great scheme. The European and North American project, from which such immense results were predicted, has ceased to be a reality; Messrs. Jackson, Bette, Peto and Brassy, the great English Contractors who, according to the Grand Trunk organs, were to transform "this Canada" into an Eldorado, have given up the scheme in disgust, and taken their departure for England. The following from the *Halifax Acadian Recorder*, under the heading of "one grand project abandoned," explains all:—

"About the middle of the week reports began to circulate through the city, that letters had been received by the Hon. J. W. Johnston, and also by the Governor, from Mr. Jackson, to say that he had thrown up his schemes and abandoned the idea of Building the long talked of European and North American Railroad, to connect Portland with Halifax. This rumor affecting so deeply the interests of this Province, we thought it due to the public to make enquiry in a quarter whence information could be relied upon. We have done so and find the report lacks no confirmation. We are not surprised. It is actually what we expected, what we predicted, what, again and again, from the first, we persisted in asserting. The bubble has burst, and Mr Jackson, at last, frankly admits that this road cannot be built. Maine will not aid the project, he says, and the Municipalities along the line are too poor. The work is heavy, the engineering difficulties great, stocks have declined, and without so much as setting foot in Nova Scotia, or kissing hands to his friends here, he returns home to England abandoning the whole thing.

It is said funds have fallen in England; money had risen and therefore Mr Jackson is compelled to abandon the Great Portland Road. But his admirers always told us that that was one of the very risks we were never to run, if we would only give Mr Jackson a Bill. Their firm were so rich they had the ability come what might, and they were men of such unsullied honour their word was better, if possible than their bond. But now the funds have fallen, and Jackson flees away in dismay. Again be it remembered that Mr. Johnston, Mr. Allison, Mr. Dickson, Mr. Kilham, Mr. M. Wilkins, with Mr. Wm Ritchie of St. John, strangely accidentally happened to be more at the critical moment when this point was being discussed, they, and many others, all declared that our bonds were to bear interest at six per cent—and Mr Jackson, if he used them would pay us that rate of interest for them. And now that money has risen to five per cent in England he abandons the work because money is too high. O glaring inconsistency!

The above announcement conveys a warning to the people of Canada, but their hands are tied, and they must now submit to any course the Government may determine on in regard to the Grand Trunk scheme; and most assuredly they will improve every opportunity of forwarding the interests of Messrs. Jackson & Co. No sooner is it ascertained that the contractors have got into difficulty, and have been compelled to hasten home, than the Government decides on assisting them to extricate themselves. Notwithstanding the shattered condition of the finances of the Grand Trunk Company, and in face of the fact that Messrs. Jackson & Co., have abandoned the European and North American project, the Government has decided on a grand issue of Debentures! Hear what the *Quebec Morning Chronicle* says, and certainly it is no

November 5
1853.

ACCIDENT ON THE GREAT WESTERN RAIL-
WAY.—On Wednesday a serious accident oc-
curred to a train proceeding west. When
the train had reached a spot two miles west
of Jordan, owing to the softness of the ground
causing the rails to spread, the engine ran
off the track. The embankment was fortu-
nately only a few feet from the level ground.
The locomotive ran down the slope on one
side, and the baggage and second class car
on the other. The injuries received by the
engineer, fireman, and several of the passen-
gers are not serious. The engine and the
two cars are completely destroyed. 2

February 20
1857

Jordan

CAR ON FIRE.—The night express train from the East, due at Hamilton at half past one on Thursday morning, had arrived at Stoney Creek, when it was discovered that the through baggage car was on fire. The train was stopped on an embankment (?) and a hole cut in the roof of the car. The conductor, seeing the extent of the conflagration, deemed it prudent to bring the car to Hamilton. Accordingly, he uncoupled the passenger cars, and proceeded with the baggage car blazing like a furnace, to the water engine at the Hamilton depot. When he arrived, little else than the truck remained. The whole of the baggage was destroyed. It consisted of a large quantity of miscellaneous articles, among which were several American-made clocks. A part of the wooden platform, near which the car was brought, was burnt. Indeed, had the night been more windy, the whole of the station buildings might have been endangered.—*Spectator*.

A NEW DANCE.—Our dancing master

April 7

1857

the SPECTATOR.

The Daily Spectator.

WEDNESDAY EVENING, OCT. 30th, 1872

Railway accident.

A distressing accident took place on the Great Western Railway yesterday, near the Beamsville station, to the Pacific Express train going west, caused, it is supposed, by the spreading or breaking of one of the wing rails of the switch. Five cars were thrown from the track, three of them (two Pullman and one Wagner) turning a complete somersault down an embankment some ten or fifteen feet high. The occupants of these to the number of about twenty-five were more or less seriously injured, conductor Furniss being among the sufferers, and one of the least fortunate of them. As soon as the accident occurred the officials of the road hastened to the scene of the disaster, and with characteristic promptness and energy, set themselves to work to relieve the suffering and to remove the obstructions from the track. A special train from Hamilton took down a number of physicians to care for the injured, who were all removed to this city except one (conductor Furniss) whose injuries were too severe to admit of removal. We are glad to hear that no fatal results are anticipated, and that the majority of the injured have recovered so far as to be able to proceed to their respective destinations.

October
30

1872

AY, OCTOBER 30, 1872

MONTREAL

ACCIDENT ON THE GREAT WESTERN RAILWAY.

Anniversary -
celebration -
Registry
like at
par-

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 Beamsville. 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 passed Beamsville, 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 Beamsville Station. We were running at a pretty good rate of speed, but nothing unusual. The first thing I heard the cars were off the track, jumping on the ties. The coach that I was in jumped entirely over a cattle-guard that we came to, which showed that we must have been going pretty fast. By the time our car which had become detached from the car ahead, stopped, it was half buried in a bank. The next car behind us was thrown off the track altogether, but it stuck in the ground and did not tip over. The two Pullman's and the Wagner were completely capsized into a ditch, probably ten or twelve feet down; I don't see how it was that nobody killed. Before our car stopped we were half a mile from those that were thrown into the ditch. We in the forward coaches ran back and relieved the sufferers in the others, who could not get out. We broke the cars and let them out, and the sight of the women and children coming out all out and bleeding was awful. The conductor who was passing through the rear car collecting fares was badly hurt and could not help himself out. An old gentleman of eighty, who was in the Pullman car sick, was not hurt at all. One little girl had her arm broken and several complained of being hurt about the back and breast. The track was entirely torn up, and some of the rails twisted and bent out of all shape. The cause of the accident was supposed to be the spreading of the track.

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 so 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. Those being recovered 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 in the front passenger car, and the first incident in connection with the accident which came to my knowledge was the sudden detachment of the hinder part of the train, and the precipitation of the bulk of it over the embankment. The car in which I sat, two passenger cars, the baggage wagons and the locomotive remained on the track; the front car of the detached portion had an axle smashed, and was cast across the track in an angular position. Three Pullman cars, which formed the rear part of the train, coming immediately behind the one cast across the line, were thrown over the embankment some fifteen feet. I cannot assign or imagine any reason for the accident. The train was going at a pretty high speed at the time. The only plausible theory that suggests itself to me is that the breaking of the axle had caused the coupling to snap, and

October 30
1872

Beamsville
Accident

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 31
1872

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 derailed, 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 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 spikes, 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 house, and this afternoon was reported to be somewhat better, though still lying in a precarious condition. L. D. Pruyn, 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 were internal, but not dangerous. She is stopping at a private house in the village. Elva 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. Mr. Jellette, 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, were slightly injured, but not sufficient to detain them.

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

A number of the Patti-Martin group 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 Mayo, 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 brakes, 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 spike 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 broken.

October 31

1872

The Stoney Creek Accident

The Evidence in Full—The Witnesses—The Prisoners—Conductors, Engineers, Firemen and Switchmen on Duty.

A SEARCHING ENQUIRY.

THE VERDICT.

Yesterday afternoon, at 3 o'clock, the Coroner's jury in the Stoney Creek accident case met at Roach's Hotel, at the Station, to hear the evidence in the matter and find a verdict.

The following are the names of the jury: Messrs. Andrew Roach (foreman), Peter McCullough, John Dillon, Samuel Woodhouse, Thomas McNaught, Charles Price, James Aldridge, David Marsh, John Ohlman, Jacob Dubelbeis, Thomas O. Jackson, James McEldridge and William Flook.

There were a large number of witnesses present, and the Solicitor of the Railway insisted that any person in their employ would be produced as a witness if the jury wished it.

Dr. White was the Coroner. Samuel Barker, Esq., Solicitor, G. W. R., was present, and watched the case. J. McKeown, Esq., G. C., watched it on behalf of George Grant, a brakeman of No. 13 train, who was in custody on a charge of neglect of duty. The prisoner was in charge of Detective Rousseaux. It is unnecessary to give a sketch of the accident, as it fully appears in the following evidence which was taken.

GEORGE GRANT, deposed: I am a brakeman on the G. W. R.; I was acquainted with Jackson, the deceased engine driver; on Wednesday morning at 2.50 o'clock I opened the switch at Stoney Creek siding, for No. 3 express going west; when we had come near it the train stopped; our driver whistled for the switch and I looked out for the switchman, and, seeing no light, went and opened it myself, so that No. 13 might pass into the siding; I still stood there to close the switch when our engine-driver told me to run ahead of her and see whether the siding was clear of other cars; I did so and called to him that it was all right and to come ahead; as the train began to move on to the siding I got on to the front and rode on; I left the switch open, thinking my mate would close it; I never opened that switch before, as a switchman should have been there, but I have been in the habit of opening and closing switches, as is my duty where there is no switchman employed; if I had not been ordered by the driver to go and see if the track was clear I would have decidedly remained and closed the switch.

To the Foreman—I have been about a year on the road, and about four months on that train; I knew there ought to have been a switchman at that siding, and did not know that he was absent or ill; there were no lights at the switch that I could see; I don't know that my mate knew I opened the switch; I called to him asking if he had locked it, and he made me some answer I did not understand; at that time we were about three car-lengths apart, and No. 10 was coming up from the west; we were

the approaching train was making a good deal of noise; I opened the switch without orders; the conductor did not tell me to open it, but afterwards asked me if I had done so; I got down from my post and opened the switch because I saw no one at it; I looked out for the switchman before I did so; I don't know that the conductor knew I had got all.

To the G. W. R. Solicitor—I had a copy of the rules of the Company in my possession; I was aware of Rule 51, which says that "when trainmen open switches they must close and lock them for the main track."

To a Juror—I don't know that I am required to obey the orders of the engine-driver, but have always done so; when I got off the train the conductor was on the front end; I ran ahead in order to save the possibility of an accident there; brakemen are under the control of the conductor; on one similar occasion, when I was sent ahead by the engineer to see if the track was clear, the driver told me to get on the locomotive, so as to be near the other switch when we pulled forward.

DAVID BLUNT, brakeman—I was on No. 13 on Wednesday morning; I knew both of the deceased; on Wednesday a.m. about 2.50 (being about 25 minutes late) our train was coming west, and stopped about half a mile east of the Stoney Creek siding, and then ran slowly to the switch; I was on the rear of the train; we stopped some distance from the switch, and waited until I saw a hand-lamp, such as we use on the train, being carried forward to it; No. 10 was coming from Hamilton as we moved in over the switch; at the last car but one crossed the switch I began putting on brakes; there was no light there; I braked my way forward and then looked behind to see if the switchman was not getting upon the rear end of the train; it was customary to have a switchman there and for all I then knew it might be so; I did not know that we had crossed the switch except from the rattle the cars made in running over it; the switchman who was generally there always carried a hand lamp, the lamp on the top of the switch was not lighted, though it was always on when I have been on the road; when a freight

train I there also saw a notice up that there was no light at Stoney Creek, and for freightmen to beware; No. 9 stopped, and we got aboard and immediately hurried away; I was accompanied by an operator who was also in the left off at Stoney Creek; we searched out the conductor and the operator who had come to Grimby on a freight that did not put him off at the Creek; he got away order there to put him off by this train; I then showed my order; The conductor said No. 11 was close behind him and he did not know what to do about stopping; we said if he would slack up we would jump off and he wouldn't, for at one time Stoney Creek had done without operators and switchmen and he didn't see why it couldn't do without them now; he brought us back to Hamilton; we reported it to Mr. Shannon, night clerk in Superintendent's Office.

To Mr. McKeown:—The reason I missed No. 6 train was because I had overestimated myself; I got to Hamilton about 9 a. m., and went to get some sleep; I had been on duty all day Monday, and Monday night, I did not show my order to No. 3 until she had left Hamilton.

To Mr. Barker:—I was to go to Stoney Creek until Moore got well.

JOSEPH LOVINSKY, telegraph operator—I came from Harrisburg on No. 6 on Tuesday, and went out on No. 8; the conductor promised to let me off at Stoney Creek, but ran past; at Grimby I telegraphed to Mr. Shannon and asked for an order for No. 9 to stop at Stoney Creek, and let me off; he sent me the order, and I took No. 9, showing my order to the conductor, but he refused to stop, as No. 11 was behind within three or four minutes; (witness corroborated the last about the rest of the matter.) I reported it to Mr. Shannon when we were again in Hamilton.

The jury here adjourned at 6 p. m. until eight o'clock. Being resumed, Jas. Powers was recalled.

To the Solicitor G. W. R.—When I went to Stoney Creek on Monday night there was enough oil for the lights, and they were burning as usual.

To Mr. McKeown—At the time I found the kerosene oil was short and the can was in Hamilton being filled, it was daylight on Tuesday; I had no chance to send for it before I started at seven o'clock; in the afternoon I mixed No. 6 by a minute; I waited at the depot all afternoon looking out for a freight train that would let me off at the Creek, but found none.

To a Juror—When I had walked into Hamilton I left my order for the oil, and went to my boarding-house at No. 144 Bay street north, and went to bed until about 3 p. m., when I rose and got my tea, and returned to the depot.

DAVID BLUNT, conductor, G. W. R., deposed—On Wednesday morning last I was in charge of No. 13 Chicago Express west; I left the Bridge at 1.37 a.m., being 27 minutes late; I remember arriving at Stoney Creek at 2.50 a.m.; we stopped short at the east switch, for which the engineer whistled; it was turned by some person, supposed by me to be the switchman, and we ran into the siding; I was then in the baggage car, arranging my coupon tickets; I looked out to the south side and saw No. 10 on the main line; I rung out to my men, "Are you all clear there?" And a white light was waved from the rear end of the train where a person standing could have heard what I said; the white light is the signal for "all right"; then up came No. 10, passing me very slowly, and I saw the conductor of the platform; we passed a remark; a moment or two later as we were pulling on to the west end of the switch, I looked back and saw that the red lamp on the rear of No. 10 seemed to be not moving ahead, and signalled my engineer to stop; he did so and I asked what was the matter; he ordered him to hold on a bit; I then went back and met a brakeman who told me that they were off the track.

To the Solicitor.—When I asked if it was clear I intended the question for the rear brakeman, on whom I depend to see after the switch; the lamp was waved from the ground and not from the car; this I understood to mean that all was right; when a brakeman opens a switch he should not close with the main line; that is his duty, and so my orders to every brakeman on my trains; this would be his duty, though there were a switchman in the yard; it is his duty to come and tell the brakeman that he would shut the switch, he might then leave; when the crossing train is on the siding, and clear of the main line, the engineer pulls the red screen from over his head-light, showing a white one, which signals to the approaching train that all is right; before the red screen is removed the switch should be closed; the engineer would do this when he saw the signal that all was right; had the lamp at the switch been turned, and No. 10 would at once have seen her danger and not gone on with the switch was closed; when a green light would have been shown.

To a Juror.—It was the switchman's duty to be there and close the switch.

To Mr. McKeown—George Grant has been braking for me for about four months; he is a very sober, steady, careful young man; it is a position for the forward brakeman to take orders from the engine-driver as to when to stop.

September 21
1873
Hamilton Times
Stoney Creek.

52L

DISASTROUS COLLISION.

Serious Accident on the G. W. R.

ONE MAN KILLED,

And Twelve Persons In- jured.

Miraculous Escapes--Interesting Narrative by a Passenger.

So few accidents occur on the Great Western Railway, and so carefully is that immense system of track managed, that great excitement was caused in the city yesterday, when it was reported that an alarming and fatal collision had occurred early in the morning, at Winona, a small station 13 miles east of Hamilton. There were a great many stories afloat, and the most exaggerated accounts of the catastrophe circulated, the number of killed and wounded being magnified to suit the tastes of the reciter. The facts of the affair are briefly these: The Chicago Express due in Hamilton at 2.45 p. m. is timed to pass the New York Express at Winona station at 2.22 a. m. They were both on time. The west bound train, we believe, has always the right of way, and accordingly the east bound express was on the point of stopping, at the west end of the switch, to allow the brakemen to let the train into the siding, and permit the west bound train to pass. Suddenly John Irwin and John Clifton, the driver and fireman of the former, were terror-stricken to observe the latter train rushing along at a considerable speed and within a very short distance of their locomotive. They jumped off, but not a moment too soon to save their lives, as almost immediately the two trains collided with a crash. Both the engines were thrown off the track and much smashed up. The baggage car and second class car of the west bound train were nearly demolished, whilst the baggage car on the east bound express was thoroughly telescoped into the second class car immediately following. No sooner had the catastrophe occurred than Conductors Delany and Troble, on the east and west expresses respectively, with Messrs. Irwin and Clifton, who were unhurt, went to the rescue of the sufferers, of which it was evident there were a number. The first care was to remove Messrs. John Holmes and John Collison, engineer and fireman respectively of the west bound train, who, it was feared, might be seriously injured. In the second class car of the west bound train were a number of emigrants of mixed nationalities—mostly French and Germans—and the result of the telescoping of the baggage car with this carriage was that a number of the passengers were severely injured, whilst several others had most miraculous escapes. It was with considerable difficulty that many of the passengers could be extricated from the wreck, and the difficulties which lay in the way were added to by the fact that the emigrant car caught fire from the up-turned stove, and a portion of those engaged in the rescue of the unfortunate sufferers had to be detailed to carry water from a neighboring culvert to stay the flames, which were eventually extinguished. The outcome of the train was ably assisted by the passengers in the Pullman and first class cars, who, on becoming acquainted with the collision, turned out, and nobly worked for the good of their fellow passengers. The following is a list of the casualties:

KILLED.

Deo Chiarotto, an Italian, was sitting in the end of the emigrant car, and it was evident when he was rescued from the debris that he had been fatally injured. He died in a few minutes after being extricated, having sustained very severe internal injuries. His body was bruised all over, and it is supposed his neck was broken. On his person was found a ticket from New York for San Francisco and \$2.70 in money.

INJURED.

John Holmes, driver of the west bound train—Left arm broken and thigh broken, with several minor injuries. Resides in London, and is married.

John Collison, fireman of the west bound express—Severely scalded on the face, hands and body, and probably internally injured. Resides in London, and has a wife.

Herman Bentzel, aged 30, from West Prussia, laborer—Bound for Livingston, Ill. His right leg, scalp very severely lacerated and a fracture of the skull. This man lies in a very critical condition, and it is doubtful whether he will recover, but at the time of writing no bad symptoms had exhibited themselves. The unfortunate young man is a very powerful muscular fellow, and that may help him along.

Matilde Bentzel, sister to the last named, is 21 years of age, and is a tailoress by trade. She sustained a compound fracture of the leg, and several minor injuries.

Maria Halle, 20 years of age, from France, bound for California to meet a friend. Her injuries are

sion was so great that one of the large oil cans used about the train was thrown over the fence into a field, a distance of over 50 feet.

The gentleman from whom the above account was received seems to be extremely cautious in his statements, and one who would not be likely to indulge in romancing in any description he might give of an occurrence he had witnessed.

vants and to every man his work, and commanded the porter to watch. Wake ye, therefore.

The sermon was ably earnest and eloquent discourse on Man's duty to God being the conscientious discharge of his daily work, whatever that work might be.

In the evening Mr. Carmichael took the whole service, and preached from Romans, II. chap. 25th and 26th verses—X. Rev. J. W. W. W.

November 25
1878

Winona

THE G. W. R. COLL

It is a singular fact that the fath Collison, so severely scalded by th on the G. W. R., on Sunday morn his death on the same engine some when he was driver off.

Mrs. Holmes, Mrs. Collison, and Miss Bessie Collison, of Lond Henderson's Hotel here, nursing driver and fireman. The unfort are recovering as well as can be ex ded, the physicians anticipate the time both will be able to return duties.

The parties who were taken to t as yet have exhibited no alarming John Ryan, the one who had his l fearfully "mashed," it is thought subjected to the necessity of havir amputated.

No unfavorable symptoms have vveloped themselves in the cases and Matilda Bentzel, or Edmun son. The first two named may r in the case of Williamson no opin yet, be pronounced, his age b against the chances of recovery.

It was Drs. White and Mackele tended the scene of the accident.

THE CORONER'S INQUEST

This afternoon at 2 o'clock Di Coroner, held an inquest at the touching the death of Dea Chian the victims of the accident. Th jurors were sworn:

D. B. Fisher, foreman; Wm. Go Fairchild, Thos. Brady, Thos. S. D. Coles, Thomas Menn, Edw John Watt, John A. Barr, Geo. Redcomb, David McDonald, Ste Alex. Thompson, W. F. Strong.

After the necessary preliminar gone through with, the coroner a ceeded to view the body at the street morgue, and from there t to the G. W. R. station, where a was waiting to convey them to t the accident.

THE COST OF ROWDYISM.—On a able-bodied young man named M ners got drunk before ten o'cl came very insulting to many gentlemen passing on John street at last interfered, and altho fought and swore viciously held placed his customer in the cells. day's Police Court, Connors said ation that he had been watching all night, Friday, and feeling we dry inside on Saturday he imbibed glasses and felt so much bett that he desired to greet everybo fellow-wall-met style. But he n to insult for "misde!" anyone said that while he could im taking two glasses of liquor after watch he couldn't believe that healthy young man as Connors come in the manner stated by and to impress this fact on Con should fine him \$10 and costs w of going to jail for forty days.

ENTERPRISING MANUFACTUR days ago we reported that a C was to sail from New York earl for Australia, and that a num eminent manufacturers were pre by the line. We understand t John of Baljolin, Olmstead & city is going on the vessel, establish a direct trade with A Stephen King, with the abov will ship several thousand doll ornamentation work to M several other points in Austral lowing Hamilton firms will al enterprise and send samples lines, viz.: Copp Bros. and B stores; Cooper carriages; Ma Simmons, baby carriages; and probable that firms in other vices will adopt the same, an the enterprise even more.

where, we believe, his relations reside.

A SPEEDY ANSWER.

These were the accidents requiring medical assistance. There were a number of passengers who were slightly injured in the other cars, but nothing to hurt. The shock of the collision was severely felt by those in the first car, and alarmed were the countenances of those so summarily aroused from slumber as were the majority of those on board. One gentleman informed the writer that he had unlimited amusement—even whilst yet agitated in mind as to the extent of the casualty—in the antics of an aged Teuton, who no sooner was aroused by the crash, than he exclaimed, "Vat can it be?" drew up his window, and fruitlessly attempted to make his exit, forgetting that he was to large a por for the vacancy. Mr. B. Shepherd, of Bay City, Mich., was conversing with a Hamiltonian named Tait, when the accident took place. Both were thrown forward, their nasal organs coming into violent collision with the seat in front of them. It is a noticeable fact that the passengers in the Pullman cars, who were asleep, were not aroused by the collision, and were very much astonished when their more vigilant fellow passengers gave them the information.

ASSISTANCE FROM HAMILTON.

Intelligence was speedily sent to Hamilton, and Mr. C. Stiff, General Superintendent, and Mr. Donville, Mechanical Superintendent, with a large staff of men, went down to the scene on a special construction train. Drs. Ridley and Mackelcan were also on board and attended to the cases of the injured until they were brought to Hamilton. The farmers in the neighborhood of Winona, by their little courtesies, contributed to the comfort of the hurt. Holmes and Collison, the injured driver and fireman, were taken to Henderson's station hotel, where they were attended to by Drs. White and Mackelcan, the Company's medical advisers. The other seven persons were conveyed to the hospital, where their injuries were attended to by Drs. Macdonald and Malloch, and Dr. Mills, the resident physician, who did everything they could for their comfort. General Manager Broughton, we believe, was not sufficiently recovered from his late illness, to go to the scene of the accident, but he was very solicitous about the comfort of the injured persons. Yesterday afternoon Drs. Ridley, Mackelcan and White visited the hospital for the purpose of assisting the resident physician in his arduous labors.

THE LINE WAS CLEARED

by noon, and the traffic was but little delayed. The wrecked cars of the east bound train were conveyed to this city, and were viewed by several thousand citizens during the day.

AN INQUEST

Into the cause of the death of the passenger killed will be held by Coroner White this afternoon at 2 o'clock, when the direct cause of the collision will no doubt be ascertained.

NARRATIVE BY A PASSENGER.

A merchant from Bay City, Mich., who was in the car next to the one telescoped, gives the following account of what took place, so far as he saw and heard: "I was sitting two or three seats back from the entrance in conversation with William Tait, a young man from Hamilton, when I felt a shock or jar, and both of us were thrown violently forward, my nose striking against the back of the seat in front, and being slightly abraded. My companion escaped with out injury. There were but some six or seven passengers in the car in which I was, all of whom were thrown off their seats, but none were injured, except myself. So soon as we could get on to our feet we all rushed out of the car to ascertain what had taken place, and on getting outside beheld one of the most fearful sights. The cars seemed to be piled on top of one another in a confused mass on the south side of the track, while the groans and shrieks of the wounded were most heart-rending. Our first efforts were directed to extricating the driver and fireman, who were jammed between the cars, and who were threatened with being roasted alive, as the second-class car had caught fire. And they certainly would have been roasted alive had it not been that a culvert, close to the scene of accident, afforded an abundant supply of water, which the passengers and train men continued to throw upon the flames until they were extinguished. A number of handkerchiefs and axes were obtained, and after working for a length of time the driver and fireman were extricated, and laid on the grass alongside the track, where, from the coldness of the night and dampness of the ground, they must have suffered additional pain, but it is the best which could be done at the time. We ultimately succeeded in rescuing all the wounded. When the train and doctors arrived from Hamilton the wounded were attended to and removed into one of the cars. The night was very dark and great difficulty was experienced in getting about, while a number of us had wet feet and legs. I heard the conductor of one of the trains say that it was the switchman who allowed the train to go by. I think there were about fifteen injured altogether. I witnessed some

MIRACULOUS ESCAPES.

The young man Tait, with whom I was sitting and conversing at the time of the collision, only a few moments before been sitting in the second-class car, and from the position he occupied in it I feel convinced that he would have been killed or seriously wounded had he remained. A boy named I did not learn had a large piece of board forced through the back of his coat, and it required quite an effort to get it pulled out. The boy was injured, and passed on to his home. I think Dr. B. Shepherd, the

from us. "Weep not for the dead, neither bemoan him; but weep sore for him that goeth away, for he shall return no more." The death of our member, our church would have been esteemed a painful loss, but in the removal of him who has been taken from us we sustain no ordinary bereavement. We have lost one who loved this church with true devotion, and who manifested his attachment to this congregation, and his interest in its welfare, by making costly sacrifices in its behalf—more costly sacrifices perhaps than many know—for, as was to be expected, they were made silently and without display. We have lost a member upon whom this church has had the privilege of leaning for much needed help in hours of trial, and to whom, indeed, our church is much indebted for its present existence, not to speak of its happy prospects. We have lost a father, whose presence amongst us formed one of the ties which have bound the life of this church with the history of the city of Hamilton during the past forty years—for it is forty years since Mr. Kerr's connection with this church began. We have lost an esteemed officer and bearer who, as it seems to us, at least, we can ill afford to spare; and in him the Presbyterian Church in Canada has lost an honored elder, who was one of its representatives in the last General Assembly. To myself, as pastor of this church, the death of Mr. Kerr comes home as a personal bereavement. The relation between a minister and the members of his Session is one of peculiar confidence and affection; and when that relation is severed, as in the case of our beloved brother, the hearts of the surviving members experience a pang of peculiar grief. But speaking of the loss we have sustained, we would not be understood as complaining, as if the Lord had dealt unkindly. We rather render him thanks for having given to this church a member and elder whose removal could create so great a blank, as we give him thanks also for having spared that esteemed colleague to see so goodly an age. It is indeed a cause for thankfulness when a church is permitted to have among its most ardent friends, those whose death the whole community laments. Of Mr. Kerr's worthy life as a citizen, it is unnecessary for me to speak. His strict integrity, his unassuming worth, his deep, but quiet interest in everything pertaining to the city's welfare are well known to all. Those who were his associates have lost a faithful companion and true friend whose place will not soon be filled. But however great our sense of loss, and that of the whole community may be, it is as nothing compared with the blank which has been made in the stricken home and in the heart of every member of the family of which Mr. Kerr was the tenderly affectionate and much beloved husband and father. We can even forget our loss for the moment in our sympathy with those who have been so deeply bereaved. And especially do we commend to God's tenderest care her upon whom this stroke most heavily falls. At this moment, far from us as she is, may the Father of mercies and God of all comfort be found of her a very present help in trouble. And may the same loving God, who has promised to be also the Father of the faithless, draw near with his gracious consolation to the bereaved children in the stricken home. Truly, "whether one member suffers all the member suffer with it." As we think to-day of the widow and the fatherless our hearts are buried with sorrow, as if the grief were peculiarly our own. In connection with this sore bereavement there are a few precious incidents which I shall treasure long in my memory. While writing Mr. Kerr some two weeks ago, I mentioned, for his encouragement, the fact that God often kindly disappoints our fears; that He sometimes bids us go down to drink of the water that flows in the deepest part of the valley, that we may come up again to do better work for him than ever. But even while I was expressing the strong hope that Mr. Kerr would soon begin to climb the height, the thought flitted through my mind for an instant—as if an angel had suggested it—that perhaps it would be the height on the other side of the stream, and the better service would be in the Better Land. And has it not proved even so? Then two weeks ago to-night I had the privilege of kneeling with the household at the family altar, on the eve of the departure of her whom we remember to-day with so much of tender sympathy; and as we prayed the Lord to bring the family all together again in joy and peace, and had a strong hope of seeing the petition granted, again the angel whisper seemed to say, "It will be so, only that the meeting will not be on earth, but in the Heavenly home." The only other incident to which I will refer as particularly gratifying is, that at our prayer-meeting on Wednesday evening last, we were led to make especial remembrance of Mr. Kerr in our petitions before the throne of grace; and on the following morning we learned that at the very time we were specially commending him to God, he was passing through the valley and drawing near the river's brink. But while we give thanks to God for these and many other precious remembrances, we thank Him most of all for His love in giving up His own son to the death of the cross, that through death He might destroy death and bring life and immortality to light, and teach us and others the meaning amid all present separation and sorrow and loss. "There remaineth, therefore, a rest for the people of God."

Church of the Ascension.

The congregations at both services were large in the morning the Rev. G. B. Cooke read the lessons and prayed, and the Pastor, the Rev. James Macdonald, preached from the text, "There remaineth, therefore, a rest for the people of God."

January 25
1878

N 16 1879 THE

DISTINGUISHED PASSENGERS.

**Sir Edward and Lady Thornton Pass
Over the Great Western Railway.
A Miraculous Escape.**

Yesterday afternoon, as announced in the EVENING SPECTATOR, Sir Edward Thornton, British Minister at Washington in company with Lady Thornton, passed through the city en route for the Niagara Falls, where they will stay for a few days, with the object of seeing the falls in all their winter glory. Leaving Ottawa late on Tuesday night, Sir Edward was accommodated with the Intercolonial official car, which was attached to the regular train. Toronto was reached yesterday morning, and after partaking of refreshments Sir Edward and Lady were met by a special G. W. R. train, made up of the Directors' car, baggage car and engine No. 117. Mr. C. K. Donville, Locomotive Superintendent, was in charge of the train; the veteran Conductor Furness was conductor, and Mr. Wm. Durdan was engineer. Mr. Moody, of the General Passenger Office, was also of the party. At 12.12 p.m., the Intercolonial car was coupled on the train, and Hamilton was reached at 1.05 p.m., the run of 39½ miles being made in the space of 53 minutes quite easily. During the ten minutes which the train stopped at this city, General Manager Broughton went on board the car, and had a conversation with Sir Edward and Lady. Business engagements, we believe, prevented Mr. Broughton's accompanying the party. Sir Edward seemed highly pleased with his visit to Canada, and expressed himself satisfied with the efforts made to make his journey enjoyable. At Jordan, passing a freight train, the locomotive got off the track, and was disabled; but the delay was not for long, as the freight engine was speedily attached to the special, and the Falls were reached by early afternoon. Sir Edward will, we understand, stay at the Prospect House.

By special telegram from our St. Catharines correspondent we have the following particulars of how the accident occurred: "What might have proved a serious accident occurred on the Great Western Railway near the Jordan station this evening. A special train conveying Sir Edward Thornton and party has miraculously escaped being precipitated from the bridge over the Twenty-Mile Creek, at that point, to the ice below, a distance of about fifty or sixty feet. One of the driving rods of the engine broke and as it flew around completely demolished the side of the cab, also throwing the engine off the track on the bridge. Fortunately no one was injured, and the engine was speedily placed on the track again. The train passed this station about half-past three on its way to the Falls.

WENTWORTH WINTER ASSIZES.

Before Mr. Justice Cameron.

WEDNESDAY, Jan. 15.

The suits Edwards vs. Stewart and Gorman vs. Stewart were set down for trial at the

January 16

1879

ANOTHER RAILWAY ACCIDENT

A COLLISION THIS MORNING NEAR STONY CREEK.

One Man Badly Hurt—A Valuable Trotting Horse Crippled—A Heavy Loss in Freight and Rolling Stock—A Conductor Forgot to Get Orders.

Another bad accident occurred on the Grand Trunk this morning about five o'clock a mile east of Stony Creek station, resulting in a serious wreck and the wounding of one man. The track was not cleared until this afternoon, and all the trains east and west were delayed and had to transfer passengers, express and mails.

A regular freight left Hamilton for the east at 4:30 in charge of Conductor Thomas Smith, and just after leaving Stony Creek switch it collided with special freight 179, bound west. The trains were drawn by powerful mogul engines 222 and 227, and the wreck was a big one. The crash occurred just opposite to the house of Sectionman John Coughlin, and the cars nearly climbed over the building, which had a narrow escape from being totally wrecked. The moguls were so heavy that they never left the track, but just crashed into each other and remained locked, while the cars behind telescoped and leaped over each other until an immense heap of wreckage was piled up. The engine-men on both trains jumped and escaped unhurt, but Cecil Winter, a brakeman on the special, was not so lucky. He was on the top of the fourth car from the engine, and as it collapsed beneath him he was buried in the wreck piled up against Coughlin's house.

John Coughlin and his wife were awakened by the crash of the collision, and thought the world had come to an end. When they got outside they heard a man groaning under the wreck, and on investigating found poor Winter lying in their dooryard. His right leg was broken at the thigh and ankle, the bone protruding from the latter, and his left foot badly crushed. He was carried into the house and Dr. Carr, of Stony Creek, was sent for and temporarily dressed the wounds. Winter was brought to the city hospital and had his right leg amputated six inches below the knee. He is doing well and will recover. He lives on George street, Toronto.

An Extensive Wreck.

The train from the west was in charge of Conductor Thomas Smith and Driver Hushing. The special was in charge of Conductor Diamond. As far as can be learned Conductor Smith failed to go to the station for an order telling him to cross the special at Stony Creek. He ran on past Stony Creek, and met the special on a straight piece of track. Driver Hushing had his train well under control before the collision, but the west-bound special was running at a good rate of speed. Both engines are badly used up. The train behind the special ran up on the engine, tearing off the cab and shoving the tender almost on the boiler. The cars piled in a great heap and toppled toward the section house, almost burying it in their fall. They were loaded with wheat, household furniture and glass, were packed in crates, and great was the smash thereof. The wheat was a fine brand of red seed going west. The loss will be very heavy. About twelve cars were wrecked.

A Valuable Horse Maimed.

On the east-bound train was a valuable trotting stallion, Henry R., owned by Geo. Robertson, of St. Catharines. He was thrown down by the shock and had his spine badly injured, probably broken. His hindquarters are paralyzed. He was one of the finest trotting horses on the Canadian turf, and the groom stated that Mr. Robertson had refused \$3,500 for him. The horse was being brought back from the Detroit and Cleveland races by its colored groom, Oliver Smith, who was in the car with him. After the accident Smith cried like a child over the poor animal and could scarcely speak of him afterwards with dry eyes. The horse had a record of 2:25 and was fresh from new triumphs in the west where he won \$500 in the open trot at Detroit against some of the American cracks.

A Big Blockade.

If the accident had happened west of the beach junction switch no delay would have occurred, but the wreck lay just in position to cut off all traffic from the bridge, and at a time when a number of express trains were due. All passengers, express and freight had to be transferred across the gap, and this not only took time and trouble, but prevented Foreman Pat Nelson and his wrecking train from getting into the wreck to begin work until near noon. A special was run out at 12:30 with the east-bound passengers and they were transferred to the express due here at 8:20 from the east and brought back the passengers going west. The passengers, baggage and express on the train arriving here at 10:40 had also to be transferred. The wreck will be probably cleared away by four o'clock. The track is not torn up and only one of the engines is derailed, but as it is standing on the ties it will not take long to jack it up on the metals.

Nelson Township Council.

CONVENT. CHAMBER, NELSON, Sept. 7, 1901.
Council met pursuant to adjournment. Members all present. The minutes of the last meeting were read and confirmed. A communication from T. G. Mathieson in reference to costs in re the Queen v. Nelson.

1891

Stony Creek

THE WINONA COLLISION.

The Inquest Yesterday.

1878

TUESDAY, Dec. 3.

The adjourned inquest on the body of the man Dio Chiaretto was resumed this afternoon at the Police Court, before Dr. Thomas White, coroner.

The same counsel appeared yesterday. DENNIS DELANEY, sworn - Am a conductor, in the employ of the G. W. R.; remember the morning of the accident, the 24th of Nov.; was conductor on the express going east; left Hamilton at two o'clock, our regular time; when we got to Winona, close to the switch, we collided with the No. 1 express west, about 2.19; my train was on the main track when the collision occurred, about 25 or 40 yards from the switch west of the west switch; I was in the first car from the west switch; the collision took place; the train consisted of a baggage and express car, two second-class cars, and two sleepers; it was not quite 2.19 when the collision occurred; we were due at 2.22 in the siding; the limit as to time is five minutes; the train going west has the right of way, but is supposed to wait five minutes for the eastern train to allow for variation of watches; both trains are due at the same time; I have been in the habit of passing at this time about a year and a half; this is the first accident which has happened in my time; I'm certain my engineer had a head-light lighted when we left Hamilton; since I have been on the road we have always let ourselves in on the side track, and when the train passes, out again; I believe the brakeman got off to open the switch; there are four switch lamps at the place; all the lamps or signals were burning; when I got off the train the semaphore showed a white light and the switch lights were green; this meant that all was right; our train was going at a rate of three or four miles an hour when the collision occurred.

To a Juror—It is my duty to see that the brakeman goes ahead and opens the switch; I don't think if the switch had been open the accident could have been avoided; had there been a switchman there the accident would have been worse than it was; my duties as conductor are to see to the running of the train, take charge of all the train men, collect tickets, etc., each person on the train is supplied with a key of the train; after the collision I got out and saw steam escaping from both engines, and saw the engine driver and fireman under the wreck; I had no supposition who was to blame; I compared time with the conductor of the Western bound train, and found it then about 2.26; I assisted in carrying the engineer and fireman out of the ditch to the train, and after this met conductor Treble, of the west bound train; the green light indicates that the switch is set for the main line; no one could mistake the green light for the head light of the train I have never passed a train without the light being shown; never saw any of these lights out of order; it is not my duty to go forward to see if the headlight is burning; these lights are sometimes deceiving; the engineer could tell as long as we were on the track what the headlight was, and could not mistake any other light for it; the train men protect themselves when a white light is shown.

To Mr. Martin—Conductor Treble's watch was a little faster than mine; think there was a minute or a minute and a-half between our watches; there were two of the cars broken, one being telescoped; I met Treble at the side of the engine; when I felt the air-brake go on it was 2.18; can't say where we commenced to slacken; heard no signal, as there was no necessity for giving one; have no idea of the distance the train would run after having applied the brakes; the train was not supposed to run faster; have been a conductor on the G. W. R. eight years; I was at the west end; have passed Winona eight years ago; I believe it's an advantage not to have a switchman at such places as Winona; there is a night switchman at St. Catharines; there is none at Baptist Creek, where we have a switchman at other points, but believe there are others; this is the only point where passenger trains pass at night.

Here a little wordy war took place between the coroner and Mr. Martin in reference to the course of questioning pursued by Mr. M. Witness continued—I was formerly em-

Hamilton Spectator

December 3

1878

Winona

where passenger trains pass at night.

Here a little wordy war took place between the Coroner and Mr. Martin in reference to the course of questioning pursued by Mr. M.

Witness continued—I was formerly employed on the N. Y. C. and Erie, but cannot remember if they had switchmen at such points or not; the west-bound train is to wait five minutes after 2.20; rule 48 was read which states that no train must leave a station ahead of time without an order from competent authority; if the west train conductor had received an order from the train dispatcher at London it would have been received at St. Catharines; if I had been on the siding when the west train arrived it would have went on; the semaphore is over 800 yards from the station; if a switchman had been at Winona he would run up a danger signal after the train passed; there were between 300 and 400 yards from where my train was struck and where the western bound train should have stopped; the train could be stopped in 400 yards if going at the rate of 25 miles an hour if everything was right.

To Mr. Barker—No signals are required to stop at this station, as we have express orders to do so; the switchman would remain at the switch to let us out, so that the main track would be clear—the point where my brakeman was going to; there was no obstruction on the line to prevent No. 1 seeing the full headlight of No. 12; if the driver of No. 1 had been looking out, so that he could see a switchman's signal, he could have seen the locomotive signal and all other lights.

To a Juror—Saw deceased after the accident.

To Mr. Martin—Can't account why the whistle of the western bound train was not blown, but if he had done so it would have made no difference.

JOHN MCLINDEN, sworn: I am a brakeman on the G. W. R., and was on the express east on the morning of the 24th of November last; know nothing about the time when the train left; on approaching Winona siding the driver put on the air brake; I jumped off between the second and third car to open the switch; when I got up about one car length I heard the express from the east approaching and saw the headlight of the locomotive. Didn't realize what was the matter until they struck; when they struck I ran over the ditch into the field; when I got over there I saw a great deal of steam escaping from both engines, and remained there until all had escaped; when I came back I assisted to take the killed and wounded out of the wreck; this was the first trip I ever broke on that train; my regular one is the freight from Clifton to St. Thomas; I received no instructions about getting off, but spoke to the baggage man about shunting at Winona; I knew the fact from my time card; I am thoroughly acquainted with the management of switches.

To a Juror—Couldn't say if the head-light in the engine was lighted or not; the train was going at about three miles an hour.

WM. MEECHAM, sworn—I am a baggage-man on the G. W. R.; I was on the express train going east on the morning of the 24th November; knew nothing about the collision until the train was struck; know John McLinden; had a conversation with him between Hamilton and Winona about opening the switch, as to its kind; he was a green man on this train; I told him it was a "three-throw switch," and we took the north siding.

To a juror—No cars are left on the north siding; have been five years on a passenger train.

HORACE FIELD, baggage-master of the west bound train, sworn—Was on No. 1 west-bound express on the morning of the 24th; we left Clifton about 1.15; was in the baggage car at the time of the collision; think we were going at our usual rate of speed at the time; my car telescoped with the second car, and I was picked up between the roofs of the two cars; was not insensible at all; got out and ran back to see what assistance I could give; heard no whistle after leaving St. Catharines; didn't feel the air-brakes put on; am sure I was not asleep at the time; didn't observe any of the hands getting off at St. Catharines to take a drink; helped to pick up the driver of the locomotive, but can't say how far he was from the locomotive.

To Mr. Martin—Saw the engineer at the Bridge, but not to speak to him; couldn't say anything about his condition; never knew an engineer not to have head lights when running; don't recollect ever hearing him stop at Winona before this; we have been stopped at other stations.

An adjournment then took place until Friday afternoon, at two o'clock.

December

4

1878

Winona

THE SPECTATOR. HAMILTON

THE COLLISION AT WINONA.

Continuation of the Inquest Yesterday.

FURTHER EXAMINATION OF G. W. R. OFFICIALS.

The inquest touching the death of Dio Chiarotto by the collision on the G. W. R. at Winona on the morning of the 24th ult. was resumed yesterday afternoon before Coroner White, according to adjournment. The Police Court being found rather inconvenient and uncomfortable at the previous sitting an adjournment took place to the Council Chamber.

As at the previous sittings Mr. Barker appeared for the G. W. R. Company and Mr. R. Martin in opposition.

The following additional evidence was adduced:

Dr. G. F. MacKELCAN deposed that he had held a post mortem examination on the body of Dio Chiarotto and found injuries on the face and forehead, and the neck dislocated; he had no doubt deceased met his death in consequence of the accident.

Wm. TRESSLE, conductor of the west bound train, said that he was conductor of No. 1 Chicago express on the morning of the accident and was timed to leave Suspension Bridge at 1.15; saw driver Holmes before leaving and compared time, and found by such comparison that the time was 1.16; stopped at Merritton and St. Catharines, leaving the latter place a little late; passed Grimsby at 2.10, and noticed nothing unusual; had been conductor of this train for the past two years; the western bound train has to wait five minutes for the eastern train; in approaching Winona it rests with the driver as to how the train shall approach the station; the head-light of our engine was burning when we left St. Catharines; Holmes was all right, so far as I know, on leaving Clifton; when I found the engineer and fireman they were lying on the same side of the track, and were about 25 to 30 feet apart, the engine-driver being about 20 feet ahead or west of the engine.

To a Juror.—From appearances, I thought the engineer was thrown through the cab window; the engine was not thrown far enough away from the engine to escape the fire; neither Holmes or Collision, in my opinion, jumped from the train; have not had any communication with Winona for many years; don't remember any accident at this spot three or four years ago; we didn't slack up that morning; the headlight was signal enough at Winona, where they can see each other at least four miles apart; was present when car was jacked up; it was 30 or 40 minutes before we could do anything for the passengers, in consequence of the fire; it was and is my opinion that Dio Chiarotto was killed by the jacking up of the car, caused by the telescoping of the cars; the man died while we were getting the man out underneath; his (C's) head was out of the car window, and he was probably dead for half an hour before.

To Mr. Carscallen—Conductors exercise control over engineers after passing stations; was in the fourth car from the end on passing Winona station; when a train is under way we trust entirely to the driver in approaching stations about stopping or going on; the driver of the west-bound train had the lights at the station-house as to whether he should proceed or not; the lights would show whether the switch was open, but no notice of danger; the switches were closed on the morning of the 24th ult.; or we would have gone in the side track; it was not my duty to ring the bell when approaching the station; we take the siding only if we receive orders; can't remember a night switchman ever being at Winona.

To Mr. Barker—There would two lights at each end and one at the station on approaching Winona; it was the duty of the driver of the west-bound train to have gone into the yard at Winona, knowing that No. 12 was west of the switch; it was necessary, unless he saw No. 12 in the siding to stop; unless the green light was shown he was bound to assume that the train was not in the siding; when he didn't see No. 12 in the siding he should have waited till 2.27 or longer; he

was nothing to tell a switchman, had one been there, that there was danger for the approaching trains; both trains left the last stations on time; No. 1 train has twelve minutes for five miles, and No. 12 has nine minutes between Hamilton and Winona; there was no necessity for order to No. 1, as he could see from his title card that he had to meet the other train at Winona; it was not necessary for No. 12 to whistle to give the driver of No. 1 warning; it is necessary that No. 1 should ascertain the position of No. 12 before passing the switch; if there had been fifty switchmen and one hundred lights at Winona on the night of the accident it would have made no difference; am not restricted as to the number of men I shall employ.

To a Juror—There may be a dozen stations on the main line where there are not switchmen at night; never heard anything about the driver of No. 1 having defective eyesight; if there had been a switchman at Winona he would have put the semaphore up at half-mast.

To Mr. Martin—The switchman at Winona was taken off about eighteen months ago; don't remember that any accident ever occurred at Winona, except on one occasion, when an express train very nearly ran off the track in consequence of the switch being left open; don't know of any other railways which do as the G. W. R. and C. S. do in reference to switchmen; the rules are the same now as before.

A discussion here arose as to whether the driver and fireman of the locomotive attached to No. 1 train should be sworn, when the coroner stated that the engine driver had already admitted that the collision was the result of his carelessness, and the fireman had stated that he was stopping down at the time of the collision to fix the water gauge, and knew nothing about the accident.

Mr. Barker said that the Company wished the fullest investigation, but Mr. Martin had an ulterior object to serve in appearing here; the Company had no intention of appearing at all if they had not understood that Mr. Martin intended introducing himself on the investigation, being retained by nobody and authorized by nobody to do so.

The Coroner stated that it was impossible to examine Holmes.

The inquest was then adjourned until Tuesday next at 9 o'clock, when it is expected the engine driver and fireman of the western train will be in condition to be examined, at Henderson's Hotel.

RETURN OF DELEGATES.

When the train was nearing Toronto, a meeting of the delegates on board was convened, and Mr. Macmillan, of Hamilton, appointed chairman, whereupon it was

Moved by Mr. McIntyre, of St. Catharines, seconded by Mr. CLEGG, of Brantford, and resolved,

That the thanks of the delegates from the Scottish Societies of Ontario and Manitoba, to present at Ottawa their united address to the Marquis of Lorne and her Royal Highness the Princess Louise, are eminently due and are hereby tendered to Mr. Adam Brown, of Hamilton, Chairman, and to Mr. W. B. McMurrich, of Toronto, Secretary of Delegation, for their prompt, energetic and successful efforts in connection with this pleasing and loyal demonstration on the part of so many national societies.

Short addresses were made by the mover and seconder, by Mr. Walker, of Guelph; Mr. Macmillan, of Chatham; Mr. Manson, of Stratford, the Chairman and by Mr. Morrison Mayor of Toronto.

The resolution was carried unanimously and happy replies were made by Mr. Brown and Mr. McMurrich. Thus terminated a pleasing episode in the experience of all concerned, and let us hope that it affords a bright omen of the future career of the distinguished personages sent by our Gracious Queen as her representatives in the Western World.

On arriving in Toronto Mayor Morrison invited the delegates to the Walker House and entertained them in a very hospitable manner.

NOTICES.

THE TAILOR TO PATRONISE.—Mr. John Pinagin, 3 York street, is doing an extensive business, this year, in making and repairing

December 7
1878

Winona
Collision

ANOTHER RAILWAY ACCIDENT

A COLLISION YESTERDAY NEAR STONY CREEK

One Man Badly Hurt—A Valuable Trotting Horse Crippled—A Heavy Loss in Freight and Railing Stock—A Conductor Forgot to Get Orders.

Another bad accident occurred on the Grand Trunk yesterday about five o'clock a mile east of Stony Creek station, resulting in a serious wreck and the wounding of one man. The track was not cleared until this afternoon, and all the trains east and west were delayed and had to transfer passengers, express and mails.

A regular freight left Hamilton for the east at 4:30 in charge of Conductor Thomas Smith, and just after leaving Stony Creek switch it collided with special freight 179, bound west. The trains were drawn by powerful mogul engines 222 and 227, and the wreck was a big one. The crash occurred just opposite to the house of Sectionman John Coughlin, and the cars nearly climbed over the building, which had a narrow escape from being totally wrecked. The moguls were so heavy that they never left the track, but just crashed into each other and remained locked, while the cars behind telescoped and leaped over each other until an immense heap of wreckage was piled up. The engines on both trains jumped and escaped unhurt, but Cecil Winter, a brakeman on the special, was not so lucky. He was on the top of the fourth car from the engine, and as it collapsed beneath him he was buried in the wreck piled up against Coughlin's house.

John Coughlin and his wife were awakened by the crash of the collision, and thought the world had come to an end. When they got outside they heard a man groaning under the wreck, and on investigating found poor Winter lying in their dooryard. His right leg was broken at the thigh and ankle, the bone protruding from the latter, and his left foot badly crushed. He was carried into the house and Dr. Carr, of Stony Creek, was sent for and temporarily dressed the wounds. Winter was brought to the city hospital and had his right leg amputated six inches below the knee. He is doing well and will recover. He lives on George street, Toronto.

An Extensive Wreck.

The train from the west was in charge of Conductor Thomas Smith and Driver Hushing. The special was in charge of Conductor Diamond. As far as can be learned Conductor Smith failed to go to the station for an order telling him to cross the special at Stony Creek. He ran on past Stony Creek, and met the special on a straight piece of track. Driver Hushing had his train well under control before the collision, but the west-bound special was running at a good rate of speed. Both engines are badly used up. The train behind the special ran up on the engine, tearing off the cab, and shoving the tender almost on the boiler. The cars piled in a great heap and toppled toward the section house, almost burying it in their fall. They were loaded with wheat, household furniture and glassware packed in crates, and great was the smash thereof. The wheat was a fine brand of red seed going west. The loss will be very heavy. About twelve cars were wrecked.

A Valuable Horse Maimed.

On the east-bound train was a valuable trotting stallion, Henry R, owned by Geo. Robertson, of St. Catharines. He was thrown down by the shock and had his spine badly injured, probably broken. His hindquarters are paralyzed. He was one of the finest trotting horses on the Canadian turf, and the groom stated that Mr. Robertson had refused \$2,500 for him. The horse was being brought back from the Detroit and Cleveland races by its colored groom, Oliver Smith, who was in the car with him. After the accident Smith cried like a child over the poor animal and could scarcely speak of him afterwards with dry eyes. The horse had a record of 2:26 and was fresh from new triumphs in the west where he won \$600 in the open trot at Detroit against some of the American cracks.

Tapleystown.

A baseball team, composed principally of players from Fulton, went to Smithville on Saturday last for a friendly game of ball. The visiting team was made up of players who had years ago quit the diamond for the more peaceful and less dangerous pursuits of life. At the end of the seventh inning

high school, has gone to attend his father's funeral. At the time of his death he was staying with his daughter, at a short distance from Toronto. He was eighty years of age.

Mrs. James Tremar is visiting friends in Clinton at present.

The Smithville orchestra went to Hall's Corners on Tuesday evening last to furnish music at the peach festival there. There was a large crowd present and they appreciated the selections rendered. They are billed for Bethel this week also. Smithville has an orchestra which the citizens have reason to feel proud of.

Dr. W. S. Hibbard, V.S., has begun the foundation of a stable in connection with his office. This will fill a long-felt want in this village.

George Gann, of Freetown, thought it was not right to allow the Smithville baseball club to enjoy the proud distinction of having vanquished every club against which it had played this season, so he picked a team from several townships and sent a challenge to the boys to play a match on Saturday, Sept. 12, foolishly thinking that they would succumb to the prowess of his heavy weights. The boys had a picnic, however, and added one more to their series of victories. So far this season Smithville has made 190 runs, while opponents have made fifty. The boys would like to make a match with a club that could give them a close game.

Blake Is Not in It.

QUEBEC, Sept. 16.—A gentleman just arrived from Murray bay says that the Hon. Edward Blake has declared that he does not intend to offer as a candidate for Kingston and that he will not enter active politics.

September 17
1891
Engines
222
227

Engine Exploded at Jordan

(Special to the Standard)

Jordan, Ont. Jan. 15.—The fast stock train going east, Engine No 660, while passing this place at 7:20 this morning exploded an arch in her boiler plate.

Fireman R. Currey, of Point Edward, was thrown out of the engine by the force of the explosion and landed on the bridge. He is badly scalded and had a narrow escape from going over the side of the bridge and dropping a distance of 65 feet to the ice below. Currey is unmarried. He was removed to the St. Catharines hospital. This was his first run.

The brakeman on the same engine was also scalded and his clothing set on fire, but he escaped serious injuries.

The driver of the engine escaped injury.

January 16

1907

GTR engine 660

RAILROAD WRECK IN FOG CAUSED DEATH OF TWO

(Continued from Page 1.)

and about nine cars completely wrecked. The accident occurred directly in front of the Stoney Creek station, and the fruit shed on the opposite side was torn down and the goods in it destroyed. Thousands of pounds of pulp are scattered in the snow and parts of the wreckage are to be seen for blocks. The subway by which the Lake road from Stoney Creek to Van Wagner's Beach crosses the railway tracks is blocked by the boiler of the engine, and will not be clear for traffic until to-morrow.

One of the express cars is hanging over the edge of the embankment, and another is piled up on top of one of the freight cars. With the exception of a car of stone, every car that was in the smash is almost completely wrecked. The stone car is still on the track, and is not damaged in any way.

The fireman, Thos. Ramsay, was thrown out of the cab and landed in a snow bank about seventy-five feet away; the engineer, William Walsh, was found in a snowbank just to the rear of the cab of the ill-fated engine. Both these men were also badly scalded. They were removed to the City Hospital, and their families sent for. Mr. Walsh died just before his wife and daughter arrived. The fireman, Mr. Ramsay, followed his former driver an hour or two afterwards. Both men were well known in railroad circles and were considered to be among the most efficient men in the service, always careful and strictly reliable men.

Mr. Gordon, superintendent of this division, stated at noon that traffic would be resumed by 3 o'clock this afternoon, but that the wreck would not be cleared up until to-morrow evening.

The cause of the trouble is laid mostly on the exceptionally heavy fog that ran in streaks early this morning. The freight had sent a flagman out, but the driver of the ill-fated train did not see him or his light, nor did he see the semaphore that was set against him, or, if he did see them, he could not stop his train in time to prevent the accident. It is thought that he did not see them in the fog, as railway men would have jumped before the collision took place, had the signals been seen.

The wreck is one of the biggest that has occurred in this division, while the property loss is not so great as it might have been, the company is hard hit. It will cost about three thousand dollars to fix the engine alone.

The freight train was in charge of Engineer Wilson and Conductor Sherry but they escaped without injury, as did the rest of the crew, as they were not near the point of impact. The passenger train was in charge of Conductor Havers, who, with the rest of his train crew escaped without injury.

December 18

1917

Investigation Ordered Into Rail Smash Here

FRUIT EXPRESS HITS OPEN SWITCH AND PLOWS INTO
STANDING WAY FREIGHT. CORONER'S INQUEST
HERE ABOUT AUGUST 18.

A coroner's inquest will be held in about two weeks to inquire into the death of Harold G. Worley, fireman of the express fruit train, who was crushed to death in Saturday's collision at Beamsville station, it was announced by Dr. W. C. Elmore, of Beamsville, coroner for Lincoln County.

The wreck, which was visited by most of Beamsville and the surrounding district during Saturday or Sunday, was caused by the express fruit train running head-on into a standing freight engine on the siding west of the station. The dead man was crushed between the cab and tender of his engine and died almost immediately from internal injuries.

An open switch at the west end of Beamsville railway yards was responsible, on Saturday afternoon, for the collision involving the fast fruit express and the engine and two cars of the way freight which were standing on a siding waiting to proceed on to the main line. The fatal crash saw fireman Harold G. Worley, 378 Barrie street, Kingston, crushed between the engine and tender of the fruit train and instantly killed, his chest crushed and one leg broken.

Mr. Worley, 32, leaves a widow and three children, a brother and two sisters, besides his parents, who live in Trenton. The remains were sent to Belleville for burial.

Travelling Fast

On its way to St. Catharines at about 50 miles an hour, the 13-car fruit express took the open switch and plowed into the standing engine, smashing in the front and derailing both locomotives. The dead fireman was standing in the door of his engine, looking forward. When his engine was derailed, the tender and cab came together and he was caught between the two. Nearly six hours passed before the body could be removed by wrecking crews.

Other members of train crews who received injuries were: John R. Deniston, Toronto, engineer of the fruit train, who had both hands scalded; G. E. Glendon, Sarnia, conductor, who wrenched his right shoulder, and H. J. Tulley, Sarnia, brakeman, who received injuries to his right leg, head and face. Engineer of the freight train was Herbert J. Palmer, 52 East Avenue South, and the fireman was Douglas Mair, 211 George street, both of Hamilton.

No Loud Noise

Persons working in warehouses and offices near the scene of the wreck reported that no loud noise was caused by the impact. The way freight had been shunting for almost an hour prior to the crash and the noise of

(Continued on page 7)

Sidelights

Had it not been for the tragic aspects of the crash, local residents would have enjoyed the show. As it was, just about every one from miles around visited the scene at one time or another on Saturday or Sunday. Considerable use was made of the "grapey" on the north side of the tracks as a vantage point, the posts providing several boys with bleacher accommodation. Camp chairs were in evidence as well.

Don Sinclair, cameraman of the St. Catharines Standard, arrived on Saturday evening in his jeep. No one had thought to tell him about the accident earlier. He managed to get in three shots on the scene, one a close-up, despite the vigilance of railway police, who refused to allow pictures to be taken from railway property.

The damaged fruit train, hauled by another engine, spent most of the night picking up fruit along the line. Due at Beamsville at 3.40 p.m., it didn't arrive until well after dark.

According to a news report broadcast at 11.00 p.m. Saturday from station CHML, Hamilton, Beamsville "is near St. Catharines." Quite a promotion from its usual role as a suburb of Grimsby!

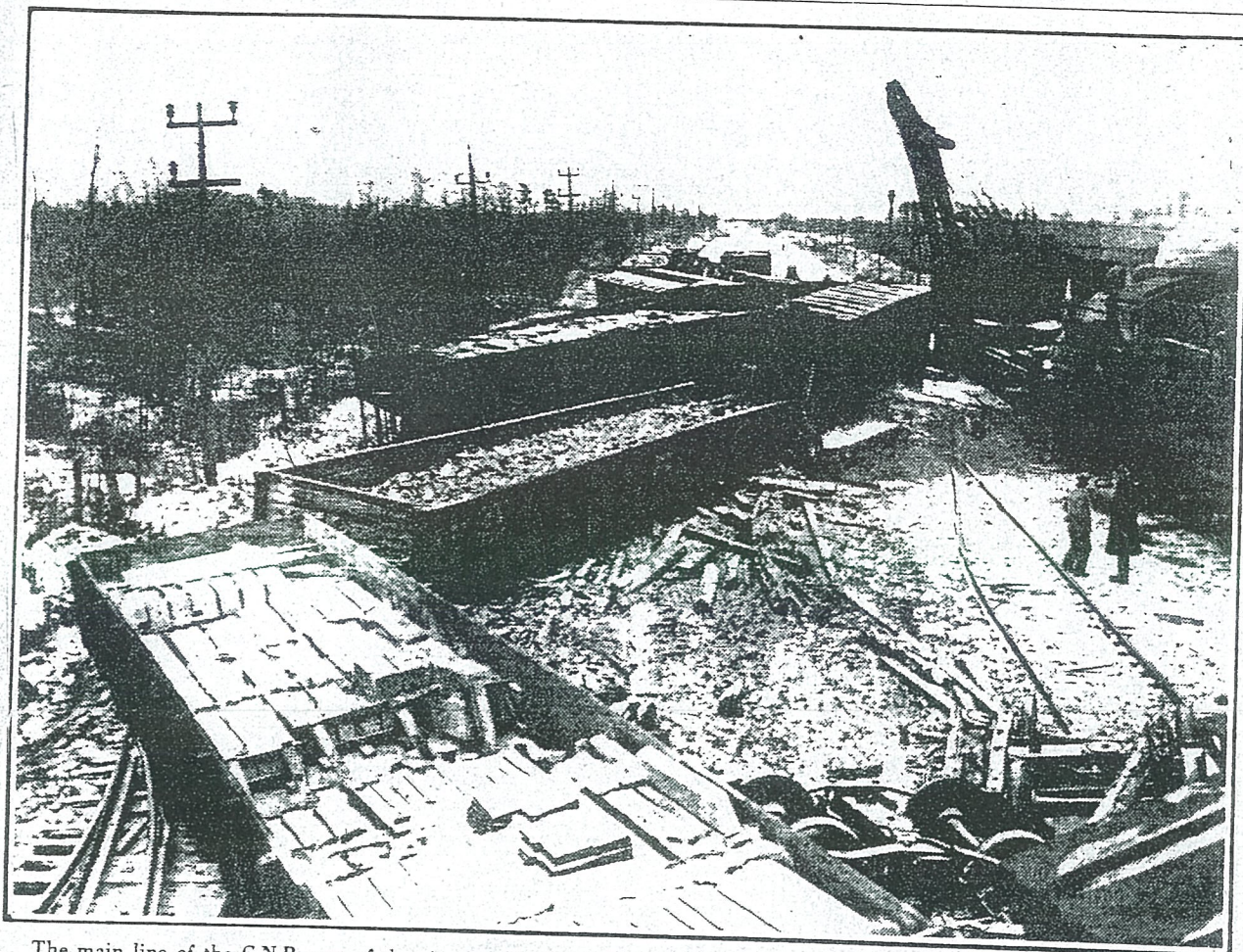
Beamsville
Express

June 16 1926

Cars Are Hurlled in Tangled Mass A.

Dec 17 1935

WHEN HEAVY FREIGHT TRAIN LEFT RAILS AT JORDAN



The main line of the C.N.R. east of the city was blocked for hours to-day when a heavy freight train carrying coal, pig iron and stone was derailed at Jordan and piled up along the right-of-way in a disorderly jumble. Tracks were torn up and traffic halted. The above picture shows a general view of the derailed and wrecked cars.

December 17 1935

Jordan

on Relief Recipient's Home ed in Tangled Mass As Train Is Wrecked

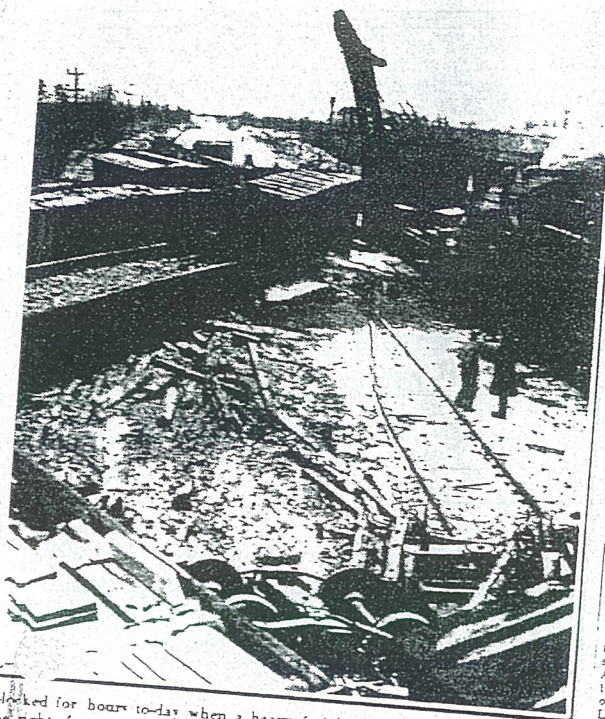
GH T TRAIN LEFT RAILS AT JORDAN

Hamilton

HEAVILY LOADED FREIGHT

LEAVES TRACKS AT JORDAN

12/17



Blocked for hours to-day when a heavy freight train carrying coal, pig iron and other material derailed and wrecked cars.

POLICE BALKED
BY DECISION NOT
TO SEEK ACHESON

Roadbed Ripped Up By
Force—Coal Spilled
on Right-of-Way

TRAFFIC AT STANDSTILL

Buffalo Authorities Ruffled
By Failure To Extradite
Prisoner

Main Line of C.N.R. Was
Blocked for Hours
After Accident

Cast Vote in U. S. Elections
—May Be American
Citizen

Buffalo, Dec. 17.—Special. The police balked through the refusal of Canadian authorities to extradite Joseph H. Acheson, now in technical custody on an 18-year-old Ontario warrant charging criminal assault. Election records appear to show that Mr. Acheson exercised the right of ballot here during the years of 1901 to 1935. Immigration authorities assert that Mr. Acheson while really a resident of the United States is not a citizen and therefore was not entitled to the right to vote.

The board of elections produced files to show that a "Joseph Acheson, of 159 Lebrun road, town of Amherst," was enrolled in 1934 and 1935 and voted each year. The prisoners' address at present is 159 Lebrun road.

Action Not Determined

At noon to-day, however, this was as far as authorities had proceeded in their investigation. They would not intimate what action might follow production of evidence that an illegal vote had been cast. Meanwhile, Mr. Acheson is enjoying his liberty, having been arraigned in court here Monday afternoon and released on bail. He has, however, maintained a strict silence in everything pertaining to the case, refusing to answer questions on the assault warrant except to say that the charge was a "frame-up."

While local and federal authorities proceed with their investigations, the prisoner's attorneys, Elmer W. Holt and Samuel W. Fietzman, are conducting an investigation of their own.

"There is an indication," Attorney Fietzman said this morning, "that my client, Mr. Acheson, may not be a Canadian citizen after all. We are following an investigation which may bring to light the fact that he is a native of East Philadelphia. However, we shall say no more for the present."

Held 24 Hours

Word from Hamilton this morning, stating that the prisoner be held for 24 hours longer, brought the information here that at that time he might be released, provided no other developments take place. It has been revealed here that the arrest of Mr. Acheson was brought through a "background" investigation.

Ten days ago Mr. Acheson filed an affidavit which he turned over to the United Taxpayer League and subsequently led to charges of "unofficial" conduct being hurled against Democrat Mayor Zimmerman for his activities in the Buffalo sewer controversy which has raged for months. At the time, Mr. Acheson was a representative of the Fuller-McCulloch Engineering company, of New York, which at first was awarded the contract, but later lost it.

Friends of the mayor then went to work to find out something about the contract and they turned up the dust-covered warrant. It also was revealed here to-day that Mr. Acheson worked in a munition plant during the World War and took the oath of a citizen.

No Further Interest

Chief Constable E. K. Goodman to-day wired John J. Whalen, chief of detectives in Buffalo, that Hamilton police had no further interest in the case of Joseph H. Acheson. Acting upon instructions from the crown attorney this department will take no action in the case.

One of the worst wrecks of its type in recent years, was the way auxiliary crews described the smash-up of a dozen or more freight cars just east of the Jordan, Ont., C.N.R. station at 1:20 this morning.

The wreck occurred when a gauge on one of the wheels of a box car immediately behind the engine of the Sarnia Manifest, a fast westbound freight, smashed to pieces. No one was hurt, but had the accident happened a half mile further ahead where the Jordan bridge crosses the Jordan harbour, several lives would have been lost and the damage terrific.

Roadbed Torn Up

Ripping up the roadbed before the track eventually bucked and heaved up, the locomotive dragged its heavy load of coal, pig iron and iron for over 200 yards before coming to a halt. The engine was undamaged but the cars piled up and arranged themselves in fantastic positions. One of the box cars, a Lehigh Valley car, was almost demolished.

Traffic, both east and west-bound, was held up for some time, but the first auxiliary crew, which arrived from Hamilton at 4 o'clock, started work first on a siding and managed to get it cleared in short order. Although information coming from the Hamilton superintendent of the C.N.R. suggested that damage would be slight, other than that to the track and roadbed, eyewitnesses claim that it cannot be other than heavy.

Coal cars, or gondolas as they are called, and box cars strewn across two sets of important tracks, the damage resulting from the derailling, and the subsequent holding up of through, passenger and freight trains, can hardly be construed as a minor accident. The destruction of material and property was great, but it was estimated that the actual monetary damage to the railway would be negligible.

Engineer R. Shannon and Conductor J. Woodcock, both residents of Sarnia, Ont., were in charge of the freight, but neither was injured in any way.

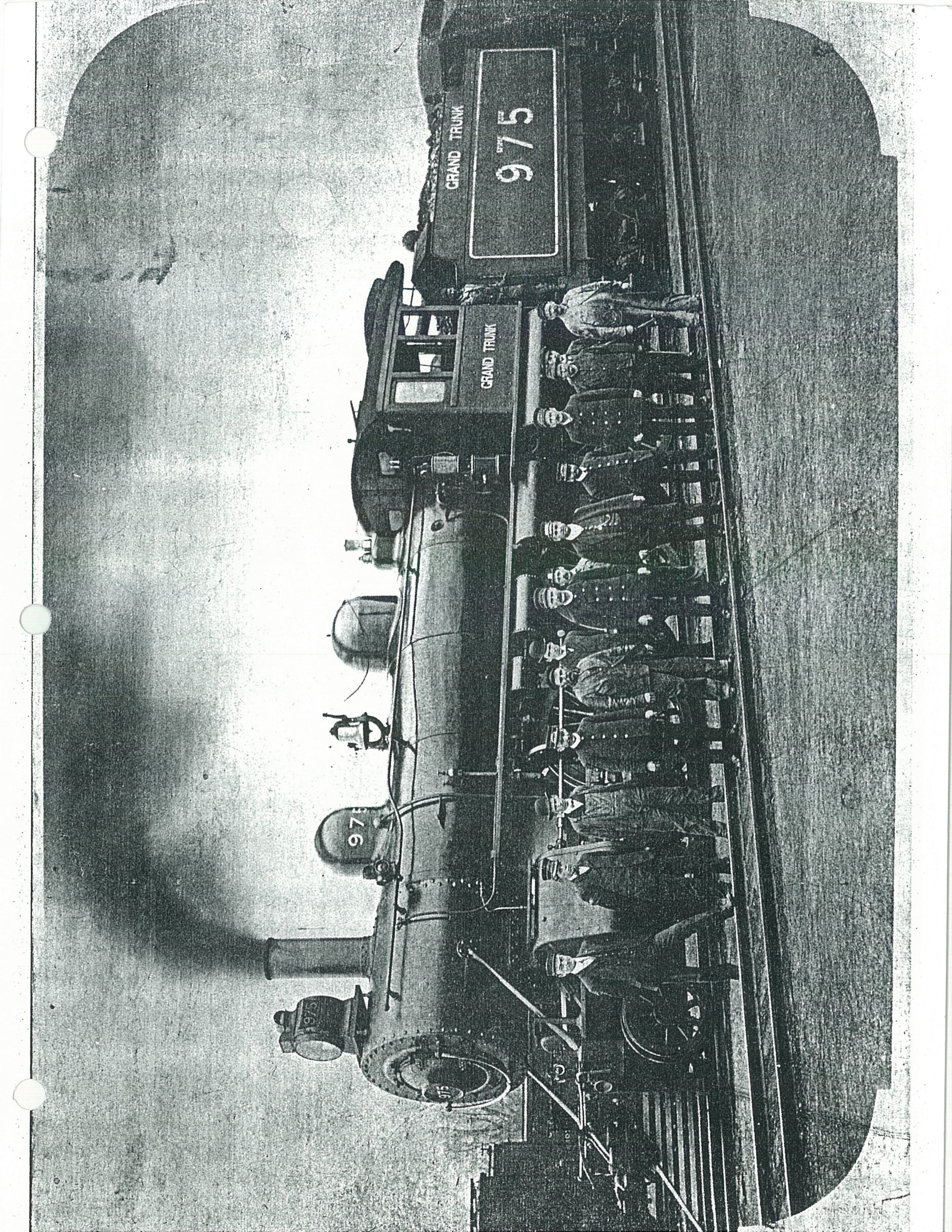
There were no eyewitnesses to the accident, and it was pitch black when the crash occurred. A few hours later as dawn broke, the scene became animated as auxiliary track newspapermen from all over there for information and photographs stopped pictures from every conceivable angle.

Third Wreck

This crash is the third train wreck in the immediate vicinity of Hamilton in less than a year. Eight days short of one year ago—Christmas night to be exact—one of the worst train wrecks in Canadian history occurred in the town of Dundas, when the Maple Leaf special swung onto the wrong track and piled up on a freight. Fifteen lives were snuffed out and 55 people injured. The last victim of this terrible tragedy—and one whose life was despaired of for months—left the General Hospital here only a few days ago. About a month later two heavy freight trains collided at Lynden, Ont. The engine was killed when he was hurled from his cab into a ditch in which flowed a few inches of water. Trapped on his face, he was drowned. The fireman was badly injured.

December 17
1935

Jordan Station

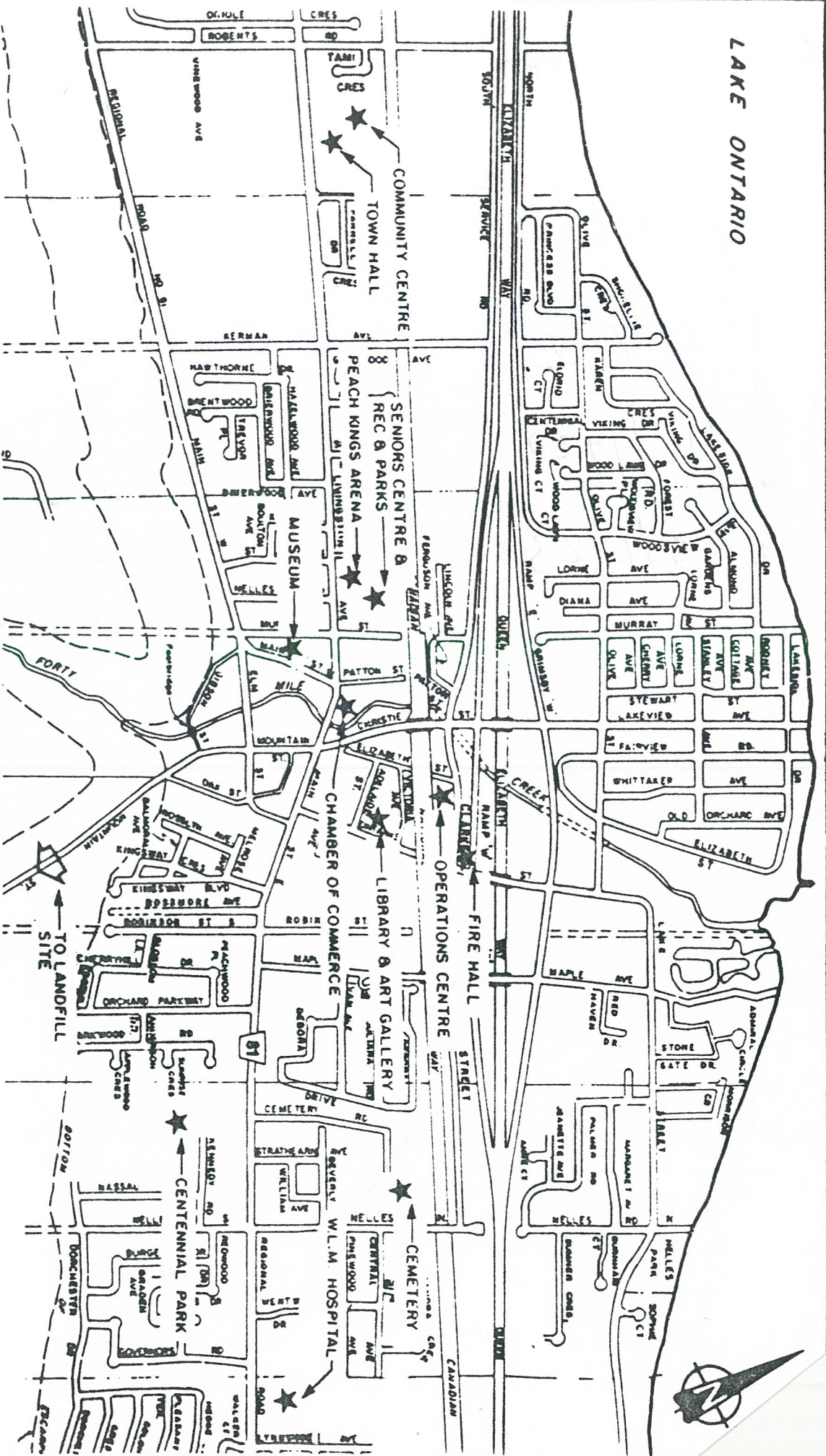




The Canadian National Railway used to use water tower.

Grimsby

LAKE ONTARIO



Town of Grimsby

Engineering

Department of Public Works

CENTRAL CORE

APPROVED

DATE

REV. NO.

SCALE

NTS

DRAWING NO.

DIRECTION OF PUBLIC WORKS

AUGUST 1997

NTS

DPW-97-17

1



WINONA

The name Winona — Editors in New York asked English language professors and teachers what word in English was the most beautiful. They said Winona, in the Indian tongue meant soft. So we should say it softly. WI NO NA.

The Western Railway

In 1850 The Western Railroad was proposed. When the railroad was opened a station was erected in Saltfleet, about 12 miles east of Hamilton, (called Ontario). A wharf had been built by Mr. John W. Willson at the Lake, and the first locomotive run on the line, "the Middlesex" was landed here. Quite a local grain trade was carried on at this point.

A company was formed, to be known as The Great Western Railway. The track was laid, the rails being wood with strips of steel on top, the cars were drawn by horses. In 1851 a steam engine was purchased in England, assembled at Kingston and unloaded at Winona Dock. A special track was laid from the lake to the station. (At that time known as the Ontario station). During the hot weather it was found the track would buckle from the weight of the engine, so the next year solid steel track was laid. The train ran from Hamilton to Vineland. The following year, 1853, the track was put down from Niagara to Windsor. This was considered quite a feat because they built the large stone bridge across the Jordon harbor. The reader should take a special look at this imposing work some time.

It may be of some interest to the editors and readers of this book, when they read articles that seem controversial to know our information has come from many sources. We can only write and repeat what we hear or read. Let us quote someone who said, "Those who tell it, tell it, for the Truth."



Ontario

When the act of confederation was passed, and the Province of Upper Canada changed its name to Ontario, the number of imperfectly directed letters which found their way to this post office became a nuisance, and drew the attention of the Post Office Department. It was found advisable to change the name of the office and station to "Winona", after Winonah, an Indian maid, the daughter of Tecumseh.

lined up all the way from the upper road "Queenston Road", now No. 8 highway", to the lake waiting their turn to unload at the dock at the lake. They were shipped from the dock at Winona to such faraway places as England, France and Germany. The apples had to be gone before winter set in. Willsons had grain warehouses and other shipping from their dock.

There were two hotels near the station at that time, one north across the track from where the station now is, the other on west side of Winona Road. It is said the first Governor General of Upper Canada stayed at the hotel across from the station for several days while he waited for his mail to catch up to him. Winona "Ontario as it was called then" was the only post office in the district. The railroad station was near the tracks on West Ave.

The first railroad through had wood rails, the cars were pulled by horses or mules. The first engine was built in England and assembled at Kingston. A special track was laid from Willson's dock to the track at Ontario ("Winona"). The name of that first engine was "The Middlesex".

In the old days the farmers would get together and take their produce to market or the lake for shipping, several wagons in a group, a cavalcade as it were. There would always be one of the older men along to keep the younger fellows straight. There were lots of hotels to stop at and lots to drink. The old fellow would dress up in his best clothes set up front, plug hat and all.

Many a fine song was sung. One went like this.

"Old Danny Tucker was a fine old man

He washed his face in the frying pan

He combed his hair in a wagon wheel

And he died with the toothache in his heel."

Another sung to the tune of Irish Washer Woman:

There once was a man with a double chin,

Who played all night on his violin,

He played all night on the very same tune,

But he never played anything but old Zip coone.

He played all night and he played all day,

Until he drove his friends away,

He played all night on the very same tune,

And he never played anything but old Zip Coon."

In one of the old churches where services were held irregularly, a verse was written on the wall, it seems a minister was supposed to be there to preach, but because it rained, he did not get there. A Mr. Kent a local man of some doubtful character preached. For a long time after words on the wall read:

Last Sunday was a rainy day,

No preacher came to preach or pray,

But the devil in compassion sent

His humble servant William Kent.

The house behind the Winona Plaza was built in 1790. It was known as the Halfway House on the Upper Road, and was a stopping place for travellers between Niagara and the western districts. During the War of 1812 and 15 the Americans controlled all this area, and traveled over the roads at will. One day during the seeding time in the spring of 1813, two American officers came to this house and asked for and got their dinner. They refused to pay and when they were leaving they took some hams that were hanging in the kitchen. The women folks were there alone and not able to stop the thievery, when the farmer came for his dinner he was terribly mad. He got his horse with his squirrel gun took after the soldiers, overtook them about Fruitland Church, shot and killed them both, and returned with the hams.

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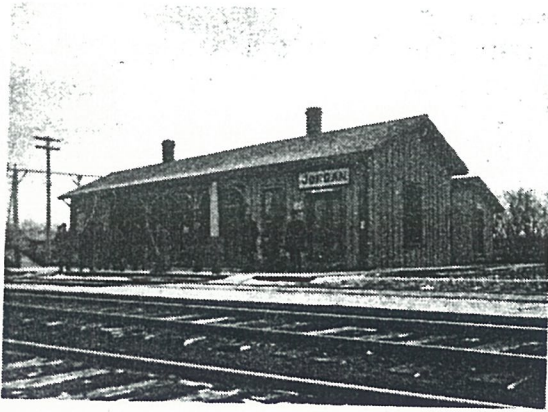
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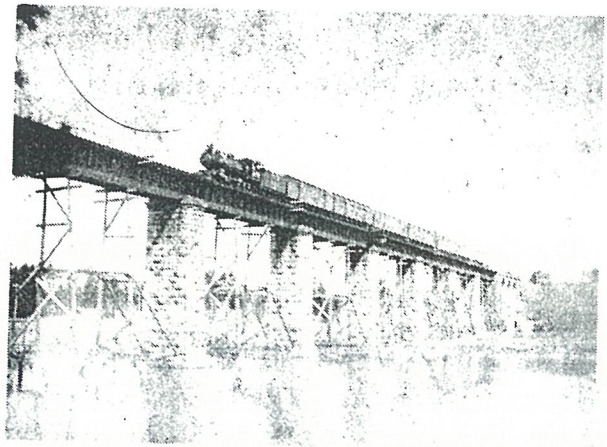
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Louth F 3095



GREAT WESTERN DEPOT AT JORDAN
STATION



EARLY GREAT WESTERN TRAIN CROSSING
THE TWENTY

L68
R 46
MEM

St. Mary's church was located just north of the present station. The ruins remained until about 1900, and now the site is used for a peach orchard.

Homes were eventually built around the church, and the settlement took the church's name, but St. Mary's didn't amount to much until late in the 1840's. Then surveyors from the Great Western Railway Co. began to plot the path of their new enterprise from Hamilton to St. Catharines. The railway's path went through St. Mary's.

Arrangements were concluded between Great Western and Louth's township council in 1850 and the railroad was in construction the year after.

Late in 1852 or early in 1853 the stretch between Hamilton and Niagara Falls was finished and the first train, powered by a mammoth steam locomotive belching thick smoke from its squatty stack, pulled into Jordan Station.

The railroad marked the beginning of the ascendancy of St. Mary's.

Twenty-five years after the railroad began, the village could boast of a hotel, a tannery, five stores and a population of 160.

When the railroad began its first push through the Niagara peninsula temporary wooden bridges were hastily thrown across creeks and rivers. One of these bridges, with huge, tall timbers for pilings, was strewn across the Twenty pond. This bridge has already been mentioned in regards to the Jordan Harbour and its timbers can still be seen today beneath the permanent bridge across the Twenty.

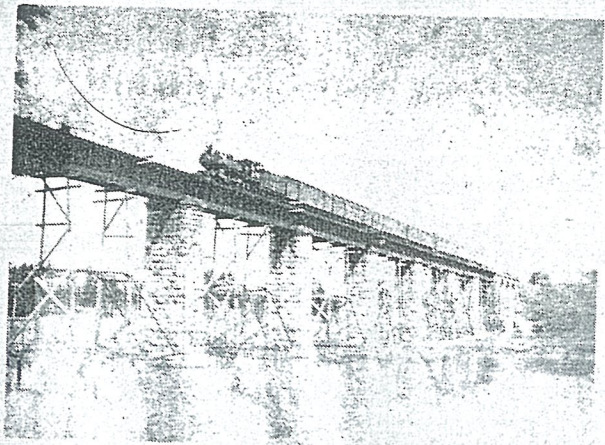
The small community of St. Mary's, probably proud of the fact that the railroad was crossing through their properties (the railroad held the same magic in those days that rockets and moon shots hold for us today), decided to rename their village Bridgeport, after the wooden bridge across the Twenty.

A hotel, known as Gould's Saloon, a log and frame building, stood at the

Louth. F 3095



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When the railroad began its first push through the Niagara peninsula temporary wooden bridges were hastily thrown across creeks and rivers. One of these bridges, with huge, tall timbers for pilings, was strewn across the Twenty pond. This bridge has already been mentioned in regards to the Jordan Harbour and its timbers can still be seen today beneath the permanent bridge across the Twenty.

The small community of St. Mary's, probably proud of the fact that the railroad was crossing through their properties (the railroad held the same magic in those days that rockets and moon shots hold for us today), decided to rename their village Bridgeport, after the wooden bridge across the Twenty.

A hotel, known as Gould's Saloon, also...

One July afternoon in 1865 the smoke-belching locomotive pulled into the Bridgeport station as usual. Sparks from the short, squatty stack were always starting minor fires, but that afternoon they blew onto the roof of Goold's saloon. Soon the entire hotel was ablaze. Some of those who seem always to sit in front of such establishments hauled out a few of the hotel's furnishings, but the building itself burned to the ground. The hotel must have been rebuilt because in 1885 we have a record that once again Mr. Goold was in the hotel business.

Township records reveal some of the progress of Bridgeport from the 1850's. Wooden sidewalks were built before 1900, and then replaced by concrete sidewalks in 1916. The concrete sidewalks were to cost \$1,985 and the Louth council thought this sum sufficient to ask the village's voters for a plebiscite on the issue. Jordan Station voted to spend the money on the walks.

The first mention of Jordan Station, as such, in the township records appears on August 2, 1897. Bikes and tricycles were prohibited from using the village's foot paths and sidewalks, and the law was to apply specifically to "Jordan Station." The name must have been changed from Bridgeport to Jordan Station during that year, although the latter name may have been in use for some time before the change was made official.

In the 1880's Bridgeport was an established little village, centred on the railroad station. W.B. Goold owned the local hotel on the site now occupied by Burness Honsberger's barn.

Nearby was R. Honsinger, and his cabinet-maker's shop. D. G. Smith had the general store in a building now used for apartments in the village.

Solomon Wismer had his cooper shop just outside the village, to supply the barrels needed to ship Louth grain and flour from the Jordan harbour. Jacob Linnenbank was the village's painter, and Allen Moyer was in the nursery business. J. H. Moyer had his grain elevator down near the harbour, and there were about 250 persons in the village itself, up from 160 in 1874.

In those days there was a keen rivalry between Jordan and Jordan Station.

This rivalry always mounted to a fever pitch for the Calathumpian parade on May 24, a notable community event around the turn of the century. The parade usually featured Troce Culp as a clown, riding backwards on his horse using the tail as a fly-swatter. Others rode 50 or more bulls and steers as the parade made its way from Jordan to Bridgeport and then back.

The day usually ended with a competition in Jordan to see who could climb highest on a greased pole. For the more ambitious there was always the horse races from the big pine tree half way to Jordan Station to the site of the present hotel on Highway 8.

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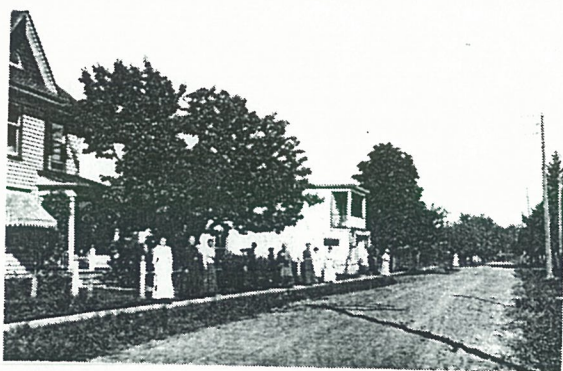
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In the early 1900's a few industries associated with fruit production began in the village. Canadian Cannery built their factory in 1912. It folded about a decade ago, and is now used to raise chickens.

Vineland Growers Co-operative built their warehouse in the village in 1912. At the same time there was an agent, C. A. Dobson, in Jordan Station for Dominion Express, which shipped fruit by way of boat to Toronto.

In 1915 Jordan Station was officially incorporated as a police village — nine years before Jordan achieved this status in 1924. Today Jordan Station remains much as it was at the turn of the century — a peaceful little village near the sprawling city of St. Catharines.



DOUGHBREY'S STORE IN JORDAN STATION



CONSTRUCTION OF DOUBLE TREESTLE OVER
THE SIXTEEN

VINELAND STATION

When the first steam, wood-fired locomotive laboured across the temporary tressle at The Twenty and pulled into Jordan Station, the demise of Jordan began. From that point Jordan Station began to grow slowly, but steadily, and Jordan began to lose the momentum that had carried it to its superiority in the Twenty area. The year was 1852.

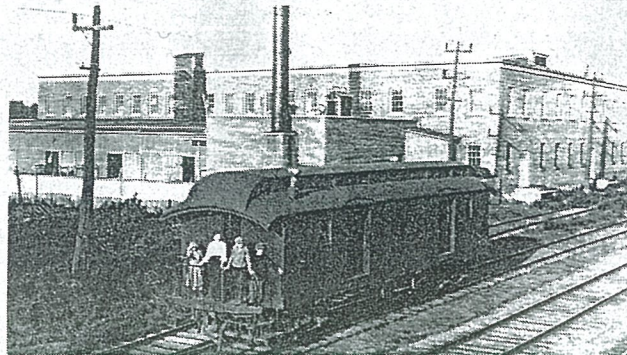
That first locomotive had to chug and puff past miles of bush and cleared fields on that first trip from Hamilton to Niagara Falls. One such field was directly north of the village of Vineland, it was probably sowed in wheat or corn, and its owners probably waited anxiously, with most of the other farmers in the area, for the new spark-spewing contraption to make sure it didn't set their crops on fire.

Victoria Ave. was then two very deep and irregular ruts past that field and over the new tracks, leading to what is now Lakeshore Road. Where the ruts and rails met, beside the cleared field, was to become Vineland Station.

Shortly after the railway began, pressure mounted for a platform adjacent to the tracks for the convenience of farmers to the west of the Twenty pond who wanted their produce shipped by rail. In 1910 the old Grand Trunk Rail-

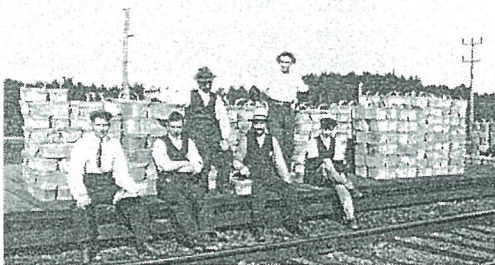
During the latter part of the 19th century a few homes were built along the tracks near Victoria Ave. The community grew, to be sure, but the village consisted mostly of homes. Not much changed in the community until the turn of the 20th century.

The first development was the opening of the government's experiment station (see section on the station) near Vineland Station in 1906. This 225-acre development, leading agrarian research in several fields and providing local farmers with the latest horticultural information, injected a bustle into this section of the township that carried over into what is now Vineland Station. It's a matter of record that the station pressured the Ontario department of agriculture, which in turn pressured the Grand Trunk, to open the railway station at Vineland.



CANADIAN CANNERS

AT JORDAN STATION



FRUIT READY FOR SHIPPING AT
VINELAND STATION



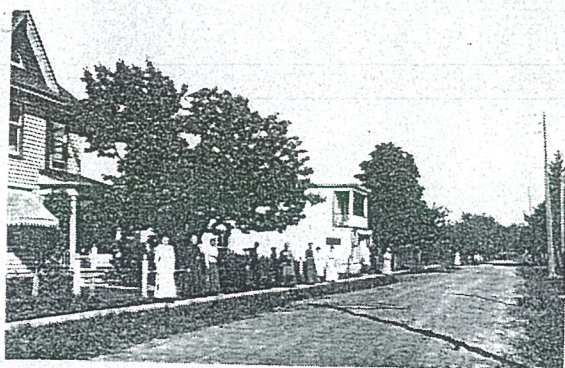
GRAND TRUNK DEPOT AT VINELAND
STATION - 1911

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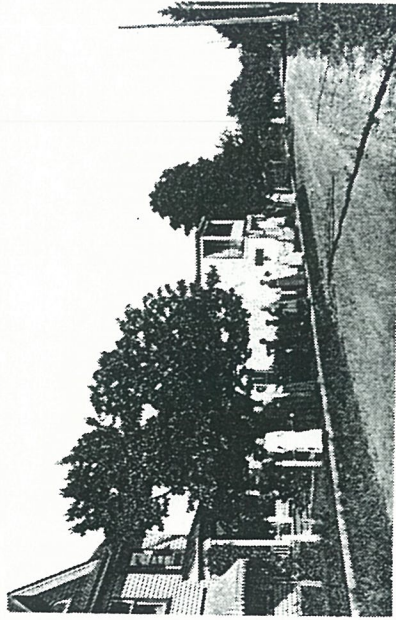
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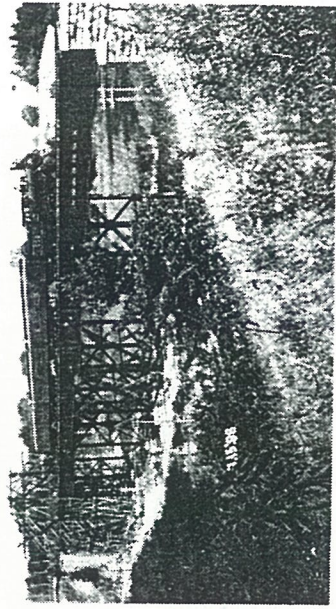
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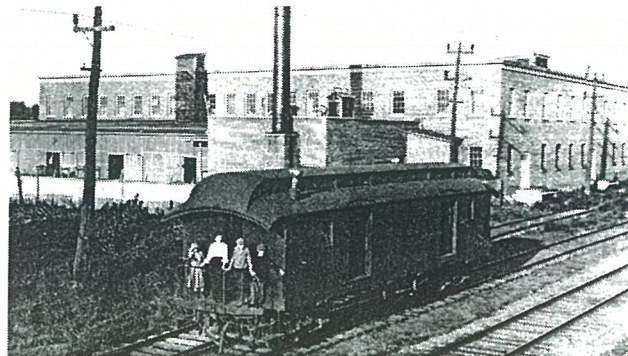
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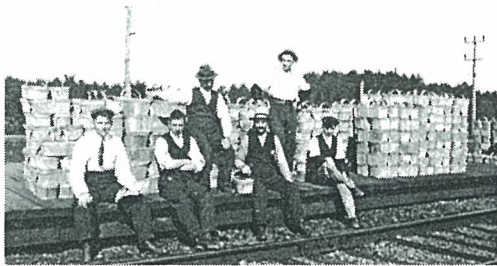
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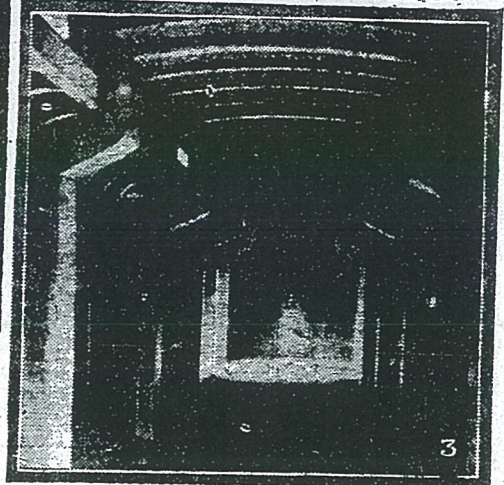
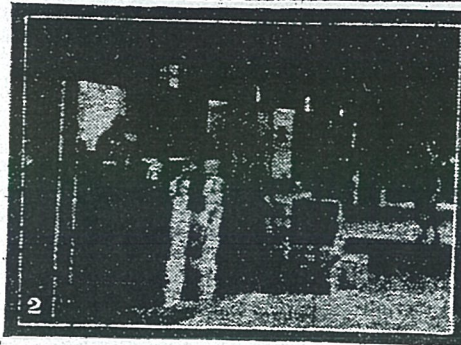
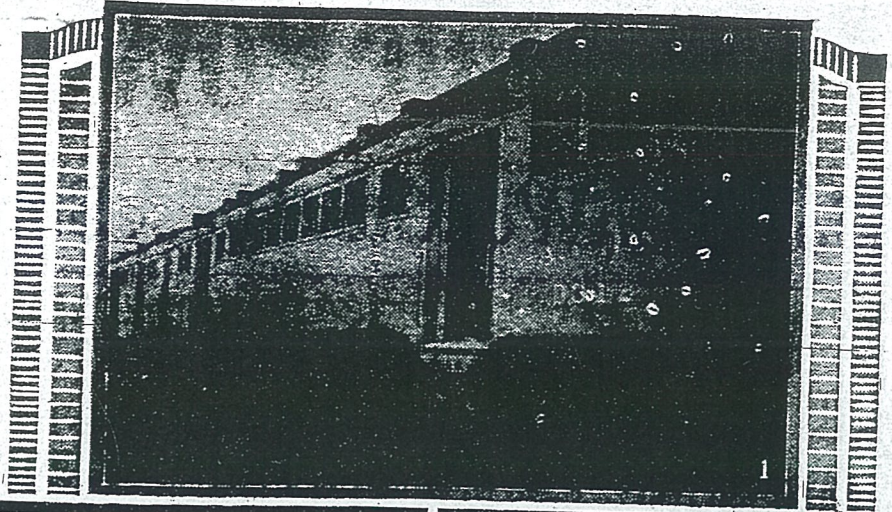
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FRUIT NOW SHIPPED IN NEW TYPE OF CAR



1—Exterior of Car.
2—Interior of Fruit Shed at Bonaventure Station.
3—Interior of Car.

THE development of the Niagara Peninsula as a source of fruit for the markets of the Dominion is becoming more pronounced, through the co-operation of the fruit growers, the dealers and the Express Department of the Canadian National Railways.

For this traffic, the Canadian National Express has designed an entirely new style of fruit car which has already given satisfaction. No ice is used in these cars, a natural air-cooling method being used. While this does not develop as low a temperature as ice refrigeration, the process is more natural, and as a result, the fruit does not deteriorate as quickly when removed to the warmer outside atmosphere.

These are ordinary baggage or express merchandise cars, 60 feet in length. They are equipped with a steel underframe and can be added to the equipment of any type of train; they are also equipped with special ventilating devices, consisting in part of ten metal air intakes and channels placed in a staggered position, five on each side of the car, for the purpose of carrying outside air, while train is in motion, through the channel into a chamber of approximately seven inches in depth under a raked false flooring, which entirely covers the regular floor of the car, with the exception of the two gangways across the car between the two side doors at

each end. There are also eight metal air exhausts placed in a staggered position, four on each side of the car, for the purpose of carrying off gases and foul or warm air thrown off by the fruits and vegetables. The intakes and exhausts lead to the outside of car through the deck light openings.

The channels running from the air intakes into the chamber under the false flooring are placed against the wall and curved portion of the roof inside of the car. All of the equipment is portable and will in no way damage the car when being attached thereto. In addition, the intakes bring air into the car irrespective of the direction it moves. The idea is to utilize an ordinary baggage or express merchandise car, equipping same at the start of the fruit and vegetable season and dismantling at the close of the season.

There are thirty of these cars in operation between the Niagara Peninsula and points in Ontario, Quebec, the Maritime Provinces and the North West, and they received several tests under the most unfavorable conditions possible, before they were finally adopted for service. These tests were carried out by G. E. Bellerose, general superintendent of transportation of the express department. In the case of an empty car, it was found that the car exhausted 292,390 cubic feet of air, which is equivalent to changing

all the air in the car every 58 seconds. A car loaded with 800 crates composed of radishes with the tops on, asparagus and spinach, exhausted 168,360 cubic feet of air per hour, or a complete change of air in the car every 101 seconds. Thermographs in this car showed the inside temperatures to range from 53, 54 and 56 degrees, while the outside temperature ranged from 78, 58 and 56 degrees.

Another test carried out with 1,200 crates of the same traffic, showed a complete change of air every 87 seconds and temperature readings inside of 60, 63 and 60 degrees, and outside readings of 90, 84, 68 and 58 degrees. Still a further test was made with smoke bombs broken in the car, proving that the car could be entirely cleared of smoke in 90 seconds while not in motion.

The claim is made that not only do these cars carry out their object better than any other type of air-cooled car, but they cost less to equip, and the maintenance charges are nil. The false floors are put down in sections and can be removed by one man and the true floor of the car can be swept clean in a few minutes. As the air from the intake devices comes in underneath the false floor, any dust or cinders that may enter the air channels, remain on the bottom and is not blown down on the fruit, so that the fruit arrives as clean and fresh as when it left its shipping point.

September
18
1924
STAR

FREIGHT COLLISION AT BEAMSVILLE

(Canadian Press.)

HAMILTON Ont., June 16.—A freight collision that might easily have been attended with serious consequences, occurred on the Grand Trunk main line, half a mile west of Beamsville, at 2 o'clock this morning. It resulted in the injury of Thomas Pearz and Fireman Fred Allan, both of Bridgeburg. A way-freight was left in the main line at Crane's siding, the engine having gone in to bring out a loaded car. A fast freight from Hamilton with 25 cars and traveling 35 miles an hour came along and met the freight train left engineless on the line. Engineer Pearz applied the brakes and with his fireman, Allan, made a jump for his life. The engine crashed into the caboose of the freight and carried it nearly a quarter of a mile.

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 derailed, and that the two Pullman and the Wagner went over an embankment about eight feet high, coming to the bottom up-side 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 house, and this afternoon was reported to be somewhat better, though still lying in a precarious condition. L. D. Fryman, 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 care 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.

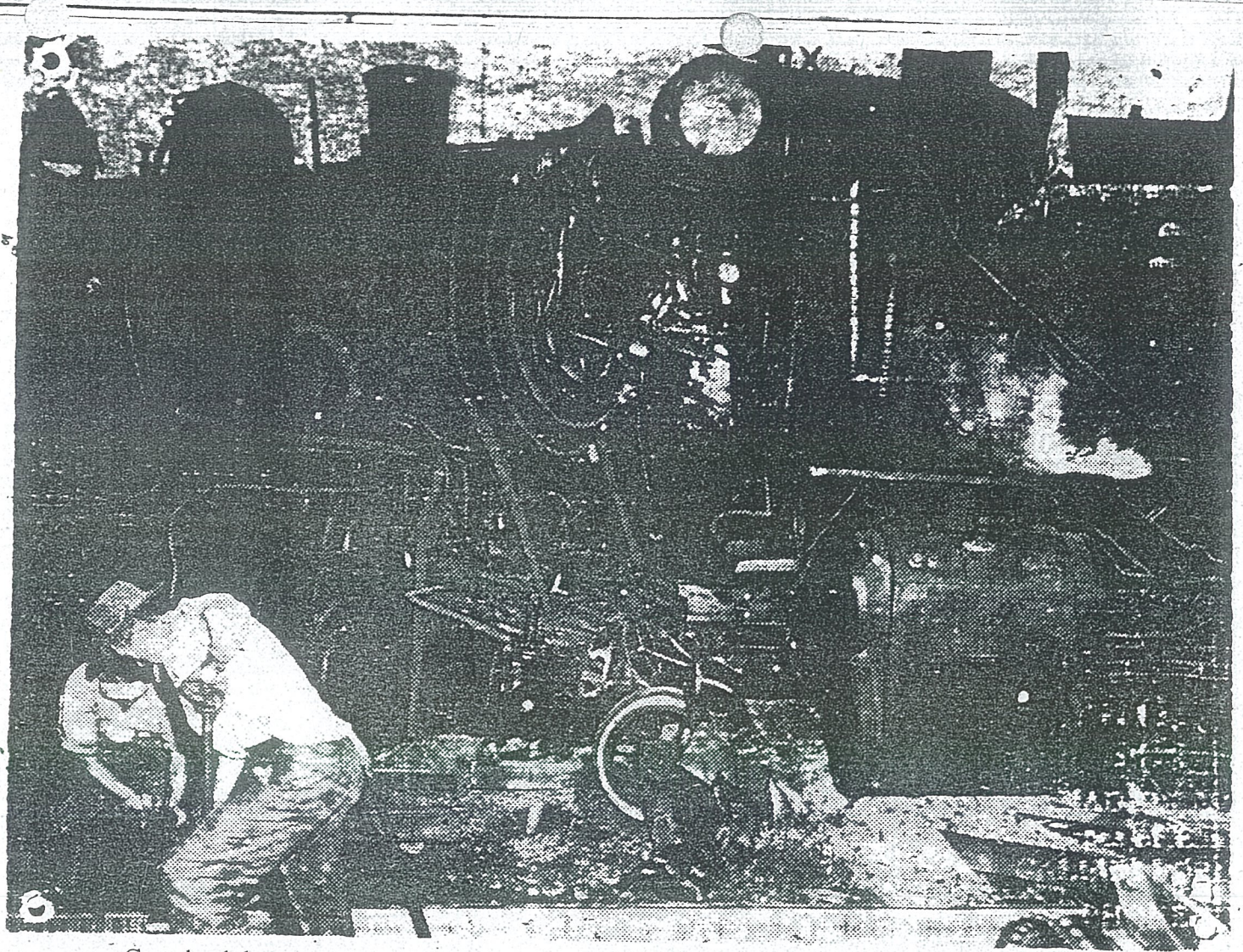
A. W. Somers and child, from the State of New York, received very slight injuries, not sufficient to detain them. Mr. Jelfette, from Iowa, had his foot sprained, and received a severe bruise on the side. He was removed to the Royal Hotel, Hamilton. Mr. Kennedy, merchant, of New York, received slight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

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

A number of the P. & M. R. Co. 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 suffering 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 Elroy, of Ottawa, in one of the first-class cars. The train was a little late leaving St. Catherine, 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 hell 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 axle 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

October 30



Crushed between the cab and tender of his engine, one trainman was killed Saturday afternoon at Beamsville when two C.N.R. trains collided head-on. An east-bound fruit express, bound for St. Catharines to start its collection of fruit back through the peninsula, struck an

open switch at the Beamsville yards, cut into a siding, and crashed into a shunting freight that was stationary. Above, the two engines are shown jammed together as wrecking crews work to repair the tracks.

THE RAILWAY ACCIDENT

THE INQUEST

Yesterday as soon as the body of William Carson, fireman to No. 10 Express, could be released from the position under the engine at the accident at Stony Creek, it was confined and brought to the city and placed in the baggage room. Previous to this, Coroner Dr. White had proceeded to Stony Creek and examined the place of accident, and seen the two men who had been the victims of a horrible neglect. Jackson, the engineer, was under the care of Dr. Hutton, and was being made as comfortable as his injuries would permit of. Dr. John Mackelcan was also present, and remained with Jackson during the entire day. The poor fellow was tenderly cared for by his wife, who had been sent out by the Company as early as possible. An auxiliary train was early dispatched to the scene, the track cleared and the line kept open, so that traffic was not impeded.

Yesterday morning Detective Begley left in pursuit of the train upon which were the men who were blameable for the catastrophe, and in the afternoon he arrested three of them at Windsor, who will be brought down here to-day and held for examination.

About 5 p. m. yesterday Coroner White empanelled a jury at Roach's Hotel at the Station, and proceeded with the inquest. Having stated that owing to the impossibility of getting the witnesses here in time, he proposed to have the jury view the body, and then hear the evidence of a brother of deceased, solely for identification, in order to allow the body to be buried, and then adjourn for several days so that the prisoners might be on hand, as well as the witnesses, and have the matter concluded at one sitting. After the jurors had taken the oath and elected Mr. Roach their foreman, they proceeded to the station and saw the body. Probably a more revolting sight could not be imagined. It was frightful. The deceased lay in a coffin shell, covered with a sheet, which, when removed, revealed a most ghastly corpse. Carson was on his back, and all doubled up with contortions, as if in desperate efforts to get away from the fire. It seems that he was wedged in in such a way that his legs and body, to the waist, were exposed to the flames burning from the boiler and that had caught fire. And there he was forced to stay, in one position, until he gradually burned to death. The legs were completely gone, up to within a few inches of the thighs, which were charred and burned to a crisp. The flames had consumed all the clothing to the waistband and had impaled the body, seared with scorching and water blackened, swollen and distorted. The face or hair of the head had not been touched, yet such was the temperature that many who had been within a few feet of the deceased did not survive. A single slight breeze from the west would have blown the smoke across the head as it lay and then it would have been blown down the throat and into the lungs, and the poor fellow would have been asphyxiated.

The Kingston Press, which has been the season and office paper, reported this morning that the Co. have failed.

Rev. Geo. Bull has a H. V. church to-day.

Pickpockets did well at B. St. K. A shop keeper lost.

The longest standing jump, 13 feet 5 1/2 inches, by Ned Beal.

The Shamrock Dramatic evening and had a rehearsal.

A number of the streets are closed by the Hamilton Street R.

The St. Catharines tax collector better from a recent illness, payers are much depressed.

The Hamilton Riding and will hold races on July 1st and year when the Queen's plate will.

Pupils intending to be admitted to the Collegiate Institute must notify spectators by the 25th, and be examinations on Oct. 12.

A Hamilton cab driver has taken som up to Guelph, and the G. fairly agog with glee at the will make money during the l.

When the reportorial limb daily entered the Police Court asked if the farce was over?

diately informed by the Sergeant leading "character" had arrived begin.

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**ACCIDENT ON THE GREAT WESTERN RAIL-
WAY.**—On Wednesday a serious accident oc-
curred to a train proceeding west. When
the train had reached a spot two miles west
of Jordan, owing to the softness of the ground
causing the rails to spread, the engine ran
off the track. The embankment was fortu-
nately only a few feet from the level ground.
The locomotive ran down the slope on one
side, and the baggage and second class car
on the other. The injuries received by the
engineer, fireman, and several of the passen-
gers are not serious. The engine and the
two cars are completely destroyed.

2

Railway Disaster.

Owing to a blunder of somebody another accident occurred on the G. W. R. Monday evening about 300 yards east of the bridge over the Twelve Mile Creek. Two Express trains East and West usually meet at 4:40 p. m. at St. Catharines, but Monday night the train going West was a little behind time and the driver of the Eastern train got an order to proceed to Merriton; when he got near the bridge he must have seen the other train coming down from Merriton at a rapid rate. He whistled several times, and a number of passengers, of whom there was quite a number, leaped off in all directions. He succeeded in reversing the engine, and was beginning to back up when the collision occurred. The engineer, whose name was Temple, and the fireman stuck to the engine, which was named Wm. McMaster, and wonderful to relate, escaped without much injury. The fireman got a Mansard roof over one of his eyes, but the damage otherwise was trifling. A lady from Toronto was the only one injured from a stove falling on her and burning her. All trains bound West have the right of way when running on their own time, and we suppose that Dick Anderson the engineer had an order from the train dispatcher at Clifton or the Station Master at Merriton to go ahead. He was on a down grade and there is an overhead bridge which prevented him from seeing the other train till too near to do more than reverse his engine, and leap off. He was picked out of a ditch stunned but soon recovered. His engine, the Wm. Weir, mounted on top of the other and smashed the front of it, knocking off the smokestack and the fore truck wheels. The tender of the train going East was smashed to pieces. The wrecking trains East and West were on the ground, and about midnight the track was clear. It is due to the G. W. R. that they should make searching enquiry into the affair and punish the offenders, as the loss to the Company although severe is nothing compared with the fearful risk to human life.—News.

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 31

1872

THE FRUIT TRAIN

Did you know there was such a thing as a fruit train? Neither did I until Mr. Gabel, Inspector of the fruit branch of the department of agriculture, told me of it and offered to take me with him on one of its trips. We left St. Catharines early in the afternoon, after taking on some peaches, early apples, tomatoes and berries. We stopped at all the stations in the Garden of Canada, from Jordan to Burlington, gathering carloads of delicious, luxurious fruits to be taken to fruit-hungry people in all parts of the country.

The Inspector was everywhere, with his little hammer, opening baskets and boxes to see that the fruit was not "overfaced," or, in other words, that the big ones were not on top, and all the rest little ones. At Vineland we were joined by Mr. Clement, who has charge of the Ontario Government Experimental farm at Vineland. His business is to produce new varieties, and make experiments that the commercial grower cannot afford to spend the time nor money in making. The knowledge garnered by much hard work, and watchful waiting is passed on to the growers for their profit. With the Ontario government to assist the producer and the Dominion government to protect the consumer, the system, to an ordinary observer, seems perfect.

The fruit train makes its trip every day during the fruit season. It is run by the Canadian Express company, and Mr. Hickey, express superintendent, is on hand to see that the packages are carefully handled, so that the "ultimate consumer" shall get one hundred cents' worth of fresh, undamaged fruit for his dollar.

LAND U. S. TROOPS

Cape Haitien, Haiti, Sept. 3.—The American cruiser Tennessee, arriving here from Philadelphia, debarked 100 artillerymen with machine guns today. General Cacos, the revolutionary leader, and his followers, declined to lay down their arms, and retired in the direction of Haiti.

September

4

1914

THE WINONA COLLISION.

The Inquest Yesterday.

1878

TUESDAY, Dec. 3.

The adjourned inquest on the body of the man Dio Chiaretto was resumed this afternoon at the Police Court, before Dr. Thomas White, coroner.

The same counsel appeared yesterday. DENNIS DELANEY, sworn - Am a conductor, in the employ of the G. W. R.; remember the morning of the accident, the 24th of Nov.; was conductor on the express going east; left Hamilton at two o'clock, our regular time; when we got to Winona, close to the switch, we collided with the No. 1 express west, about 2.19; my train was on the main track when the collision occurred, about 25 or 40 yards from the switch west of the west switch; I was in the first car from the engine when the collision took place; the train consisted of a baggage and express car, two second-class cars, and two sleepers; it was not quite 2.19 when the collision occurred; we were due at 2.22 in the siding; the limit as to time is five minutes; the train going west has the right of way, but is supposed to wait five minutes for the eastern train to allow for variation of watches; both trains are due at the same time; I have been in the habit of passing at this time about a year and a half; this is the first accident which has happened in my time; I'm certain my engineer had a head-light lighted when we left Hamilton; since I have been on the road we have always let ourselves in on the side track, and when the train passes, out again; I believe the brakeman got off to open the switch; there are four switch lamps at the place; all the lamps or signals were burning; when I got off the train the semaphore showed a white light and the switch lights were green; this meant that all was right; our train was going at a rate of three or four miles an hour when the collision occurred.

To a Juror—It is my duty to see that the brakeman goes ahead and opens the switch; I don't think if the switch had been open the accident could have been avoided; had there been a switchman there the accident would have been worse than it was; my duties as conductor are to see to the running of the train, take charge of all the train men, collect tickets, etc., each person on the train is supplied with a key of the train; after the collision I got out and saw steam escaping from both engines, and saw the engine driver and fireman under the wreck; I had no supposition who was to blame; I compared time with the conductor of the Western bound train, and found it then about 2.25; I assisted in carrying the engineer and fireman out of the ditch to the train, and after this met conductor Treble, of the west bound train; the green light indicates that the switch is set for the main line; no one could mistake the green light for the head light of the train; I have never passed a train without the light being shown; never saw any of these lights out of order; it is not my duty to go forward to see if the headlight is burning; these lights are sometimes deceiving; the engineer could tell as long as we were on the track what the headlight was, and could not mistake any other light for it; the train men protect themselves when a white light is shown.

To Mr. Martin—Conductor Treble's watch was a little faster than mine; think there was a minute or a minute and a-half between our watches; there were two of the cars broken, one being telescoped; I met Treble at the side of the engine; when I felt the air-brake go on it was 2.18; can't say where we commenced to slacken; heard no signal, as there was no necessity for giving one; have no idea of the distance the train would run after having applied the brakes; the train was not supposed to run faster; have been a conductor on the G. W. R. eight years; I was at the west end; have passed Winona eight years ago; I believe it's an advantage not to have a switchman at such places as Winona; there is a night switchman at St. Catharines; there is none at Baptist Creek, where we have a switchman; there are switchmen at other points, but believe there are others; this is the only point where passenger trains pass at night.

Here a little wordy war took place between the Coroner and Mr. Martin in reference to the course of questioning pursued by Mr. M. Witness continued—I was formerly con-

December 3
1878

THE RAILWAY ACCIDENT

THE INQUEST

Yesterday as soon as the body of William Carson, fireman to No. 10 Express, could be released from the position under the engine, at the accident at Stony Creek, it was coffined and brought to the city and placed in the baggage room. Previous to this, Coroner Dr. White had proceeded to Stony Creek and examined the place of accident, and seen the two men who had been the victims of a horrible neglect. Jackson, the engineer, was under the care of Dr. Batten, and was being made as comfortable as his injuries would permit of. Dr. John Mackelcan was also present, and remained with Jackson during the entire day. The poor fellow was tenderly cared for by his wife, who had been sent out by the Company as early as possible. An auxiliary train was early dispatched to the scene, the track cleared and the line kept open, so that traffic was not impeded.

Yesterday morning Detective Begley left in pursuit of the train upon which were the men who were blameable for the catastrophe, and in the afternoon he arrested three of them at Windsor, who will be brought down here to-day and held for examination.

About 5 p. m. yesterday Coroner White empannelled a jury at Roach's Hotel at the Station, and proceeded with the inquest. Having stated that owing to the impossibility of getting the witnesses here in time, he proposed to have the jury view the body, and then hear the evidence of a brother of deceased, solely for identification, in order to allow the body to be buried, and then adjourn for several days so that the prisoners might be on hand, as well as the witnesses, and have the matter concluded at one sitting. After the jurors had taken the oath and elected Mr. Roach their foreman, they proceeded to the station and saw the body. Probably a more revolting sight could not be imagined. It was frightful. The deceased lay in a coffin shell, covered with a sheet, which, when removed, revealed a most ghastly corpse. Carson was on his back, and all doubled up with contortions, as if in desperate efforts to get away from the fire. It seems that he was wedged in in such a way that his legs and body, to the waist, were exposed to the flames burning from the debris and wood that had caught fire. And there he was forced to stay, in one position, while he gradually burned to death. The legs were completely gone, up to within a few inches of the thighs, which were charred and burned to a crisp. The flames had destroyed all the clothing to the waist and had also burned the body, soaked with steam and water blackened, swollen and distorted. The face or hair of the head had not been touched, yet such was the indignity that many who had been well acquainted with deceased did not courage to look at the slightest degree. The arms were not across the chest as if they had been so placed to the end and about the body from the

body of the deceased was found. The body was found in a position which was not a good one. All the City Expresses were in order to go on.

The Grain market is in a state of change in prices.

The Kingston House, which has been the season and a fine place.

Reported this morning that the Co. have failed.

Rev. Geo. Bull has a heavy church to-day.

Pickpockets did well at Hamilton St. Kitts. A shop keeper lost

The longest standing jump 13 feet 5 1/2 inches, by Ned Beal.

The Shamrock Dramatic Co. evening and had a rehearsal.

A number of the streets are closed by the Hamilton Street R.

The St. Catharines tax collector better from a recent illness, payers are much depressed.

The Hamilton Riding and will hold races on July 1st and year when the Queen's plate will

Pupils intending to be admitted to the Collegiate Institute must notify spectators by the 25th, and be examined on Oct. 12.

A Hamilton cab driver has taken some up to Guelph, and the G. fairly agog with glee at the will make money during the fall.

When the reportorial limb daily entered the Police Court asked if the farce was over? diately informed by the Sergeant leading "character" had again begin.

The boy Pearce who walked the other day came near losing cause the jealous Professor on guy ropes, but he was chased the rope by the Americans, vicious. Ballen was arrested, jail. He was afterwards liberated having no charge against him.

A horse belonging to George ran away on the Niagara river, and breaking away from the over the bank just below it was caught a short distance below, where he was instantly killed. The horse was a fine one, and was worth a good deal of money.

The fire at the Hamilton Hotel, which was a great loss to the city, was caused by a gas lamp which was left burning. The fire spread very rapidly, and the hotel was completely destroyed. The loss was estimated at \$100,000. The hotel was a fine one, and was one of the best in the city. The fire was a great disaster to the city, and the loss was a great one.