

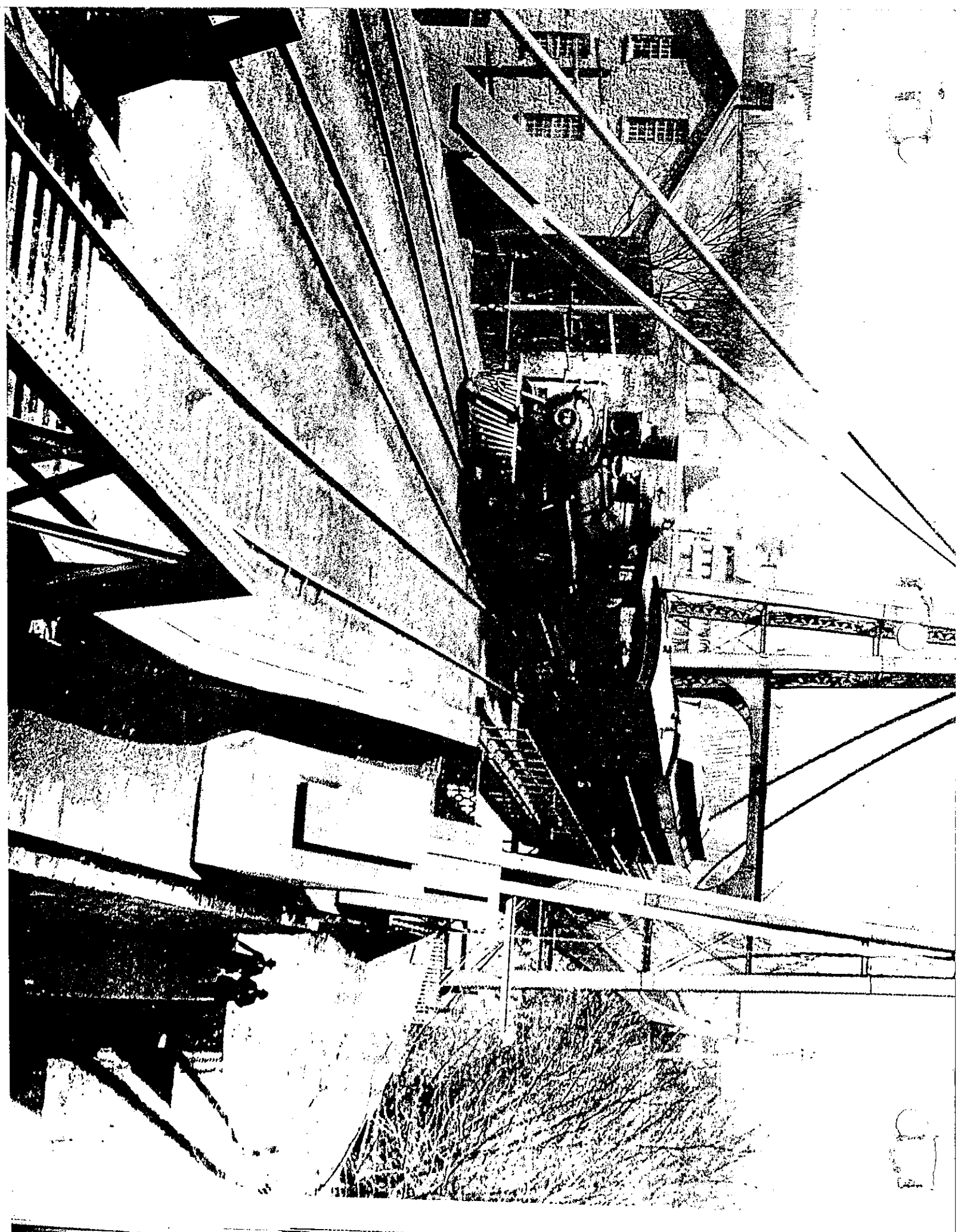
C.N.R.-G.T.R.

NIAGARA FALLS

TO ST.

CATHARINES.

C. RIFF.



ute has been published, authorizing the establishment of a Mint at Sydney for the coinage of native gold; and promising a similar privilege to Melbourne and Adelaide. D.

GREAT WESTERN RAILWAY.

Saturday last was a day long to be remembered in the annals of this Company, and of the Western Peninsula. About two and a half miles permanent rail, from Copetown westward, having been completed, and the locomotive *Niagara* on the spot, the contractors sent down word on Saturday morning that they intended to fire up in the afternoon, and run over the track laid. The Directors determined, on this brief notice, to be present at the first excursion on their Railway, and accompanied by several ladies and gentlemen who could, on the spur of the moment, leave town, they proceeded to the spot. About 3 o'clock, everything being in readiness, the visitors embarked on the tender, and the *Niagara* was put in motion. She started off in fine style, and steamed the company over the road several times, running occasionally at the rate of 30 miles an hour, which we need scarcely say is, for a trial trip on newly laid track, perfectly satisfactory.

The railroad excursion over, the Company partook of a collation, prepared with as brief notice as the announcement was given, but nevertheless grateful to appetites sharpened by the drive and the excitement of the trip. Full justice having been done to the edibles, and partially to the champagne, the health of the Board of Directors was proposed, by the Hon. Mr. Mills, with some appropriate remarks.

Mr. Tiffany responded, and in the course of his remarks stated that he had lately heard a great deal about a Grand Trunk Railway, and the Directors of that company had issued a grand prospectus, with a very voluminous appendix. They seemed not to know that the Great Western was a portion of the Grand Trunk, and by far the most important part of it, not only for public convenience, but as by far the best paying part. The Directors of the new company laid down their main trunk away to the north of us, and only represent the Great Western in the light of one of its feeders. He hoped they would be able to dispel this error in the minds of those Directors some time during the present year, by laying them to a trip over the entire length of the Great Western road. Mr. Tiffany then, after some complimentary remarks, proposed the health of Mr. Bridges, the Managing Director, who replied in a neat speech, expressing pleasure at the kind reception he had met with in the country, and a hope that he would be able so to discharge the onerous duties of his office as to give satisfaction to the Company.

Mr. Bridges, after some complimentary remarks upon Mr. Clark, the Chief Engineer, proposed the health of the Engineers, which was responded to by Mr. Babbitt, the resident Engineer.

The prosperity of the Stockholders in the Company was next given, and acknowledged by Judge Benton, on behalf of the American Stockholder, by Mr. Isaac Buchanan, on the part of the English Stockholders, and Mr. Kerr, Mayor of Hamilton, for the Municipalities.

Mr. Buchanan proposed the Mayor and Corporation of the city of Hamilton, as a compliment to the liberality and energy of the inhabitants in the cause of the Railway. Responded to by the Mayor.

The Ladies was the next and closing toast—to avoid a response to which a confirmed Bachelor in the Direction, doubtless ashamed of his single blessedness—made a bolt from the room, as timely as one of Dr. Rolph's dodges to avoid a division in the House of Assembly.

The company then separated, well pleased with the excursion, and everything connected with it. The whole affair was hastily got up. Had longer notice been given, there can be no doubt that hundreds of the inhabitants would have witnessed the first movement of the locomotive on a work in which they are vitally interested. We may observe, however, that the track to Fairchild's Creek, a distance of seven miles, will be laid this week.

We understand that the western division, between Chatham and Windsor, is progressing rapidly, under the vigorous supervision of Mr. McDonald, the Contractor, and full confidence

GWR start up
at Copetown.

MAY 17
1853

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We understand that the western division, between Clitham and Windsor, is progressing rapidly, under the vigorous supervision of Mr. McDonald, the Contractor, and full confidence

May 17
1853
Capetown Start

Hamilton
Spectator
June 29
1854

ACCIDENT ON THE GREAT WESTERN RAILROAD.
There was very considerable excitement in the city yesterday, caused by the report that the Tuesday afternoon express train had run off the track near Paris, and that a great number of the passengers were killed, but on making inquiries at the depot and at the telegraph office, we could get no information. We cannot see the object of this, for when an accident happens, the truth should be at once told, for rumor, ever busy, makes it worse than it really is, and the facts cannot ultimately be suppressed. From a friend, who was on the cars we learn that the train ran off the track at Princeton, in consequence of a rail having been taken up. The American Express car, and three other passenger cars were considerably smashed. Two persons were killed and several others seriously injured. He states that four red flags were exhibited along the line of approach, but the engineer did not observe them but ran on.

A collision occurred about a mile west of London, on the Great Western Railway, on Wednesday night of last week, between the mail train going west and a cattle train coming east, by which one of the firemen had his arm broken, and several other employers of the Company were more or less injured. The passengers escaped uninjured, but both locomotives were badly smashed, five cattle cars, were destroyed, and one passenger car. The baggage and post-office cars were burned. About 40 head of cattle were killed, and a large number more or less injured. The American Mail, consisting of from 15 to 20 bags, and the Canadian of about six, were consumed by fire— not a letter saved. Nearly the whole of the passengers' baggage was burned, together with the Express Company's baggage, two tons in weight, so furiously did the fire spread. The train caught fire from the ashes scattered from the stoves used for heating the cars. The loss to the Company will probably be \$30,000.

Ingersoll

October 17
1856

10/31/1856

Ingersoll

ANOTHER SMASH-UP ON THE GREAT WESTERN RAILWAY—\$25,000 WORTH OF PROPERTY DESTROYED.

Another terrific accident—fortunately, however, unattended with loss of human life—occurred on the Great Western Railway at this place, on Wednesday morning last, at 4 o'clock, by the lightning express train going West coming in collision with a cattle train. The cattle train arrived a few minutes before the Express was due, and while shunting, the locomotive of the former ran off the track, the switch having been left open, the consequence of which was, that only a part of the cattle train was got on to the siding, several cars remaining on the main track. The morning being excessively foggy, great difficulty was experienced in endeavoring to clear the track before the Express, then nearly due, arrived. No signal, we learn, was sent east to warn the Express of the impending danger, and before many minutes had elapsed, the train, coming at a rapid rate, arrived, and dashed into the cattle trucks. The effect of the collision was to throw the engine, tender, and baggage car of the Express train off the track, to force the tender into the baggage car, and to utterly demolish a passenger car and a half-dozen cattle trucks, hurling a number of hogs and cattle in all directions. The engine of the express, a very fine one, costing \$22,000, was all but destroyed, and the scene presented at the break of day, was truly awful. Portions of the locomotive, cars, trucks, &c., were strewn about, completely blocking up the way.

Workmen were engaged up to yesterday afternoon in clearing the track. Only about a half dozen hogs were killed, several cattle were more or less injured—one killed. It has been a wonder to every one who witnessed the wreck, that no human life was lost, and no injury sustained by any one, save the engineer of the ex-

October

24

1856

however, and the consequence of
has been that they are left to
themselves, to get up just as many meetings
as they please. It is evidently up hill work
with them, else why should they be com-
pelled to resort to the paltry expedient of
holding meetings in certain townships only,
where they know their strength lies? In
spite of all they can do or say, the Ministry
continues to gain strength, and a short time
will show that Clear Gritism is not destined
to make any headway by itself. We flatter
ourselves that the course we have marked out
as an independent journalist is the only true
one to pursue; and no matter how much the
Rouge-Grit journals may rail against us, we
are determined to keep the even tenor of our
way, alike free from the countenance of either
the Ministerial or Grit parties.

pected than a whining appeal to his friends
to overlook his frailties. True, it was "the
point generally harped upon," but we never
for a moment anticipated so complete a corrob-
oration of all that this journal has said on the
"point." What the Doctor means by proclai-
ming himself "one of the first productions of
the human race," we do not pretend to say;
at all events his want of polish has never yet
been urged against him, therefore he might
as well have left metaphysics alone. It is
a sorry consolation to say that he thought he
had the material, if it had only been pro-
perly worked up. This is an admission in
full, and tantamount to saying that the elec-
tors made a poor choice in selecting him to
represent them in the Legislative Council.
No man could have been more candid than
Dr. Smith, for he told his friends bluntly
enough that they have little to expect from
him. He means to act over again the part of
a dummy. With regard to his position as a
party man, he was evidently at a loss how to
define it. He claimed affinity with the
Hincksites, and yet declared that he would
not with the Clear Grit opposition. As a
matter of course, he intends "to give the voice
of the Burlington Division," and will do all in
his power to advance its prosperity; but we
fear that after proclaiming his inability to
palpably, there is little prospect of his doing
anything. There must be somebody to pull
the wires for him, otherwise he will be un-
able to know what course to pursue. Really
the friends and supporters of Dr. Smith have
little to be proud of in such a representa-
tive.

The Chairman, and the lesser lights of
the evening, among whom was Mr. Notman,
of Dundas, made the most of the occasion,
and eulogized themselves and their party to
their hearts' content. We sincerely regret
that the Hon. Adam Ferrie, a venerable gen-
tleman for whom the entire community enter-
tain the highest respect, should have pre-
sumed so far as to libel the whole conse-
cutive party, in saying that he "feared many
of the late fires had originated with the de-
feated party." Such language is unpardon-
able, especially from the lips of a gentleman
so highly esteemed as Mr. Ferrie. We are
loath to say anything harsh of a man whose
silvery hairs shield him from reproach, yet
we cannot forbear expressing an unequivocal
denunciation of the slanderous imputation he
no doubt inadvertently gave utterance to. Mr.
Ferrie must surely have a poor opinion of his
political opponents, when he boldly declares
that he fears many of the late fires originated
with them. We would fain hope that he did
not mean what he said, for we can hardly be-
lieve he entertains the opinion he uttered.
The Chairman launched into the theme of
Sectarian education, with his usual force of
eloquence and "talked big" on the subject.
It is a pity he had not sooner discov-
ered that he was always on the wrong
side of the fence in politics. He is now in
his proper element, and we wish him joy of
the compromise he has made between prin-
ciple and party predilection. Some little
amusement appears to have been created by
the presence of an anti-Grit, who claimed the
right of replying to a toast which was cer-
tainly very much out of place at such a
feed. We are at a loss to understand what
connection there can possibly be between
Gritism and the toast of "the 'Prentice Boys
of Derry." How Dr. Smith must have winced
when he recalled to mind the vote he gave to
proscribe 70,000 of the party who claim the
toast as a standard one at their convivial
gatherings.

The demonstration, on the whole, was very
tolerable. The number present is variously
estimated, but we feel warranted in stating
that 200 was the outside. It must be taken
into account that great efforts were made to
get up the gathering, tickets having been
hawked about the streets up to the very hour
of the dinner. How many were given away
we are unable to say; at any rate, we are
informed from tickets,

Mr. Jones INDIGNANT.—So it appears that
Mr. Jones furnished the *Globe's* report of the
Beverly meeting. What a blissful state of
ignorance the country would have been in
with regard to that report, if we had not in-
cidentally alluded to it. But, Mr. Jones is
indignant, and objects to the appellation
"Man Friday." Of course he has a right to
so; but he should not have lashed himself into
rage over it. We have no idea of having either
slandered him or maligned his character. We
have too much respect for him to do any such
thing. The head and front of our offence
appears to be, that we declared certain state-
ments he made in his report to be untrue.
Such being the case, Mr. Jones and us to
loggerheads, and he writes a letter chal-
lenging us to a certain test. Really, Mr. Jones,
must consider us very "green." As you
appear to be the correspondent of the *Globe*,
probably you were the party who informed
that journal that Mr. Hatt issued the "green
card." No doubt if you did
it was true to the letter. For
part we unhesitatingly declare that it
is not. You are probably also aware of an
assertion made in a Dundas paper, with which
you are supposed to be connected, to
effect that the Editor of this paper knew
about the said card. Now, as you have
us a challenge, perhaps you will not
to our giving you one, and that is, to
furnish the proof of the assertion
through the Dundas paper. We also re-
quest proof of a vote of thanks to the Chair-
man of the Beverly meeting having been
as before we can place implicit confidence
in the paragraph we copied from the *Globe*.
We further say that the statement relative
number of Mr. Spence's friends from D
at the Beverly meeting, as given by
yesterday, is strictly correct. Mr. Jones
denied it. As Mr. Jones is evidently ec-
centric, we would direct particular
attention to what he said at Dr. Smith's dis-
tance. The old adage, "It is a dirty bird,
there fully verified.

To the Editor of the Spectator.
Hamilton, Oct. 28,

SIR.—I presume that I am the indi-
vidual alluded to in to-day's *Spectator* as
Globe's man Friday," hence I conceive
it my duty to address this communication
to you—not that I care by what epithet
you choose to introduce me to your readers.
Sir, I do care that neither you nor any
journalist shall assail me in my pro-
fessional capacity. You say that I am paid
work; that is true, Sir, and that is
why I should not permit you to im-
pugn my character as a man of
and a faithful newspaper correspon-
dent, Sir, that no man's services are
anything to a respectable paper, if I
be relied on in the statements he
the public, and therefore I complain
language in to-day's issue. After
paragraph from the *Globe's* report, you
say "There is not a word of truth
above."

I know too well, Sir, that it was
no use to rebut this foul slander by
of argument; but I ask you to ap-
test which no honorable man would
other. You shall take the *Globe's*
other. Respectfully, and ap-

1856

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.

February 20
1857

THREE MEN KILLED.

Terrible Railway Smash-up at Merrittton.

Another has been added to the long list of catastrophes, more than one of them attended with loss of life, which have occurred at the Merrittton station of the Grand Trunk railway. On Monday morning last, about 12:30 o'clock, as the engine of a train from the Bridge, detached from its train, was taking water at the tank, the driver saw a long train of coal cars, twenty-five or thirty in number, coming down the Welland railway incline, evidently out of control. The driver at the tank undertook to get his engine out of the road, but there was no time so he and his firemen jumped to save their lives, and in less time than it takes to write it the runaway train was upon him with such fearful force as to send his engine nearly down to the Niagara Central crossing. The engine of the runaway train was overturned, and the whole train, with an awful crash, was piled into an indescribable mass on and beside the track. The scene immediately after baffles all attempts at description. Trucks were driven into the ground nearly out of sight. The woodwork was splintered into matchwood, and the stacks of coal that were mixed through only served to make the confusion the greater.

Though the wholesale destruction of property is saddening, yet much more so is the loss of life, and this time three was the number of the human victims, all belonging to the runaway train, viz., engineer J. Williams of Niagara Falls, an old employee, 62 years of age, who leaves a widow and grown family; fireman M. Sherry, a widower, leaving two small children; and brake man Allen of Hamilton. All the bodies were fearfully mutilated, and many of the bystanders were unable to stand the sight as the remains were extricated by the wreckers, a wrecking train soon being on hand.

It is said that engineer Williams lost control of his train above Thorold, and numbers of Thorold people heard the danger whistle as the train rushed past. Some of the remarks passed by the railway men while working at the wreck, were very suggestive, and indicated that a far greater number of accidents were very narrowly escaped than the public had any idea of.

It is supposed that the company's loss on property alone will not be covered by \$50,000.

An inquest was held by coroner Goodman the same afternoon; and after taking the evidence of a large number of witnesses, mostly railroaders, the following verdict was reached:

That the deceased, James Williams, Michael Sherry and Robert Allen, came to their death by a collision between trains Nos. 471 and 551, near Merrittton about 12:30 a.m., on Dec. 3. The cause of the collision we believe to be from not having sufficient brakes on train 471 to control it; also, that the engineer did not reverse or alarm, and that the rear brakeman was inexperienced. We further find that all freight trains should be brought to a standstill above the grade at Thorold; that an additional brakeman should be provided on all freight trains descending this grade, and a special switchman be appointed to attend to the switch known as the Welland railway switch.

The coroner, in summing up, expressed the opinion that, apart from the loss of lives in such accidents, which

Niagara Falls
December 7
1888

The Grand Trunk people are pushing the work of construction on their second track between Niagara Falls and Hamilton, which after a few months will be a double-track stretch. The chief strength just now is given to the construction of an iron swing-bridge over the new canal below the tunnel, which is too small to carry two tracks. Two gangs of men are at work, and no time is lost, as the foundations must be completed before navigation opens. John Constable is in charge.

Thorold Post

March 16 1870

COLLISION AT JORDAN.

This Morning's Express Crashes Into a Freight Train—Fireman Roddan Killed.

ST. CATHARINES, Sept. 5.—Early this morning the fast express passing this city at 1:58 a.m. collided with a freight train at Jordan station, seven miles west of here. As there is a bridge over the Twenty-Mile Creek at this point both trains were going slow, otherwise the accident might have been of a far more serious character than it was. The fireman of the express train, named Roddan, of London, jumped, but slipped on the platform of the siding he landed on and fell between the siding and the train and under the wheels, and his head and one leg were completely severed from his body. The two engineers and the other fireman jumped and escaped without injury. The fronts of the two engines and the cabs were pretty badly wrecked, also the front of the smoking car on the express train; but, although the smoking car was pretty well filled with passengers no one was injured. The wrecking outfit was immediately sent for and the track was clear by seven o'clock this morning. The body of the unfortunate fireman was brought to this city, where an investigation will probably be held by the coroner.

Photo by J. W. H. H.

September 5 1892

ANOTHER G.T.R. ACCIDENT

12/6/1889
One Man Instantly Killed.

A STRANGE COINCIDENCE.

Lampman's crossing, about one mile and a-half east of the tunnel, was the scene of the last of the periodical railway wrecks near Merritton, by which one man lost his life and several others were more or less seriously injured.

Owing to the late heavy rains, the clay on the sides of the "deep cut," about half a mile from the scene of the disaster, had washed down nearly to the track, and the Hamilton construction gang had received orders to transfer the fallen earth to the embankment farther away.

On Tuesday the gravel train with a gang of 37 men had been at work all day, and about five o'clock in the afternoon was standing on the main line at Lampman's unloading, when a whistle was heard, and a heavily laden coal train, No. 33, from Niagara Falls, in charge of Conductor Hawthorn of London, was seen approaching at a tremendous rate of speed. There was no chance of the construction train backing into the siding close at hand, so the engineer started his train with the idea of running before the freight to Merritton, but unfortunately the breaks of his train were set, and before he could get well under way the freight struck. Meanwhile the men on the construction train ran forward toward their engine, but, seeing there was every possibility of an accident, jumped, and thus it was the four men came to sustain injuries. We say they jumped, but perhaps it would be better to say all but one jumped, for one young man, 19 years of age, of Hamilton,

Welland Canal
Tunnel

December
6
1889

jumped, but perhaps it would be better to say all but one jumped, for one young man, 19 years of age, of Hamilton, named James Nixon, apparently fascinated, remained on the car. The trains met, and then followed a scene that absolutely baffles description. The eight flat-cars of the construction train were hurled in every direction, and left lying in every shape.

The front of the engine of the freight train, the tender and two cars were badly wrecked. One of the gravel cars was thrown across the track and about 15 feet over, another was piled on top of it, and three left lying at the south side of the track. Two were lying on the north side, parallel with the rails. To anyone seeing the debris and the awful sight presented by the wrecked and broken cars, the wonder would be not so much that one person was killed, but that more did not share his fate.

Engineer Elliott of the freight stood to his post manfully, and when the terrible crash occurred his hand was on the lever.

Immediately after the catastrophe telegrams were sent to Merritton and Niagara Falls, and soon auxiliary trains were on the spot, and the work of clearing the track begun. The legs of the young man, Nixon, were found, but his body was not recovered until midnight.

The injured men were conveyed to Merritton, where Dr. Vanderburgh skilfully attended them. They are Martin Allan, 230 East Avenue, Hamilton, left leg broken at hip, married, 52 years of age; Wm. Hyland, Barton tp., unmarried, cut and bruised; Thos. McKeough, 275 Bay street, Hamilton, and Wm. Day, cut and back sprained. The injured men were then conveyed to their homes, while the body of Nixon was left on the scene of the disaster to await the coroner's inquest.

The deceased being an especially fine young man, quiet in manner, and of exemplary character, was a favorite with all his fellow-laborers. He was unmarried, and lived with his widowed mother at 39 West avenue, Hamilton.

The freight train was the same that figured in the Winona accident last week, but had on a different crew.

A curious coincidence may be noted in the fact that exactly one year ago, on the same date, the great accident occurred at Merritton, whereby Williams, Sherry and Allan lost their lives.

There was a report during the evening that Mr. Davis, one of the Merrit-

December
6
1889
Toronto

Thos d
October 13
1899

The Toronto papers of Friday last contained the important announcement that the Grand Trunk railroad company is to build a double track system between Niagara Falls and Hamilton. This special work has been under consideration by the G. T. R. management for some time. At present the Grand Trunk support a single track line between these two important points, and by the new improvement the new company will have a perfect system between the Falls and Toronto. A Grand Trunk surveying party has already commenced to lay out the work for improving the grades and double-tracking this line from Hamilton to this point. The company, with a view to the improvements, has been putting in the stone abutments to bridges double width so as to carry a double track when it would be required. It is expected that the contracts for widening the roadbed, track-laying, etc., will be let during next winter, and the construction work commenced early next spring and the double-tracking finished some time next summer. When done this work will complete a double-track run from Toronto to Niagara Falls, a much needed improvement to the road for the safety and accomodation of its patrons.

Births.

Bridgeburg, Sept. 30, to A. and Mrs. Jackson a son

The Grand Trunk people are pushing the work of construction on their second track between Niagara Falls and Hamilton, which after a few months will be a double-track stretch. The chief strength just now is given to the construction of an iron swing-bridge over the new canal below the tunnel, which is too small to carry two tracks. Two gangs of men are at work, and no time is lost, as the foundations must be completed before navigation opens. John Constable is in charge.

Thorold
March 16
1900

Smash on the G. T. R.

A serious smash-up occurred about two o'clock Monday on the G. T. R. at St. Davids. Train No. 88 from Sarnia put into the siding to let the London accommodation pass. While backing out on to the main line to follow a passenger train into the Falls, the Hamilton way-freight, in charge of Engineer McConnell and Conductor Williams, came along, striking No. 88 in the rear section. The colliding engine was thrown off the track, and the caboose of the other train was pretty badly smashed. So also were two freight-cars loaded with bran. The caboose and one of the freight-cars caught fire and were burned. None of the train hands were injured.

The auxiliary from the Falls was ordered out, and within a few hours the line was cleared, trains meanwhile running around by way of Port Robinson and Merritton.

Niagara Falls

April 13
1900

4/13/1900

The handsome new Grand Trunk station at Grimsby was destroyed by fire Saturday afternoon. All the telegraph connections were destroyed; but during the afternoon repairers got to work, and by the time the fire was out instruments were at work in the old station building. Some of the evening trains were somewhat delayed, but before midnight everything was running again. It is supposed that a spark from the engine of the fast express, that passed shortly before the fire was discovered, fell among the coal-oil barrels in the freight shed. The old station will be used till another station is built.

June 20
1902

Thorold Post

The handsome new Grand Trunk station at Grimsby was destroyed by fire Saturday afternoon. All the telegraph connections were destroyed; but during the afternoon repairers got to work, and by the time the fire was out instruments were at work in the old station building. Some of the evening trains were somewhat delayed, but before midnight everything was running again. It is supposed that a spark from the engine of the fast express, that passed shortly before the fire was discovered, fell among the coal-oil barrels in the freight shed. The old station will be used till another station is built.

JUNE 20 1902

Off Steel Arch Bridge Into Niagara River.

Three C. T. R. Freight Cars Take the Plunge.

Niagara Falls, June 15.— An accident which many people have feared might happen some day, occurred this morning at Niagara Falls. A heavy freight train was coming across the Grand Trunk steel arch bridge into Canada, when, in some mysterious manner, three of the cars, when right in the centre of the bridge, jumped the track. They keeled over and fell into the pedestrian compartment of the bridge underneath, demolishing the railing, and then dropped into the river several hundred feet below.

The rest of the train kept the track. A brakeman, who had been standing on top of a car towards the rear of the train, heard a bumping on ahead and, surmising that a brake beam had dropped down and there was bound to be a smash, he jumped from the car in time to save himself had the whole train gone over the side of the bridge.

The bridge was badly damaged, but traffic was not blocked for any length of time. A brake beam dropping in all probability caused the accident.

TWO LIVES PROBABLY LOST.

Niagara Falls, June 16.— There is now reason to believe that two lives were lost when the three freight cars dashed off the railway arch bridge into the Whirlpool rapids yesterday morning. The supposed victims are two unknown men, probably tramps. When the train, of which the lost cars formed part, was pulling out of Suspension Bridge yards two men were seen to board it and get into one of the empty cars which went down into the gorge a few minutes later. No one saw them leave the cars. It is doubtful if they got away. After their derailment the cars ran close to the railing of the bridge, and to jump then would be certain destruction. If the two men stayed in the cars they went with them in that awful leap to the rapids, over two hundred feet below.

Welland

June 18

1907

NIAGARA FALLS

BAD WRECK

Grand Trunk at 6 Mile Post.

HOSPITAL TRUST FORMED.

Meeting of Mount Nebo Chapter, No. 76, R. A. M., this evening. First Bachelors' and Benedicts' of the season in the city hall.

Emergency meeting of Clifton Lodge No. 25, A. F. & A. M., this evening. In second and third degrees.

The F. W. Oliver Co. of Niagara Falls, N. Y., has the contract for fitting on the cornice of the Canadian Niagara Power Co.'s power house.

Special services have been held in the Y. M. C. A. building every night this week. The final meeting will be held tonight. Rev. Roy K. Gonder will speak.

The coming election campaign will be one of the hottest. Niagara Falls saw Evan Fraser will make a separate effort to win the city back to the Conservative side.

Double-header basketball match at the Park street gymnasium, to-night. Teams of Buffalo vs. Athletic club, first international match of the season and the preliminary between local teams.

The old Marr house near Falls, owned by James Marr and occupied by a family named Dell, was burned on Saturday night, the house having a narrow escape. There was an insurance of \$400 on the building.

L. H. Taylor's speedy pacer, Hal Galvin and Ed. Lowrey's mare are to be put in shape for the coming winter races and the veteran horseman Alex. Brown says it will make out of the fast ones move some to either of these fliers on the ice.

Considerable progress has been made on the erection of the new Clifton House. A lot of stone, foundation wall has been built for several sections of the new structure. All the old building has been torn down with the exception of a portion of the north wing which the contractor will make use of. All the cottages are gone except two, which the contractor and architects are using for stores.

The colliery dam at the mouth of the Cayuga of the Canadian Niagara Power Company has been opened and water allowed to fill the forebay up to the power house where it is back from the penstocks by the old gates. The work of opening the dam was commenced last week. This is the first use of any part of the power development works. Water now flows through the ice-rack across the forebay, under the magnificent new stone arch bridge for electric railways and roadways and fills the large basin enclosed by the massive stone walls. The colliery dam, which caused such immense labor to build and make tight, is being torn out.

It appears that the New York Central's plans for the installation of electricity as a motive power are not so hurried as has generally been supposed. Mr. Vanderbilt's recent visit to Buffalo and his arrangement to take the entire output of the Ontario power company led to the rumor that work of preparation for the installation of electricity was to begin very soon on the Niagara frontier. It will no doubt be a year or two before the New York Central will use electricity on the West Shore or put it on the Falls road. It is true that it will operate the Utica, Mohawk and Syracuse systems, which it owns, by electricity from Niagara Falls inside of a year, but there is little likelihood of that power being used for other purposes before then.

POLICE POINTS.

Three bad bums were arrested by Officer McHattie, on Sunday. They spent a night in the cells and were exported on Monday morning.

Frank Nelson got drunk and went to bed in E. R. Lundy's barn. Officer Hardwicke removed him to the cells to finish his nap. He claimed to be looking for work, so the magistrate suspended sentence till he could have another look.

Officer Dart pulled in a drunk who was let go when he sobered up.

THE HOSPITAL.

At the public hospital meeting on Monday night the "Niagara Falls General Hospital Trust" was organized, with the following trustees: Warden of Welland county, reeve of Stamford township, mayor of the city, and one representative of the city physicians, all ex-officio. Jas. Wilson, Alex. Fraser, C. C. Cole, Col. Cruikshank, J. H. Stuart, Jas. Bampfield, F. E. Dalton, C. H. Mitchell, Thos. Sills, W. H. Buckley, and E. A. Shirriff. The annual meeting was fixed for the second Tuesday in May. The meeting, by resolution, approved the securing of three acres between Jepson street and 3rd and 4th avenues for a site.

A BAD WRECK

A bad smash-up attended, fortunately, by no loss of life or serious injury, occurred on the Grand Trunk main line at the Six Mile post, on the mountain grade, west of this city at 2.12 Tuesday morning.

The Buffalo and Chicago express, No. 7, due to leave here at 12.30 p. m., did not leave till 3 a. m. It was preceded by pilot engine No. 441, running light, in charge of Engineer Slater and Fireman McIntosh. The train was drawn by engine No. 358, Engineer A. Ross, Fireman McIntosh. The train crew included Conductor Burton, Brakeman Moran and Baggage man Wright. The train was made up of a combination car, three coaches and four sleepers.

On reaching the Six Mile post the pilot engine stopped, the engineer intending to switch over to the east-bound track. Before the engine got on the switch, No. 7 came rushing down the grade and a terrific collision occurred. Both engines were thrown off the rails and badly upset. The combination car left the rails, but the weight of the other cars and the setting of the brakes just before the smash kept them on the track. Both engine crews stuck to their posts and had miraculous escapes from death. All four men were more or less bruised and shaken. Engineers and men setting of the brakes just before the smash kept them on the track.

Both engine crews stuck to their posts and had miraculous escapes from death. All four men were more or less bruised and shaken. Engineers and men setting of the brakes just before the smash kept them on the track.

some of the class rooms in B. public school are not yet heated.

Kille Dell has purchased a Allen street near Ferry, for Dalton-Thorburn-Woolnough's. He has moved a barn on to will build a house later.

"Mexico," the hairless ter

Laredo, Mexico, by the late Huff, is dead. He was a gr osity to all who saw him.

Be humane! Don't leave a horse standing uncovered in when you can buy a blanket so cheap at S. B. Boulter's. He stands your needs and you want.

G. H. Sneyd, pastor of church, Niagara Falls South, for his subject Sunday evening, but Leased, and at the the service the ordinance of will be administered.

Entertainment under the of Blue Bell lodge, Daughton, in aid of the hospital township hall on Friday, Nov. 25th. Harvey Lloyd well-known entertainers, will Don't miss it.

Continued fine weather sewer contractors. On the Main street sewer, south street, was finished a short section between Culp and Main. Here Barry & Mc down 12 feet with 8 feet of The Robinson street sewer, ished up to Ross street.

Large congregations, anniversary services in Lu. Methodist church last 8 enjoyed the sermons of R. Hobbs, who preached with time, power, and earnest Monday evening, a big crowd the anniversary supper at. Speeches were delivered prominent clergymen, and cal programme was very joyed. At the special col Sunday over \$400 was the financial result of the ing, was also very satis

THOROLD.

Miss Libbie Ellis, who visiting friends at Niagara turned home Tuesday.

Mrs. Austin of Glen, Cai ing the week with her p and Mrs. T. Edmondston. Congratulations will to Archie Munro, an old, upon the arrival of a litt

Miss C. A. Eddy has position as book-keeper in Cordick's office in St. C. Rev. J. W. McLeod, oc pulpit of Haynes avenue church, St. Catharines.

The dance in the Odd Tuesday evening was w and all present spent a v time.

W. H. Clipperton, who the guest of Thorold, Irir past work, has returned in Toronto.

Mr. James Battle left Goderich where, in comp Mr. Thomas Conlon, he a perant contract.

The Beavermans, Sur have decided to hold a Christmas tree and sup day evening, Dec. 27.

Edward Small is able after having been con house for ten days, as an accident which befell Klondyke.

On Saturday a spar chimney caused a small John Constable's but it pushed without the need fire brigade.

Rev. Dr. W. C. Crawl of the Presbyterians church, alines, very acceptably, of the Presbyter

Welland Tribune

November 18 1904

Serious Collision Near the Falls

(Special to the Standard.)

Niagara Falls, Ont., Dec. 24.—Grand Trunk Chicago Express, No. 7, engine 973, Engineer Kirkwood, Conductor Lee and Fireman McLellan, leaving here at 1 a.m. this morning collided with yard engine 92, Engineer J. Whittaker, Fireman A. Liddle, at the west end of the yard, badly damaging both engines, and slightly injuring fireman McLellan of Sarnia on Engine 973 and more seriously injuring fireman Liddle of Engine 92 of this city. He received bad cuts on the head and injury to the hip. The latter was taken to the General Hospital. Both engineers escaped injury.

The force of the impact shook up the passengers, five of them receiving slight injuries, as follows: W. T. Church, St. John's, Mich., arm injured, H. D. Belcher, 1825 Wood St. Chicago, hand injured, Mrs. M. A. Campbell, 7143 Princeton, Chicago, arm slightly injured, Ernest Applegate, Mich., head and hips injured (not serious), Mrs. James R. Waite, 201 West 117th Street, New York, slightly injured about the head.

The Company's physician, Dr. Wilson, was promptly on hand and attended to the slight injuries of the passengers who were all able to continue on their journey by the time the track was cleared two hours later.

The cause of the accident is said to be misunderstanding of signals of crew of engine 92 that was given to another engine on an entirely different track and taken by crew of engine 92 as being meant for them and backed down on cross over track of main line in fact of the express train, who had been given all clear signals to come ahead.

St Catharines
Standard

December

24

1907

CONFLICTING TESTIMONY AS TO THAT SEMAPHORE

The Inquest Into the Death of Victims of the Grand Trunk Wreck Has Been Adjourned

The Operator Will be Called to Testify as He is Supposed to Have Said Someone Pulled Semaphore Down.

The inquiry into the primary cause of the Grand Trunk railway wreck which led to the death of Charles Pierce and Charles Thompson, proceeded before Coroner Greenwood and jury on Tuesday evening in the police court room. County Attorney Birmingham appeared for the crown; John S. Campbell, K.C., on behalf of relatives of Pierce and J. H. Gordon, of Hamilton, for the railway company.

On call of the name Mr. George Baxter, there was no response, and the county attorney said he wanted to first inquire from the agent the position of the semaphore and switch, the arrival of the train and the orders. He then directed on the discomfery of the officials at the Grand Trunk station in cases of this kind. Chief Givens was instructed to telephone for Mr. Baxter, but could get no answer.

The first witness was Edward Plummer, who testified that he was in charge of some sewer work west of the Grand Trunk bridge on Monday afternoon. His train had been at the station some time before the accident, which happened at five minutes to two. He saw the coal train coming over the bridge, heard it strike, looked over and saw the cars going up in the air. He went over in about half an hour and saw somebody between the station and the freight shed.

Herbert Vanderburg, working at the Hamilton Stone Road, gave similar testimony.

John Langille, who went to the station a little after the accident, saw one body dead, lying under a canvas. The second body was found on the side of a coal car, back of the tender, underneath a pile of coals. He saw a human foot, took it off a board, and took hold of the body.

Mr. Baxter having arrived, testified that there are three tracks in front of the station, the west bound track being west of the station. The east semaphore is about a mile out, the west semaphore a little more. The switch is just west of the station, on the west bound passenger track. It was the duty of the train men to look after the switch. There were no rules governing that. The coal train got orders at Merrittton, going to work over it. He can go away from it, provided it is protected. The brakemen were working at other switches. It was not the practice to look a switch when continually going in and out. His engine was six or 70 yards from the switch when struck. He was in a car with two shed men. Somebody said "Jump," and he jumped. He had 21 cars on his train, and nine at the time of the accident.

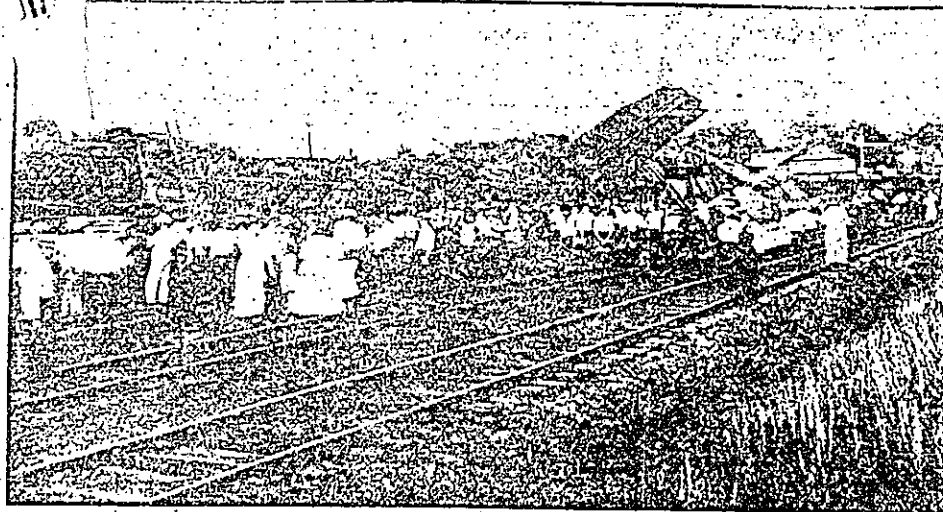
To Mr. Campbell the witness said there were three switches west of the station, among the main to the passing track, one to the new siding, and one to the shed track. These were all open. He was sure the semaphore was set. A man he had arrested for stealing a signal said it was. He asked the engineer if any attempt had been made to set the switch, and he said he ran out, but too late. His train had been working less than 25 minutes, not handling on the semaphore all the time.

Engineer James Bibby, of the way freight, said he left Hamilton at 7 o'clock, got to St. Catharines at 12.40, with 18 or 20 cars, backed in and left the train on the west bound passing track and dinner and started switching. A brakeman set the semaphore. In switching 12 or 15 cars, he made seven or eight switches, then a couple more to get cars out of the shed. There was nobody at the main line switch, which Brakeman opened. The brakemen were working at cars, and there were two switches to pass to get to the shed. When he saw the other train coming, he ran to close the switch, but was too late.

A juror asked if it was necessary to go to the main line to do switching, and the witness replied that it could not be done any other way. Fred Hathaway, conductor of the last freight, from Fort Erie to Hamilton, received orders at Merrittton to run to Hamilton (order produced). He left Merrittton at 3.50 and arrived in St. Catharines at 1.55, a date of about 30 miles an hour. The train was about eight or ten car lengths past the semaphore when he noticed it slowing, like an ordinary general stop, not with the emergency brake. His train had 51 cars. He saw the semaphore was down when the fall of the train passed.

July 30
1913
St Catharines

The Collision at the Grand Trunk Station



THIS PHOTO WAS TAKEN SHORTLY AFTER THE ACCIDENT HAPPENED.

(Photo by Poole.)

Test Pit is Being Sunk on Proposed Site of Lock Three, of the New Welland Ship Canal; The Pit is Six Feet Wide, and 50 Feet Down

Interesting test pit is being sunk on the proposed site of Lock No. 3 of the Welland Ship Canal by Mr. A. E. Williams, foreman in charge. Concrete cylinders or pipe six feet inside diameter and 5 feet in length are being placed one on top of the other, and a clam shell excavator cleans out the inside and

below the pipe as much as it can, after which the balance of the hole below the pipe is trimmed out by hand, and the pipe gradually sinks deeper and deeper, and length after length is added to the top.

The pit is now 50 feet in depth and will be extended to rock, thirty feet farther.

When the weight of the long line of pipe is not sufficient to sink itself, other pipes are placed on top to add weight, and if this is not sufficient the whole pipe line is jacked down from a cross-timber connected to vertical rods anchored well into the earth, one on each side of the pit.

An Effort Will be Made to Have St. Catharines in New International League Taking Canadian League's Place According to A Report Received From Brantford

(Exclusive Wire to The Standard.) Brantford, Ont., July 31.—The face of the baseball map of this section may see great changes next year, if the plans of the promoters of the new league are carried out in full. The Canadian League, which has seen three seasons, will be no more; its place will be taken by two other leagues, one formed of the western Ontario section of the Canadian League, joined with the United States cities to form an international league and another Ontario cities doing likewise. St. Catharines may get in somewhere.

"Knotty" Lee, part owner and manager of the Hamilton team in the Canadian League, and father of the Canadian League, is the promoter of the new league. The proposal is to include in the new international league, four cities now in the Canadian League, Hamilton, Brantford, London, St. Thomas or St. Catharines with the four clubs added; Youngstown, Ohio; Akron, Ohio; Niagara Falls, N. Y., and Erie, Pa.

This forms a very compact circuit with two advantages, they would have two sets of holiday dates and

be able to play Sundays in the U. S. cities.

Guelph and Berlin would be dropped from the league entirely, and would be left with a chance to get in with Stratford, Galt, Woodstock, Guelph and Berlin semi-pro league, of the Class D. league, which they could join.

The eastern portion of the Canadian league will likely form a new league. Ottawa and Peterborough, at present in the Canadian league, would join in with Montreal and possibly with Kingston to form a league with New York State cities.

FIVE KILLED IN A G. T. R. TRAIN WRECK

(Exclusive Wire to The Standard.) Parry, Sound, Ont., July 31.—Grand Trunk Engineer Maxwell Fireman John O'Neill; Brakesman Wilson and two young English students, fireman, names unobtainable, five in all, were killed near Otter Lake station this morning, when their freight train running at a high speed, hit some cattle sleeping on the track.

The train was a double header and both engines with several cars were tossed over into a huge hog.

There were no doctors available for many miles and when the doctors finally reached the wreck the injured were dead, with the exception of William Traverne, fireman, the sole survivor of the two engine crews.

He was brought here for treatment. Two bodies are still under the engines in the hog.

PEACE IS CERTAIN FOR THE PRESENT

The Balkan Fire Eaters Agree To Five Days Armistice

London, July 31.—The conclusion of a peace treaty between the warring Balkan States seems assured by the news from Bucharest that a five days' armistice was agreed on yesterday at a peace conference between the representatives of Bulgaria, Serbia, Greece and Montenegro. The peace treaty will in the opinion of those who are in a position to know, be respected just as long as none of the belligerent nations think it to its own interests to tear it up. The war commentator of the Daily

JUDGE CARMAN WINDS UP ESTATE

Judge Carman this morning entered a winding up order in the matter of the Isaac S. Culp estate, allowing an abatement for money paid on mortgages, and the parties being willing to divide on this basis. The

GOWAN DEVICE WILL BE USED ON U. S. CANALS

TO TAX ALL CHILDLESS ONES

Paris, July 31.—The Figaro has received from the "Rassemblement National" Society a draft of the proposed law to tax not only bachelors, but all childless persons over a certain age.

THE FRUIT TRAIN STARTED FRIDAY

The Grand Trunk's famous fruit train resumed operations for the season on Friday and will run from here to Toronto every day until the fruit season closes, during which time it will carry many hundreds of tons of fruit. The train leaves the Welland Division station here at 10 o'clock and the main line station at 11.30, stopping at all points at the same time as last year. Extra arrangements for the better handling of fruit will be made this season.

St Catharines

June 21 1913

JURY SAYS WAY FREIGHT CREW BLAMABLE FOR G. T. R. FATALITY

Evidence Was So Contradictory That no One Could Tell Whether Semaphore Was Up or Down.

Telegraph Operator Bond Admitted Signal Was Down and He Had Put It up After Accident

"We, the jury, empaneled to enquire into the death of Frederick Pierce and Walter P. Thompson, find that they met their death on July 28th, 1913, by a collision between train No. 644 and No. 78 extra at the Grand Trunk yards, St. Catharines.

"The collision was caused by the negligence of the crew of No. 78 extra in leaving the main line switch open and unguarded.

"After having personally examined the switches and semaphores and finding how easy it is for anyone to put the semaphore up or down, we recommend that there should be a lock placed on it so that it cannot be tampered with by anyone except the proper official.

"As in this case the evidence is so contradictory that we cannot determine whether the semaphore was up or down.

(Signed) CHAS. TAYLOR,
(Foreman).
JOHN ROSS,
GEO. VINE,
DAVID THOMPSON,
ALEX. McHWARD,
A. E. DUTHIE,
C. P. MILES,
WM. LEACH,
GEO. A. McLEAN.

Such was the verdict of Coroner Greenwood's jury in the matter of the late fatality at the Western station, after hearing evidence at an adjourned session on Tuesday night. County Attorney Brennan examined the witnesses; Divisional Superintendent J. H. Gordon watched for the railway company; and Mr. W. K. Murphy, of Robinson & Phelan, for the relatives of Pierce.

The first witness called was George Bond, the telegraph operator at the station at the time of the accident. He testified that he raised the semaphore. The orders given the fast freight at Merritt had not been transmitted to the crew of the road freight. It was not usual to do so. The standing train protected itself by semaphores, flagmen or torpedoes.

To Mr. Murphy he said the way freight was to pick up cars along the line, and had no knowledge of the other train, unless the operator caught the orders as sent by the train despatcher at Hamilton or Niagara Falls.

To Mr. Gordon he said the local freight had the semaphore for protection; and to a juror that he could not say the semaphore was down at any time.

William Syme, track man, was about 500 yards east of the station, on the west bound track, between the station and the semaphore, which he did not notice till after the accident, when it was down.

St. Daniels, freight shed foreman. (Continued on page eight.)

August 6
1913
St Catharines

Jury Says Way Freight Crow Blamable

(Continued from page one.)

saw the way freight about 1 o'clock coming from the passing track to the right sheds. It had three cars out and three in; about half an hour's work, and had been unloading freight for fifteen minutes before the smash.

George Clout, shed-man, was hurt with Danie's in the wreck. He saw the way freight after dinner. Had been transshipping freight for about fifteen minutes before the smash.

Brakeman Corlett, of the fast freight, had been climbing to the engine when he noticed the train slowing down it to stop. He got down in the caboose, which was from two to four car lengths past the semaphore, almost at a standstill. He was at the rear of fifty-one cars.

There was some doubt expressed by the County Attorney as to witnesses' conception of the length of the train, compared with the distance of the semaphore from the station.

Witness said the air-brakes were applied. He admitted that the engine would show if the air brakes were set. The jar of the brakes called his attention. He remained in the caboose until sent back with a flag. The semaphore was then set at "Stop."

Mr. Gordon he said the breaking of the train line would put on the brakes on the whole train.

Det. A. McMahon was summoned shortly before, and reached

the wreck a little after two o'clock; noticed a great smash up and the dead engine lying on the ground, with one foot nearly off. The other man was found later under a pile of coke. Some were injured, and he attended to them.

George Cooper, road foreman, and an engineer for about 11 years, examined engine 644 about two hours after the accident. The running lever was broken off, and the throttle about half way open. In ordinary running condition. The brakes had not been applied by the engineer.

To Mr. Gordon he said when the semaphore was set against an engineer he should stop; and should see that all was right in approaching a yard. The door of the firebox was open, and a shovel in the box, with the handle broken. He supposed the fireman was piling in fuel when he was knocked over. From such position he could not see the switch.

The engineer of the way freight should protect his train, by semaphore, and see the switch closed when not using it. The conductor was responsible for his train, but did not relieve the other members of his crew.

Then followed the presentation of a lot of rules for the protection of trains, the closing of switches when not in use, and flagging a line if obstructed. Witness said he would not leave a switch unprotected, but when switching the engineer did not know what time he would be ordered to move. When there was delay for any time the switch should be closed.

Mr. Brennan wanted to know if Mr. Gordon could produce any man to

interpret the rules. Otherwise the jury must decide. No difference if the semaphore was up or down. If it was up, the fault would be with the dead engineer. The jury had only to deal with the crew, and find whether any of them were guilty of neglect of duty. The question of the semaphore affected only civil actions with which the inquest had nothing to do.

Mr. Gordon objected to Mr. Brennan's remarks, saying it was the first inquest he had ever attended at which the Crown Attorney had addressed the jury.

Mr. Brennan claimed the legal right to do as he liked; and replied Mr. Gordon that he had no right whatever, but no objection was taken to his asking questions. The setting of the semaphore might protect the way freight, but there were others to be considered. He asked the jurors to consider the rules as given by Mr. Cooper and the telegraph operator. It was for them to say if there was negligence, and by whom.

Certain of the railroad rules were referred to the consideration of the jury, to which was left the finding of a verdict. It was after 11 o'clock when the jury had prepared and submitted the verdict as given above.

August 16 1913
St Catharines

TWO BRAKEMEN KILLED IN WRECK

Freight Cars Jump Rails at
Thorold Road, Near
Queenston

(Special Despatch to The Globe.)

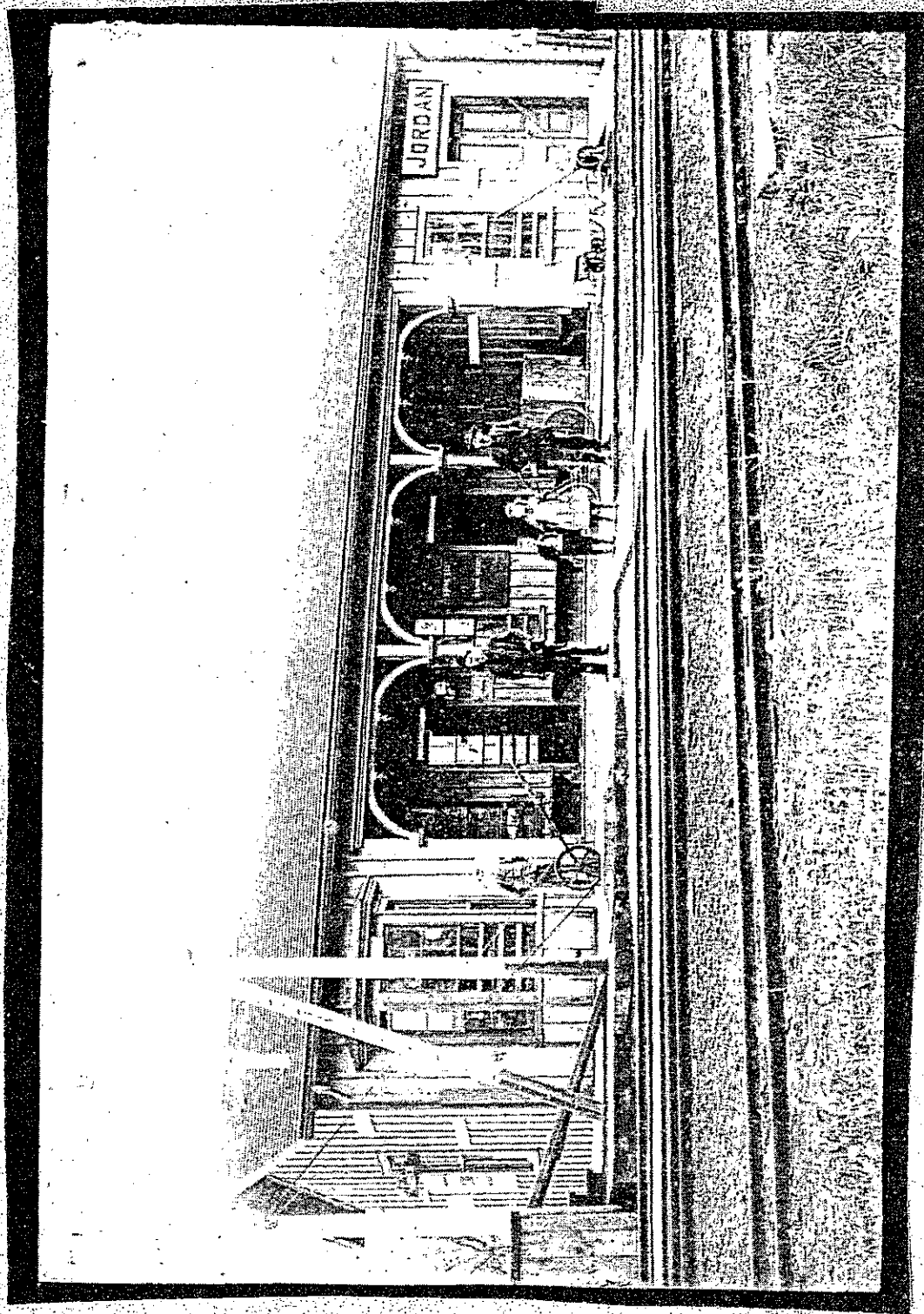
Niagara Falls, Ont., July 13. —

Adrian Lefebre, brakeman, 22 years old, 6 Berryman avenue, St. Catharines, was instantly killed last night, and Alfred E. Baker, who also was riding on the car, was so badly injured that he died in the Memorial Hospital, Niagara Falls, N.Y. A train of which Lefebre was brakeman was travelling toward Queenston, with the cars ahead of the engine. Near the Thorold road crossing the head car jumped the rails and got crosswise on the track, the rest of the cars also being thrown off the rails and against the bank. Lefebre was on the front car and was instantly killed.

Toronto
Globe

July 4
1921

Mc



ENGINE CREW INJURED WHEN STEAM ESCAPES

**Broken Connecting Rod Punctures Boiler on Locomotive
—Stick to Post**

Niagara Falls, July 16—Sticking to his post in face of a terrific onslaught of scalding steam, Charles Wilson, Canadian National railways engineer, Saturday, brought his train safely to a stop when a broken connecting rod punctured the boiler on the locomotive.

Wilson and his fireman, A. G. Roe, who jumped just before the train stopped, are in the General hospital. Roe is suffering from a dislocated shoulder, while the engineer is badly scalded on the face, arms and legs. His condition, however, is not critical.

Engineer Wilson in charge of a passenger train was pushing on at a high speed when suddenly the rod snapped. In an instant the cab of the locomotive was filled with hissing, burning steam, which burst with tremendous pressure from the punctured boiler. Wilson closed his eyes and hung on while the train gradually, very slowly, came to a halt. Then, almost unconscious from the pain, he half fell from the cab.

Both men were rushed to the hospital where the fireman, as his injury was being dressed, kept repeating:

"There were 13 coaches and I was the 13th."

July
16
1929
Welland
tribune

Two Engines Are Derailed

One is demolished as a locomotive backs up in local yards

Two engines were derailed, one partially demolished, and Stanley Bertram, brakeman, Ryerson Crescent, suffered injuries to his back about six o'clock Saturday night when a rear-end collision occurred in the Canadian National Railway yards at Clifton Jct. Engine No. 903 on the way freight between Niagara Falls and Wellingford in charge of Conductor Sam Bryant of Hamilton, Brakeman Stanley Bertram and Engineer James Mathews, this city, and engine No. 6151 with a crew of Sarnia men figured the crash.

Engine No. 6151, ready to take the Sarnia "highball" freight from Niagara Falls to Sarnia, was standing on the main line waiting to back to the freight cars of her train. Engine 903 was coming from Wellingford to Niagara Falls on the Wabash spare. The latter engine got the signal to cut across the main line and proceed to the yard. Apparently engine No. 6151 thought it got the signal at the same time, and just as No. 903 got over the main line, engine No. 6151 backed into it. The tenders of the two engines crashed, the larger one forcing No. 903 off the track and taking a portion of the rails with it. The engine was almost completely wrecked and is understood to be beyond repair. Engine No. 6151 also left the track and is damaged considerably. They were replaced on the tracks last night.

December
7
1936
Niagara Falls

PLANES SHOT DOWN A CERTAIN OF WAR IN

Freight Cars Collide at Merritton

No Person Injured in
Early Morning
Crash

SERVICE WAS
DISRUPTED

Mainline Railway
Tracks Blocked Over
Four Hours

MERRITTON, March 7.—
Traffic was blocked on the
Canadian National Railways
main line for more than four
hours early today as the result
of a collision involving two
freight trains. Three freight
cars were derailed and demol-
ished and several hundred feet
of track was ripped apart in
the collision which occurred
about a mile from the C.N.R.
station at Merritton this
morning.

According to reports
received here, the
collision occurred on the
main line between Merritton
and Niagara Falls, where
the two trains were
traveling in opposite directions.
The collision occurred
about a mile from the
station at Merritton.
The collision was caused
by a freight train
from Niagara Falls
overtaking a freight
train from St. Catharines.
The collision caused
the derailment of three
freight cars and the
derailment of several
hundred feet of track.
The collision caused
the main line to be
blocked for more than
four hours.

A passenger train
was passing the
collision point at the
time of the collision.
The passenger train
was not delayed by
the collision.
The collision caused
the main line to be
blocked for more than
four hours.

Freight Cars

Freight Trains Collided at Merritton



OVERTAKING the rear of a switching
freight train on the C.N.R. mainline
at Merritton early today, a heavy-type
engine derailed a box car and two gondola
cars. The twisted wreckage of the cars

is shown above. Traffic was blocked on
the mainline for four hours but workmen
said the wreckage would be completely
cleared away and damaged tracks re-
paired by afternoon.

MARCH 7
1941

ANES SHOT DOWN A CERTAIN OF WAR IN

Freight Cars Collide at Merritton

No Person Injured in
Early Morning
Crash

SERVICE WAS
DISRUPTED

Mainline Railway
Tracks Blocked Over
Four Hours

MERRITTON, March 7.—
Traffic was blocked on the
Canadian National Railways
main line for more than four
hours early today as the result
of a collision involving two
freight trains. Three freight
cars were derailed and demol-
ished and several hundred feet
of track was ripped apart in
the collision which occurred
about a mile from the C.N.R.
station at Merritton this
morning.

Shortly after 6 a.m. and a
freight train, headed west, from
Hamilton and shortly past eight
another one from east, headed
west, from Toronto, and
they collided. The cars, which
were loaded with various goods,
were derailed and several
cars were derailed through the
collision. The wreckage was
removed by early afternoon.

An investigation is underway by
C.N.R. officials. It is stated
that the collision was caused
by a switching engine not putting
a stop of cars from the northward
train when the signal to the
main line was given. The last car of
the north train, a box car, was
damaged from a St. Catharines
plant, but not above of the
main line. The car was
damaged by a switching engine
from the Niagara Falls plant. The
switching engine was the last one
to be removed and the wreckage
was removed.

Freight Cars

Freight Trains Collided at Merritton



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at Merritton early today, a heavy-type
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said the wreckage could be completely
cleared away and damaged tracks re-
paired by afternoon.

March 7 1941
Niagara Falls

Sept 1942

A CAR A MINUTE

By F. E. D. McDowell

IMAGINE a thin line of box-car red covering a single railway track reaching from Toronto to London, Winnipeg to Minaki, or Moncton to Gloucester Junction, a distance of approximately 120 miles. This would be a railway mileage required to stand international war-traffic that it is estimated is handled each day by the railway systems operating in Southern Ontario, if all cars handling war goods could be set out on a line of buffers, or striking-castings as they are called on freight cars, set one against the other.

Translated into car figures, this would mean that approximately some 3,000 cars would be set out on this single stretch of track, and this is the

number, roughly compiled, that the various Southern Ontario railways receive, or despatch, each day on the United Nations' grim business of war. This may seem a titanic effort at first glance but so well are the railways organized to handle traffic that they could increase the present number of cars by one-third or more, and still keep them rolling without delay over the network of tracks that cover Ontario from the Detroit and St. Clair Rivers to the Georgian Bay waters, the Niagara and St. Lawrence.

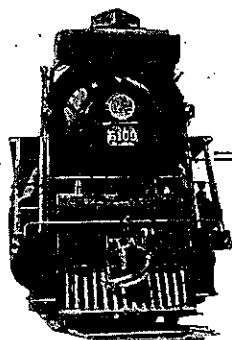
"The secret of the despatch of this vast and almost unknown movement of war supplies to the United Nations," said J. P. Johnson, General Superintendent, Southern Ontario District, "is to be found in efficient operation and co-ordinated effort of each and every railway employee. Each man knows his exact duties and is expert at doing them. Coupled with this, there is the whole-hearted co-operation of the customs and immigration staffs at the frontier terminals; and all work with the idea of eliminating even a second's waste of time. The operation of our Niagara Falls terminal will give a typical example of the railways' war effort. Each and every day between 3,000 and 5,000 cars are handled at Niagara Falls according to the flow of traffic and the majority of it is interchange with United States lines, yet it takes no more than one minute per car to handle them. This includes clearing the customs and immigration, checking and billing, cutting the freight trains as they are received to



Locomotive No. 6143 arrives in the Niagara Falls terminals and Agent H. H. Holmes, right, with Yardmaster E. B. Ryerson looks over the manifest. Engine Foreman George Speck waits, ready to order the big engine to the roundhouse for general inspection.

make up new trains to carry them to destination, and a general inspection of all equipment, so that nothing is left undone to assure safety and speed of operation."

The working basis of one minute per car does not mean that each of the 3,000 or 5,000 cars that pass through the Canadian National terminal each day requires that number of consecutive minutes. One hour is the standard allowance made by Agent Harry H. Holmes of Niagara Falls for the interval of time between the arrival and departure of the new freight train, whether it contains 60 cars or 100. The routine is a simple and an efficient one and its explanation lifts a corner of the curtain to show how the railways speed the United Nations' war materials to seaboards wherever they are needed. When the train pulls into the yards, the locomotive is cut off and a blue flag is set at the rear of the string of flat cars. This shows that Car Foreman T. A. Ashdown's men are at work inspecting each car. Two men work on each side and their inspection includes trucks, wheels, journal boxes and general good order of the equipment. By the time they have started their work a red flag appears close by the blue one. This shows that the customs officers are at work checking the car seals. Other customs officers



The Cover

Ready to leave Niagara Falls terminals with an extra train, rushing international manifest freight to Eastern Ontario points. Conductor Charles Wright, at his caboose desk, discusses matters with Caller James Souva.

1942

war materials and other products of industry, agriculture and natural resources. This year, 1942, the volume of traffic has shown further a substantial increase. Today it is greater than any time in the history of Canada's ways.

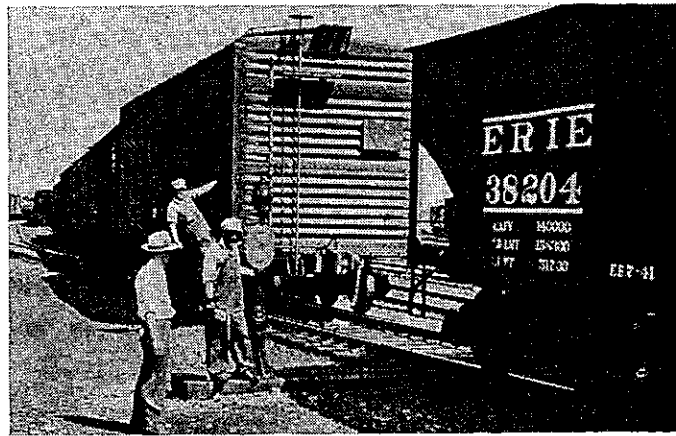
Statistics show that it is nearly double the peak year of the last Great War and about 40 per cent. higher than during the "boom" years of the '20's. Compared with the last peace year, that of 1938, the present time has considerably more than doubled, and it is 85 per cent. greater than that of the first year of war, 1939. Although approximately 100,000 cars are handled daily in Canadian National terminals, the volume of traffic shows an upward trend. Efficient and expeditious movement of freight has reached a level in economic support higher than at any time in the system history, thus providing a larger percentage of the revenue dollar to meet the company's obligations.

Such efficiency is seen in the average train load of today, which has doubled since 1914 and increased its load by 60 per cent, with a reduction in coal consumption of forty-five per cent. An interesting comparison in coal consumption may be made between the years 1922 and that of 1942. Twenty years ago it required 160 pounds of coal to haul 1,000 tons one mile; today it requires only 110 pounds. The coal savings alone assumes large proportions in dollars and cents when it is realized that this year the Canadian National Railways will need 100,000 tons of coal to move the nation's war traffic.

It is the combined effort that keeps the trains rolling," said General Superintendent Johnson. "Behind every big freight train that speeds across the continent is the teamwork of thousands of skilled workers, who are never seen, who never stop working and who are always on the job. The railways are Canada's biggest war industry, and their movement of war supplies to the United Nations never stops, regardless of the hour, the day or the month. There is not a minute of any 24 hours when freight trains, and passenger trains, for that matter, are not thundering over Canadian National rails."

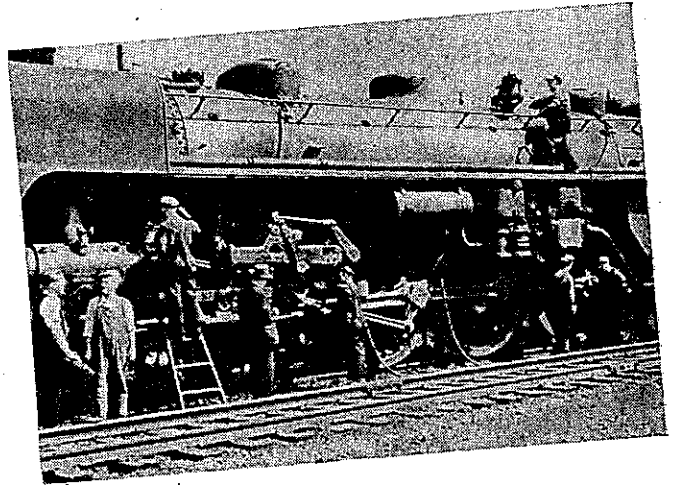
Hamilton, Ont., holds the distinction of being the first place in Upper Canada from which a news despatch was transmitted by telegraph. The despatch was sent to Toronto on Dec. 11, 1846, and told of a fire in the Monumental City in which 9 houses were destroyed.

The first use of dots and dashes as a medium of communication by British soldiers in the field is said to have taken place in Africa in 1873 during the so-called Ashanti War. In that campaign, engineers attached to units under the command of Sir Garnet Wolseley are reported to have erected and operated a considerable system of telegraph.



Yardmaster E. B. Ryerson, with Engine Foreman Ed. Collins, by switch, and Helper Les Heximer, splits a checked train to reassemble cars into extra trains.

No. 6143 receives the final check-over before leaving Niagara Falls on its return run to Sarnia. From left to right, Ellis Gomersall, storeman, Frederick E. Davies, hostler, Frank Orvil Rush-ton, engine preparer, Locomotive Foreman Edwin G. Walton, Sydney Leigh, machinist helper, James Simpson and Donald MacDonald, machinists, and, on running board, John J. McAdorie, machinist.



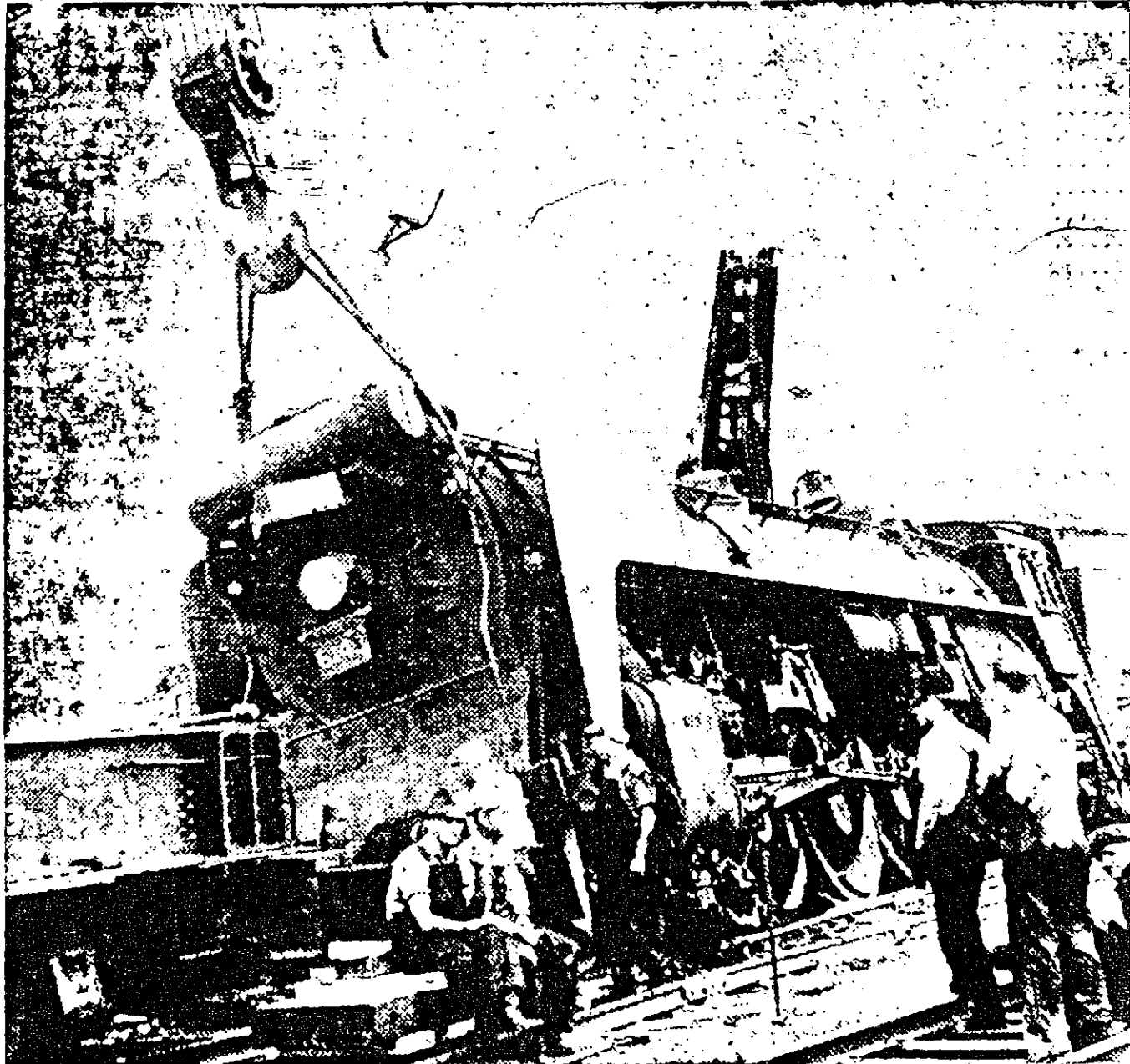
Engine Foreman James Gordon receives instructions from Yardmaster E. B. Ryerson.

No. 6143 steams out of Niagara Falls terminal for Sarnia, its train made up of cars which crossed the International Bridge from Niagara Falls, N.Y., just one hour before.



1942

Derailed Locomotive Being Lifted To



This excellent photo, taken by Carl Kreiger, former army aerial photographer of Ft. big Canadian National locomotive, 6143, of the famous "Sixty-one Hundred" class, being lifted from the rails by a big hook from London, Ont., yesterday. The big engine was derailed on Friday, Sept. 12, in charge of Engineer James Tinkham of Sarnia, Ont., while westbound out of Fort Erie on a passenger car train. The derailment occurred near the "Y" leading from Gilmour Road crossing the main line. The arrival of the London "Hook" as it is called by railway men, and derricks, the engine was lifted at an angle of 45 degrees. The fact the tender remained on the rails saved it from rolling over. The ties were ripped loose from their ties by the weight of the giant engine derailment.

—Photo by Carl, of NuTo

Niagara Falls Review
September 15
1947

Smash on the G. T. R.

A serious smash-up occurred about two o'clock Monday on the G. T. R. at St. Davids. Train No. 88 from Sarnia put into the siding to let the London accommodation pass. While backing out on to the main line to follow a passenger train into the Falls, the Hamilton way-freight, in charge of Engineer McConnell and Conductor Williams, came along, striking No. 88 in the rear section. The colliding engine was thrown off the track, and the caboose of the other train was pretty badly smashed. So also were two freight-cars loaded with bran. The caboose and one of the freight-cars caught fire and were burned. None of the train hands were injured.

The auxiliary from the Falls was ordered out, and within a few hours the line was cleared, trains meanwhile running around by way of Port Robinson and Merritton.

April
13
1900

4/13/1900

Niagara
Falls

A BAD WRECK

A bad smash-up, attended, fortunately, by no loss of life or serious injury, occurred on the Grand Trunk main line at the Six Mile post on the mountain grade, west of this city at 2.12 Tuesday morning.

The Buffalo and Chicago express, No. 7, due to leave here at 12.30 p. m., did not leave till 2 a. m. It was preceded by pilot engine No. 441, running light, in charge of Engineer Slater and Fireman McIntosh. The train was drawn by engine No. 958, Engineer A. Ross, Fireman McIntosh. The train crew included Conductor Burton, Brakeman Moran and Baggageman Wright. The train was made up of a combination car, three coaches and four sleepers.

On reaching the Six Mile post the pilot engine stopped, the engineer intending to switch over to the east-bound track. Before the engine got on the switch, No. 7 came rushing down the grade and a terrific collision occurred. Both engines were thrown off the rails and badly upset. The combination car left the rails, but the weight of the other cars and the setting of the brakes just before the smash kept them on the track.

Both engine crews stuck to their posts and had miraculous escapes from death. All four men were more or less bruised and shaken. Engineer Slater of Hamilton suffered the worst of all. Baggageman Wright of this city got a bad shakin' and cuts and bruises. Brakeman Moran got some nasty cuts. A number of passengers were thrown from seats or berths. The worst injured, none of them very badly, were Jas. Cochrane of Niagara Falls, N. Y., Mrs. Sheehan of Brooklyn and Jas. Hahn of Lyndenville, N. Y. Other injured were Mrs. Cochrane of Philadelphia, E. Beach and wife of Lenoir, N. Y., Jas. Hunter, Grindstone, Mich., Wm. Page, New York, and Wm. Mack of Buffalo.

As soon as the news reached here the auxiliary went out and with Doctors Wilson, Walker and Kellam. The injured cars were brought back and sent around via Allegheny Junction. Traffic was kept up over this route nearly all day Tuesday as both tracks of the main line were blocked by the wreck.

June 28
1901

The members of the Twentieth Century club intend holding a festival and hop in the town hall Friday evening next. A good time may be looked for.

SMASH ON THE G. T.

Tuesday morning a fruit train left Toronto bound for the Falls. It was hauled by two locomotives, No. 510 and No. 339. When Merriton was reached, shortly before eight o'clock, the locomotives were told to do some shunting on the tracks of the Welland division. They shifted about for a while, and finally came to a temporary standstill right opposite the ball grounds, and about 100 yards east of the passenger station, with about eight cars behind them. Early in the morning train No. 736 left Fort Erie, bound for Toronto and eastern points. This train consisted of some 30 cars of coal, and was sent, as are most of the freight trains on the G. T. R., by way of the Welland division as far as Merriton. Just before entering the Merriton yards the engineer slowed up, but on seeing the semaphore drop he went ahead again, only to find that the semaphore said "come on" and the switch behind it said "don't do it." The engineer, however, had done it, and although he threw on the air and reversed, engine 736 bumped engine 510 fairly on the nose, while running at a speed of about five miles an hour, and with the weight of 30 loaded coal cars behind it. Engineer John Cullen and Fireman Neil Currie, of 736, saw the danger and jumped. It was well they did so, for the cab was smashed to kindling wood, and the tender soon reposed on the roof of the boiler. The crews of 510 and 339 also saw the danger and promptly made themselves scarce, but if they had remained on board it is not probable they would have been injured, for neither of these engines seemed to be damaged. Results: Engine 736 looked like a respectable citizen out on a foot; one freight-car stove in; six men somewhat scared; the G. T. R. out a few thousand dollars and Merriton sustains its reputation for being the most "accidental" place on the map.

PRESENTATION.

At the close of the mass in St.

PH, FRIDAY, JUNE 1st, 1900.

SMASH AT MERRITTON,

Wreck on the Grand Trunk by
Which Fireman G. W. Atkinson
Was Killed.

A bad wreck occurred in the G.T.R. yard at Merritton at 12.40 Tuesday night, and as a result a number of loaded coal cars were piled up in heaps, and Fireman G. W. Atkinson, of Toronto, lost his life.

Train 205, composed of 51 loaded cars, was coming down the heavy grade on the Welland division, when the train parted. The front section of twenty-five cars ran ahead and ran on to the main line at Merritton; behind thundered the loose section, and this the switchman turned on to a siding, the idea being that the first section would stop on the main line and the rear section would run by it on the siding and come to a stop on the main line further on.

But the engine ran on farther than was intended and passed the switchman, and then came the collision. The cars of both sections were badly broken and piled up promiscuously. Engineer Wm. Blackall was lucky enough to escape by jumping, but Atkinson was too late. Just as he was about to leap the collision occurred, and he was pinned across the chest between engine and tender. He was instantly killed and was taken out after the auxiliary from the Falls arrived. At 7 o'clock Wednesday the Hamilton auxiliary arrived, and the traces of the wreck are disappearing.

June 1
1900

ury Says Way Freight Crew Blamable

(Continued from page one.)

aw the way freight about 1 o'clock coming from the passing track to the freight sheds. It had three cars out and three in; about half an hour's work, and had been unloading freight for fifteen minutes before the smash. George Clout, shed-man, was hurt with Danio's in the wreck. He saw the way freight after dinner. Had been transshipping freight for about fifteen minutes before the smash.

Brakeman Corbett, of the fast freight, had been climbing to the cupola when he noticed the train slowing down if to stop. He got down in the caboose, which was from two to four car lengths past the semaphore, almost at a standstill. He was at the rear of fifty-one cars.

There was some doubt expressed by the County Attorney as to witnesses' conception of the length of the train, compared with the distance of the semaphore from the station.

Witness said the air-brakes were applied. He admitted that the engine would show if the air brakes were set. The jar of the brakes called his attention. He remained in the caboose until sent back with a flag. The semaphore was then set at "Stop."

T. Gordon he said the breaking of the train line would put on the brakes on the whole train.

James A. McMahon was summoned shortly before, and reached

the wreck a little after two o'clock; noticed a great smash up and the dead engineer lying on the ground, with one foot nearly off. The other man was found later under a pile of coke. Some were injured, and he attended to them.

George Cooper, road foreman, and an engineer for about 11 years, examined engine 1144 about two hours after the accident. The running lever was broken off, and the throttle about half way open. In ordinary running condition. The brakes had not been applied by the engineer.

To Mr. Gordon he said when the semaphore was set against an engineer he should stop; and should see that all was right in approaching a yard. The door of the firebox was open, and a shovel in the box, with the handle broken. He supposed the fireman was piling in fuel when he was knocked over. From such position he could not see the switch.

The engineer of the way freight should protect his train by semaphore, and see the switch closed when not using it. The conductor was responsible for his train, but did not relieve the other members of his crew.

Then followed the presentation of a lot of rules for the protection of trains, the closing of switches when not in use, and flagging a line if obstructed. Witness said he would not leave a switch unprotected, but even switching the engineer did not know what time he would be ordered to move. When there was delay for any time the switch should be closed.

Mr. Brennan wanted to know if Mr. Gordon could produce any man to

interpret the rules. Otherwise the jury must decide. No difference if the semaphore was up or down. If it was up, the fault would be with the dead engineer. The jury had only to deal with the crew, and find whether any of them were guilty of neglect of duty. The question of the semaphore affected only civil actions with which the inquest had nothing to do.

Mr. Gordon objected to Mr. Brennan's remarks, saying it was the first inquest he had ever attended at which the Crown Attorney had addressed the jury.

Mr. Brennan claimed the legal right to do as he liked, and reproached Mr. Gordon that he had no right whatever; but no objection was taken to his asking questions. The setting of the semaphore might protect the way freight, but there were others to be considered. He asked the jurors to consider the rules as given by Mr. Cooper and the telegraph operator. It was for them to say if there was negligence, and by whom.

Certain of the railroad rules were referred to the consideration of the jury, to which was left the finding of a verdict. It was after 11 o'clock when the jury had prepared and submitted the verdict as given above.

August 16

1913

The members of the Twentieth Century club intend holding a festival and hop in the town hall Friday evening next. A good time may be looked for.

SMASH ON THE G. T.

Tuesday morning a fruit train left Toronto bound for the Falls. It was hauled by two locomotives, No. 510 and No. 339. When Merriton was reached, shortly before eight o'clock, the locomotives were told to do some shunting on the tracks of the Welland division. They shifted about for a while, and finally came to a temporary standstill right opposite the ball grounds, and about 100 yards east of the passenger station, with about eight cars behind them. Early in the morning train No. 736 left Fort Erie, bound for Toronto and eastern points. This train consisted of some 30 cars of coal, and was sent, as are most of the freight trains on the G. T. R., by way of the Welland division as far as Merriton. Just before entering the Merriton yards the engineer slowed up, but on seeing the semaphore drop he went ahead again, only to find that the semaphore said "come on" and the switch behind it said "don't do it." The engineer, however, had done it, and although he threw on the air and reversed, engine 736 bumped engine 510 fairly on the nose, while running at a speed of about five miles an hour, and with the weight of 30 loaded coal cars behind it. Engineer John Cullen and Fireman Neil Currie, of 736, saw the danger and jumped. It was well they did so, for the cab was smashed to kindling wood, and the tender soon reposed on the roof of the boiler. The crews of 510 and 339 also saw the danger and promptly made themselves scarce, but if they had remained on board it is not probable they would have been injured, for neither of these engines seemed to be damaged. Results: Engine 736 looked like a respectable citizen, out on a toot one freight-car stove in; six men somewhat scared; the G. T. R. out a few thousand dollars and Merriton sustains its reputation for being the most "accidental" place on the map.

PRESENTATION.

At the close of the mass in St.

June 28
1901

Train Plows Into Box Cars, Dozen Injured

NIAGARA FALLS, Ont.,
June 9 (CP) — A dozen per-

sons were injured, none of them seriously, seven automobiles were almost completely demolished, the west end of the Canadian National Express office was wrecked and two box cars were overturned at noon today when a C.N.R. passenger train ran through an open switch while approaching the Bridge street station.

The heavy locomotive plowed into a trio of box cars standing on the siding at the freight shed with such terrific force that one box car was telescoped, one plunged through the west side of the express office and the other turned on its side.

Seven automobiles parked in the yard near the express office were telescoped as wheels from box cars broke loose and plunged into the vehicles, where passengers were awaiting the arrival of friends and relatives on the train. At least five passengers in the vehicles were badly hurt and were rushed in Gunning's ambulances to the Niagara Falls General Hospital and were given first aid by Roger Hunt, Dr. E. T. Kellam, A. B. Whytock and J. H. Davidson were quickly on the scene and gave medical aid to passengers and members of the crew who suffered injuries.

W. G. Brown, express checker, and his assistants, Maurice Wright and E. White, had a miraculous escape from injury. They were standing on the platform in front of the express office awaiting the arrival of the train. "As soon as we heard the rumbling noise we all beat it," Brown said. "When the crash was over we rushed back to help the passengers pinned in their cars. Mrs. Hildredth was pinned in the back seat of her car and we had a struggle to get her out."

Charles H. Fry and Richard Frulisch escaped from their taxicabs a split second before the box cars broke loose and completely demolished their vehicles. "I was looking down the track and saw the locomotive suddenly go through the open switch and jumped and ran," Fry said. "The next minute the box car had crushed my brand new automobile completely."

Cars owned by Mrs. Henry Aikens and Robert Yule of Fort Erie, were badly smashed and the passengers were extricated from the wreckage of the Yule car with great difficulty.

The injured were:
Mrs. Robert Yule, 73, Fort Erie.
Mrs. Orwell Yule, Toronto.
Mrs. Maggie Hildreth, Fort Erie.
Mrs. Henri I. Aiken, Niagara Falls.
Mrs. Clayton Aiken, and young son, Niagara Falls.
V. L. Roberts, porter, Toronto.
James Pratt, express messenger, Toronto.
Mail Clerks B. Vipond, Moe Shire and Clare Switzer, Toronto.
R. Devanny, Acamp, California.
Mrs. Audrey Flatray, Los Angeles.

Dinner Story

Teacher: If your father could save one dollar a week for four weeks, what would he have?

June 9
1948

ANOTHER BAD WRECK

No. 4 Express Collides with a Light Mogul Near Merritton Tunnel.

FIREMAN HORNING WAS KILLED

Both Engineers and the Other Fireman Injured—Marvel-
lous Escape of the Express Messenger—Fire-
man Desault Dies at Hospital:

Another serious and fatal accident occurred on the Grand Trunk Rail-
way about 7:00 a.m. to-day, at a
point about 100 yards west of the
tunnel, under the Welland canal.

It is customary for engine No.
975, an 8-ton mogul, or another
engine of similar type to leave Ni-
agara Falls at 6 o'clock for a little
later each morning and run through
to Hamilton light for the purpose of
hauling No. 6, a through express
train due at Merritton at 1:27 p.
m., from Hamilton to Niagara Falls.
At just what hour engine 975 left
the Falls this morning could not be
ascertained.

No. 4 is one of the best and fast-
est trains on the G.T.R., and usual-
ly consists of an express and bag-
gage car, two day coaches and two
pullmans. It is due to arrive in Mer-
ritton from Chicago at 6:28 a.m.
This morning it was 21 minutes late,
and it was just 6:50 a.m. when it
pulled out of Merritton station in
charge of Wm. Neil, the well-known
conductor, of Niagara Falls, and En-
gineer Duke and Fireman Abraham
Desault, both of Sarnia.

Light engine No. 975 was in
charge of Engineer Buckpitt and
Fireman Horning, of London.

The double track now in use be-
tween the tunnel and Merritton runs
from the latter station to a point
where an iron bridge permits the
Welland division to cross the main
line of the G.T.R. At this point is
an operating station, and a switch.
This operating station was estab-
lished on Dec. 14th last, and this
morning was in charge of Operator
E. Anderson, formerly of Caledonia.
The station takes the place of the
semaphore formerly in use to guard
the tunnel, and it is the operator's
duty to switch trains from the
double to the single track or vice
versa.

To a Standard reporter Mr. An-
derson said this morning he had
practically nothing to do with the
running of trains, and it was very

soon he received an order. He
also claimed he had nothing at all
to do with the accident, and was
about to say more when cautioned
by his partner, the day operator.

As nearly as can be learned it
was about 7:00 when the ill-fated ex-
press train passed the small tele-
graph station. A moment later and
about one-third of a mile further
east the engine of the express and
the light mogul met with a terrific
crash, while both engines were in a
deep gully, and on a sharp curve,
so that neither engineer could see
the other engine for more than 200
feet.

Both engines being the same size
and type the heads of the boilers
met each other so true to the other
that one boiler was tightly tele-
scoped into the other. The driving
rods, cylinders, gear levers, cabs,
goggles, and in fact everything but
the boilers themselves and the driv-
ing wheels of the engines were re-
duced to scrap, and each engine re-
sembled a mere skeleton of its for-
mer self. The rate of speed of both
engines is not known, but each
must have been going at a fairly
fast gait, probably over 20 miles
per hour. How any one of the four
men in the engines escaped instant
death will never be known. The ten-
ders were jammed right up to the
fire boxes and nothing was left of
the cabs.

Engineer Duke, who was suffering
with a broken arm and other ser-
ious injuries, said everything was a
blank to him after he tumbled into
the gully, and he remembered noth-
ing of the collision. He could do
nothing but bemoan the fate of his
fireman all the way to the hospital.
His fireman, Desault, was jammed
between the tender and the boiler,
and so horribly mangled that when
the remains were taken away his
overalls still remained so tightly
wedged between the tender and boiler
they could not be pulled out, and
one of the wrecking crew removed
his watch (which was still going)
and money from the pockets of the
overalls without being able to ex-
tricate the garment itself.

Neither Engineer Buckpitt or his
fireman, Horning, could have jump-
ed, for none of them probably had
time. Buckpitt was badly cut up
about the head, and Horning's con-
dition cannot be ascertained at this

the roof on the engine. A body
How Express Messenger Armed up
said to be of Hamilton, and even
ed instant death is one of the
modern miracles that sometimes
cur. Three live sheep in this
are also said to have escaped injur-

The scene of the wreck is a
worth, visiting, and in spite of
rain, slush and distance, hundreds
people made the trip from Merritton
and Thorold this morning.

The baggage car behind the ex-
press was "knocked off its centre,
but all the other cars of the train
were uninjured, and the passenger
escaped with a severe shaking up.

As soon as the accident happen-
ed the conductor of the express was
back to the operating station and
called up Merritton.

Station Agent McCraw lost no
time but hastily summoned Dr. Van
derburg, and they and others hurried
to the wreck on a pilot engine,
and the doctor did all he could to
alleviate the sufferings of the wound-
ed.

The body of the unfortunate De-
sault and the wounded men were
gently placed in the baggage car of
the ill-fated express train, and all
the cars, with the exception of the
wrecked express car, were hauled
back to Merritton by the pilot en-
gine.

The body of Desault was left in
the baggage car, and the injured
men were placed in a box car and
hauled to St. Catharines, where the
ambulance and Dr. Sheehan were in
waiting. From the Welland station
here they were at once taken to the
hospital, where their many wounds
were dressed.

The day coaches and Pullmans of
the express train were sent to the
Falls with a special engine over the
Welland road by way of Port, Rob-
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line have had to go and come the
same way since the accident.

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Both men were in the station at the
time, but Mr. McMullen probably had
the key. Certain it is Conductor

Welland
Canal Tunnel

January 3

1903

St Catharines
Standard

NIAGARA FALLS

BAD WRECK

Grand Trunk at 6 Mile Post.

HOSPITAL TRUST FORMED.

Meeting of Mount Nebo Chapter, No. 16, R.A.M., this evening. First Bachelors' and Benedicts' of the season in the city hall.

Emergency meeting of Clifton lodge No. 25, A.P. & A.M., this evening. 7-8 in second and third degrees.

The F. W. Oliver Co. of Niagara Falls, N.Y., has the contract for fitting on the cornice of the Canadian Niagara Power Co.'s power house.

Special services have been held in the Y.M.C.A. building every night this week. The final meeting will be held tonight. Rev. Roy K. Gonder will speak.

The coming election campaign will be one of the hottest Niagara Falls has seen. Evan Fraser will make a desperate effort to win the city back to the Conservative side.

Double-header basketball match at the Park street gymnasium, to-night. Tribunes of Buffalo vs. Athletic club. First international match of the season and the preliminary between local teams.

The old Marr house near Falls, owned by James Marr and occupied by a family named Dell, was burned on Saturday night, the owner having a narrow escape. There was an insurance of \$100 on the building.

L. H. Taylor's speedy pacer, Hal Galvin and Ed. Lowrey's mare are to be put in shape for the coming water races and the veteran horseman Alex. Brown says it will make most of the fast ones move some to either of these diers on the ice.

Considerable progress has been made on the erection of the new Millan House. A lot of stone foundation wall has been built for several sections of the new structure. All the old building has been torn down with the exception of a portion of the north wing which the contractor will make use of. All the cottages are gone except two, which the contractor and architects are using for offices.

The cofferdam at the mouth of the wharf of the Canadian Niagara Power Company has been opened and water allowed to fill the forebay up to the power house where it is back from the penstocks by the steel gates. The work of opening the dam was commenced last week. This is the first use of any part of the power development works. Water flows through the ice-rack across the forebay, under the magnificent new stone arch bridge for electric railways and roadways and fills the large basin enclosed by the massive stone walls. The cofferdam, which caused such immense labor to build and make tight, is being torn out.

It appears that the New York Central's plans for the installation of electricity as a motive power are not so hurried as has generally been supposed. Mr. Vanderbilt's recent visit to Buffalo and his arrangement to take the entire output of the Ontario power company led to the rumor that work of preparation for the installation of electricity was to begin very soon on the Niagara frontier. It will no doubt be a year or two before the New York Central will use electricity on the West Shore or put it on the Falls road. It is true that it will operate the Utica, Mohawk and Syracuse systems, which it owns, by electricity from Niagara Falls inside of a year.

but there is little likelihood of that power being used for other purposes before then.

POLICE POINTS

Three bad bums were arrested by Officer McHattie on Sunday. They spent a night in the cells and were exported on Monday morning.

Frank Nelson got drunk and went to bed in E. R. Lundy's barn. Officer Hardwicke removed him to the cells to finish his nap. He claimed to be looking for work, so the magistrate suspended sentence till he could have another look.

Officer Dart pulled in a drunk who was let go when he sobered up.

THE HOSPITAL.

At the public hospital meeting on Monday night the "Niagara Falls General Hospital Trust" was organized with the following trustees: — Warden of Welland county, reeve of Stamford township, mayor of the city, and one representative of the city physicians, all ex-officio. Jas. Wilson, Alex. Fraser, C. C. Cole, Col. Cruikshank, J. H. Stuart, Jas. Bampfied, F. E. Dalton, C. H. Mitchell, Thos. Sills, W. H. Buckley, and F. A. Shirriff. The annual meeting was fixed for the second Tuesday in May. The meeting, by resolution, approved the securing of three acres between Jepson street and 3rd and 4th avenues for a site.

A BAD WRECK

A bad smash-up attended, fortunately by no loss of life or serious injury, occurred on the Grand Trunk main line at the Six Mile post, on the mountain grade, west of this city at 2.12 Tuesday morning. The Buffalo and Chicago express, No. 7, due to leave here at 12.30 p. m., did not leave till 3 a. m. It was preceded by pilot engine No. 141, running light, in charge of Engineer Slater and Fireman McIntosh. The train was drawn by engine No. 958, Engineer A. Ross, Fireman McIntosh. The train crew included Conductor Burton, Brakeman Moran and Baggageman Wright. The train was made up of a combination car, three coaches and four sleepers.

On reaching the Six Mile post the pilot engine stopped, the engineer intending to switch over to the east-bound track. Before the engine got on the switch, No. 7 came rushing down the grade and a terrific collision occurred. Both engines were thrown off the rails and badly used up. The combination car left the rails, but the weight of the other cars and the setting of the brakes lost before the smash sent them down the track. Both engine crews stuck to their posts and had miraculous escapes.

some of the class rooms in B. public school are not suitable.

Kile Dell has purchased a Allen street near Ferry. Mr. Dalton-Thorburn-Woolnough's He has moved a barn on to will build a house later.

"Mexico," the hairless terrier, is the city of Mexico. Caredo, Mexico, by the late Huff, is dead. He was a gr osity to all who saw him.

Be humane! Don't leave a horse standing uncovered in when you can buy a blanket so cheap at S. B. Boulter's as to stand your needs and you want.

G. H. Sneyd, pastor of church, Niagara Falls South for his subject, Sunday evening but leased, and at the the service the ordinance of will be administered?

Entertainment under the of Blue Bell lodge. Daught bekah, in aid of the hospita the township hall on Frida Nov. 25th. Harry Lloyd well-known entertainers. vi Don't miss it.

Continued line weather sewer contractors. On Tue the Main street sewer sou ry street was finished ex short section between Culp inson. Here Harry & Mc down 17 feet with 8 feet. The Robinson street sewer ished up to Ross street.

Large congregations atte anniversary services in Lu. Methodist church last s enjoyed the sermons of R Hobbs, who preached wit time power and earnest Monday evening a big cro the anniversary supper at Speeches were delivered prominent clergymen, and cal programme was very jored. At the special coi Sunday over \$400 was the financial result of the ing was also very satis!

THOROLD.

Miss Libbie Ellis, who visiting friends at Niagar turned home Tuesday.

Mrs. Austin of Glen, Cal ing the week with her p and Mrs. T. Edmondston. Congratulations will to Archie Munro, an old upon the arrival of a li

Miss C. A. Eddy has position as book-keeper i Cordick's office in St. C

Rev. J. W. McLeod occ pulpit of Haynes avenue church, St. Catharines.

The dance in the Odd Tuesday evening was w and all present spent a r time.

W. H. Clipperton, who the guest of Thorold fir past week has returned in Toronto.

Mr. James Battle left Goderich where, in con Mr. Thomas Condon, be pertant contract.

The Beaverdams, Su have decided to hold a Christmas tree and sup day evening, Dec. 22.

Edward Small is able after having been con house for ten days, as an accident which befell Klondyke.

On Saturday a spar chimney caused a small John Constable's but it pushed without the ac

fire brigade. Rev. Dr. W. Craw of

Welland
Tribune
November 18
1904

THE FRUIT TRAIN STARTED FRIDAY

The Grand Trunk's famous fruit train resumed operations for the season on Friday and will run from here to Toronto every day until the fruit season closes, during which time it will carry many hundreds of tons of fruit. The train leaves the Welland Division station here at one o'clock and the main line station at 1.30, stopping at all points at the same time as last year. Extra arrangements for the better handling of fruit will be made this season.

MAY 21

1913

St Catharines

December 4 1903

Few people in Merritton were aware, on the morning of the 26th, that a mishap had taken place on the Grand Trunk during the night. About midnight the local freight, No. 417, with engine 504, from Niagara Falls to Toronto, Conductor Vansyckle, pulled into the yard and ran down the siding farthest south. This train picks up all empty cars to be returned to Toronto, and the conductor left his train at the station to enquire how many cars he was to pick up. The train was run down the siding, and the rear brakeman, as is customary, cut it in two, and the first section continued as far as the canal bridge to give the brakeman on the following section a chance to stop. But the second portion was too heavy for the one man, and though the brakes were forcibly applied the section could not be stopped. In the meantime the first section had been "backed up," and just near the place where the old freight shed stood the two sections came together with a crash. Two cars were derailed, the one an oil car, the other a box-car filled with merchandise. The Niagara Falls auxiliary was summoned at once, and by daybreak there was not the slightest appearance of the little "smashup."

December 4

1903

Two Engines Are Derailed

One is demolished as a locomotive backs up in local yards

Two engines were derailed, one partially demolished, and Stanley Bertram, brakeman, Ryerson Crescent suffered injuries to his back about six o'clock Saturday night when a rear-end collision occurred in the Canadian National Railway yards at Clifton Jct. Engine No. 903 on the way freight between Niagara Falls and Welland in charge of Conductor Sam Bryant of Hamilton, Brakeman Stanley Bertram and Engineer James Mathews, this city, and engine No. 6151 with a crew of Sarnia men figured the crash.

Engine No. 6151, ready to take the Sarnia "highball" freight from Niagara Falls to Sarnia, was standing on the main line waiting to back to the freight cars of her train. Engine 903 was coming from Welland to Niagara Falls on the Wabash spare. The latter engine got the signal to cut across the main line and proceed to the yard. Apparently engine No. 6151 thought it got the signal at the same time, and just as No. 903 got over the main line, engine No. 6151 backed into it. The tenders of the two engines crashed, the larger one forcing No. 903 off the track and taking a portion of the rails with it. The engine was almost completely wrecked and is understood to be beyond repair. Engine No. 6151 also left the track and is damaged considerably. They were replaced on the tracks last night.

CNR
Engines 903
6151

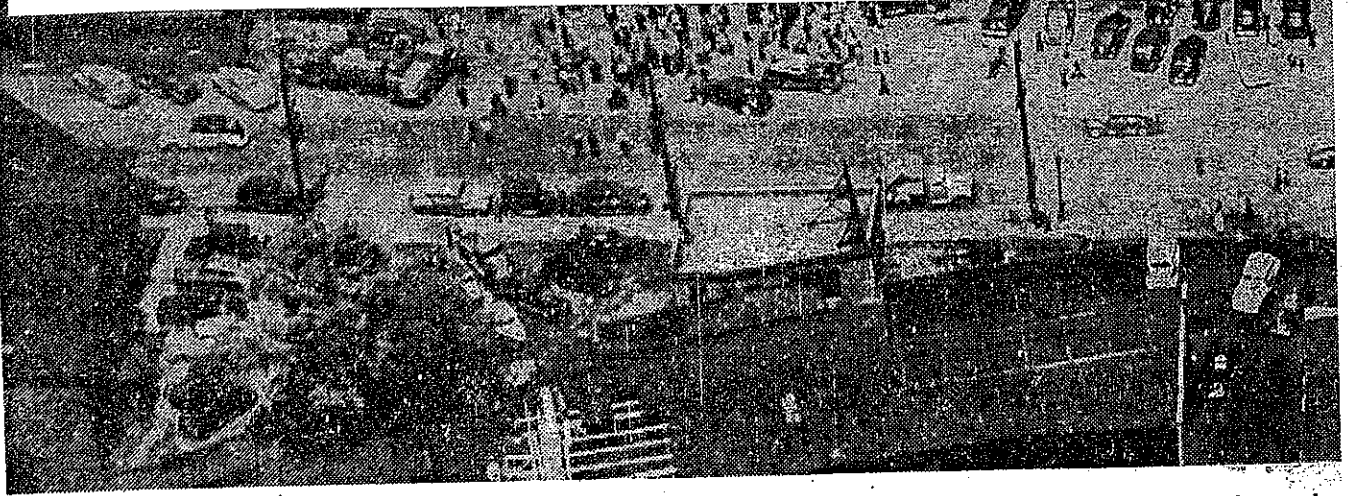
December 7
1936

Another Collision on the G.T.R.

About five p. m. Tuesday a serious smash-up took place in the G. W. R. yard at St. Catharines, where trains are supposed to move slowly. Two heavy special freight trains met on the same track, doing considerable damage. No. 228 going eastward was waiting for a pilot engine to assist it up the grade from Merritton to Clifton, and No. 417 was going west, and should have slowed up on entering the station yard. Seeing the approaching train, the fireman of No. 388 jumped off. The engineer of the west-bound train, W. Young of London, remained on the engine too long, as, when he leaped, the engines had struck, so that in the fall caused by the shock his collar bone and arm was broken, and his head cut, and perhaps receiving some internal injuries. He was at once removed to the station, and his wounds, which are serious, attended to. Strange to say, the standing locomotive only had its cow-catcher broken, and some minor injury done to the engine, while No. 417 was badly wrecked. The car following it was knocked into kindling wood. Another car was thrown from the track, and all more or less shaken. The demolished cars contained merchandise, which was strewn along the side of the tracks for quite a distance. It was said that owing to the heavy rain during the day the east-end semaphore did not work quick enough to check the incoming train, and also that owing to the wet state of the rails the wheels when brakes were applied slipped. The injured man was forwarded to his home at London by a late train.—*Journal*.

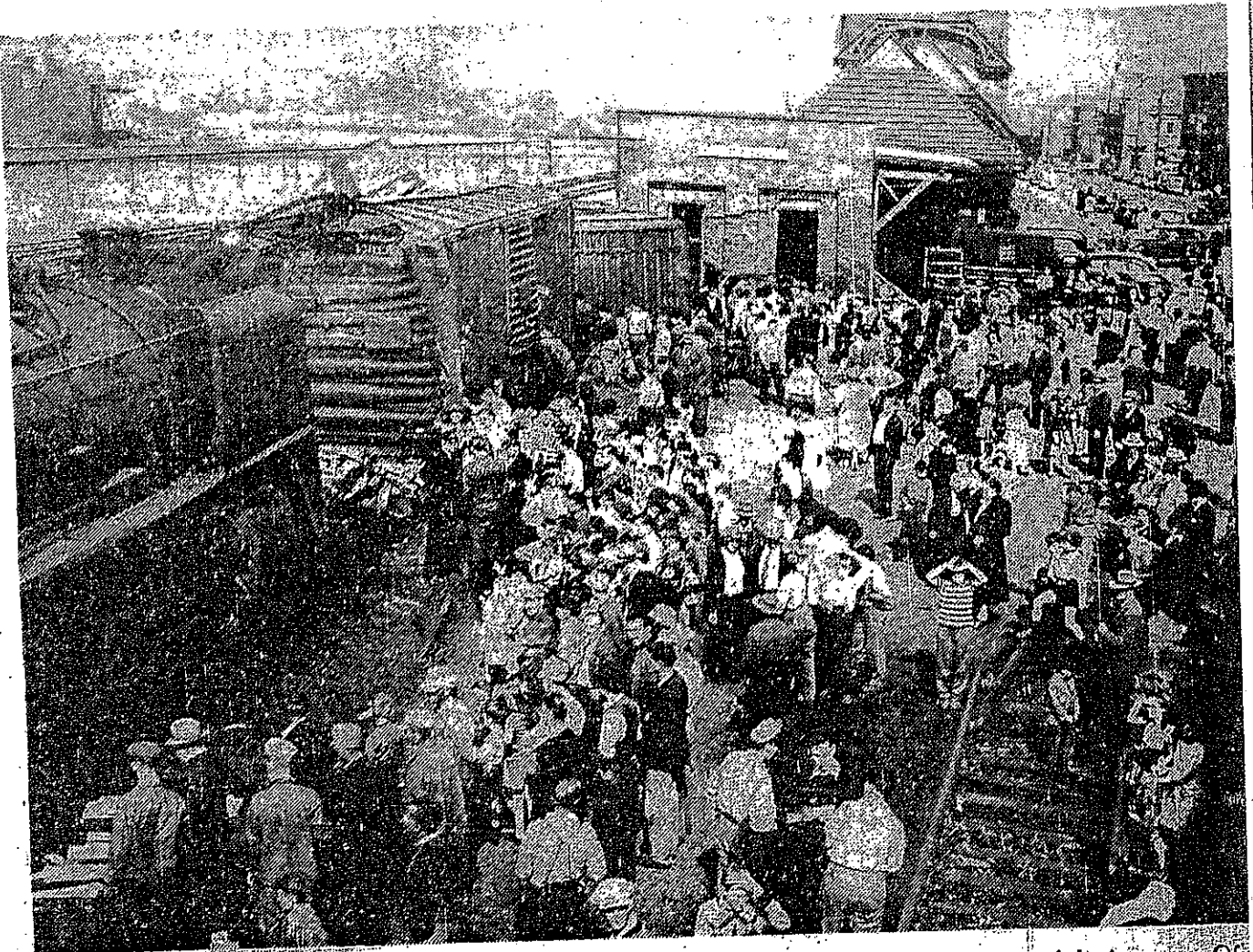
Thornd
Post

September
16
1892



SPECTACULAR ACCIDENT involving flyer, three boxcars and seven autos at Niagara Falls looked like this shortly after it happened yesterday. The aerial shot shows how the engine of the fast C.N.R. passenger train from Toronto went through an open switch,

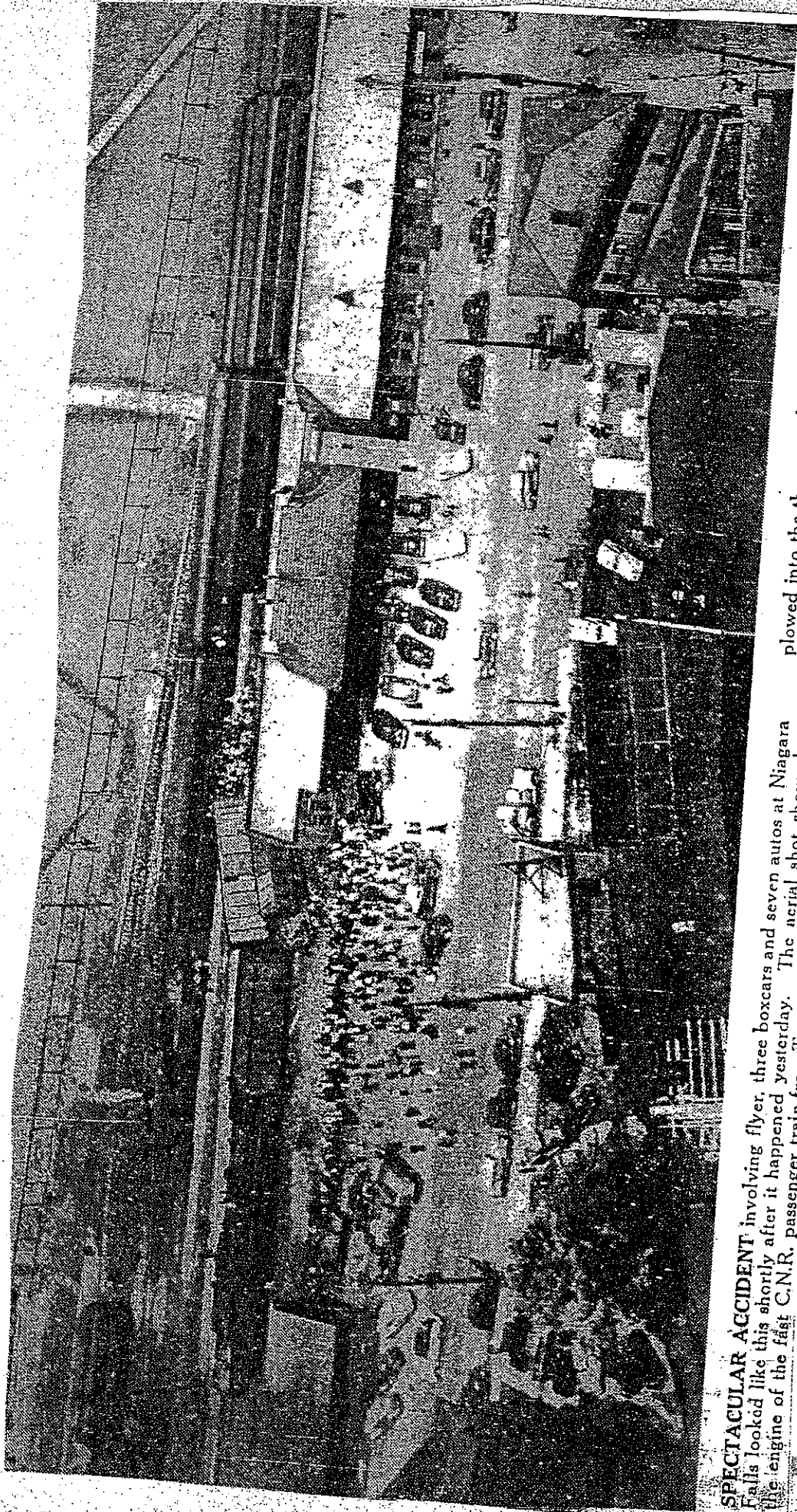
plowed into the station and the



SMASHED AUTOMOBILE against the battered Niagara Falls station wall indicates force of the impact. Of boxcars, one was hurled into the air, ruining four cars, one was telescoped and a third was toppled on to its side in the express office at right, Mary Pancik said she thought the building "had been struck by an earthquake."

Toronto Star
June 10 1948

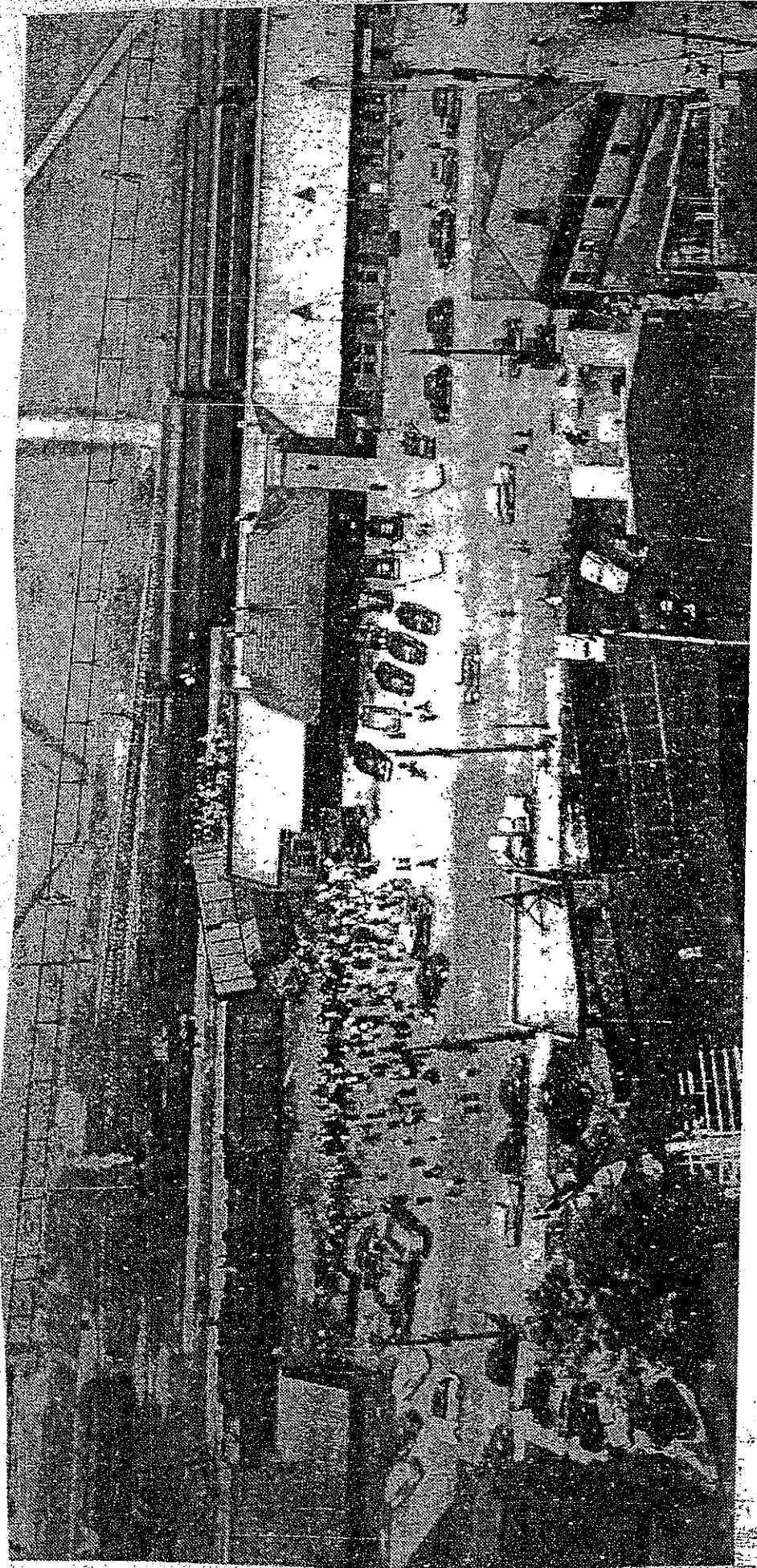
June 10 1948



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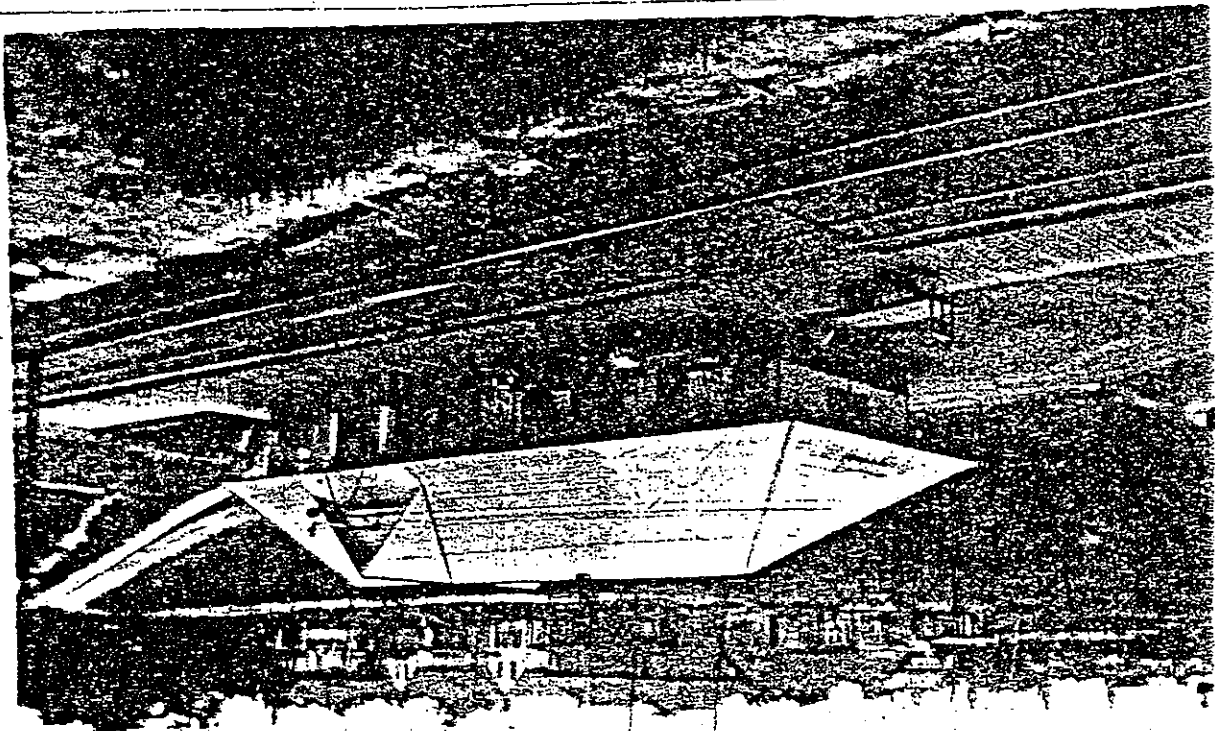
June 10 / 1948
Toronto Star



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C.N.R. Station - Welland St. 5.
circa 1920.



THREE MEN KILLED.

Terrible Railway Smash-up at Merrittton.

Another has been added to the long list of catastrophes, more than one of them attended with loss of life, which have occurred at the Merrittton station of the Grand Trunk railway. On Monday morning last, about 12:30 o'clock, as the engine of a train from the Bridge, detached from its train, was taking water at the tank, the driver saw a long train of coal cars, twenty-five or thirty in number, coming down the Welland railway, evidently out of control. The driver at the tank undertook to get his engine out of the road, but there was no time so he and his firemen jumped to save their lives, and in less time than it takes to write it the runaway train was upon him with such fearful force as to send his engine nearly down to the Niagara Central crossing. The engine of the runaway train was overturned, and the whole train, with an awful crash, was piled into an indescribable mass on and beside the track. The scene immediately after baffles all attempts at description. Trucks were driven into the ground nearly out of sight. The woodwork was splintered into matchwood, and the stacks of coal that were mixed through only served to make the confusion the greater.

Though the wholesale destruction of property is saddening, yet much more so is the loss of life, and this time three was the number of the human victims, all belonging to the runaway train, viz., engineer J. Williams of Niagara Falls, an old employee, 62 years of age, who leaves a widow and grown family; fireman M. Sherry, a widower, having two small children; and brakeman Allen of Hamilton. All the bodies were fearfully mutilated, and many of the bystanders were unable to stand the sight as the remains were extricated by the wreckers, a wrecking train soon being on hand.

It is said that engineer Williams lost control of his train above Thorold, and numbers of Thorold people heard the danger whistle as the train rushed past. Some of the remarks passed by the railway men while working at the wreck were very suggestive, and indicated that a far greater number of accidents were very narrowly escaped than the public had any idea of.

It is supposed that the company's loss on property alone will not be covered by \$50,000.

An inquest was held by coroner Goodman the same afternoon; and, after taking the evidence of a large number of witnesses, mostly railroaders, the following verdict was reached:

That the deceased, James Williams, Michael Sherry and Robert Allan, came to their death by a collision between trains Nos. 471 and 551, near Merrittton, about 12:30 a.m., on Dec. 3. The cause of the collision we believe to be from not having sufficient brakes on train 471 to control it; also, that the engineer did not reverse or alarm, and that the rear brakeman was inexperienced. We further find that all freight trains should be brought to a standstill above the grade at Thorold; that an additional brakeman should be provided on all freight trains descending this grade; and a special switchman be appointed to attend to the switch known as the Welland railway switch.

The coroner, in summoning up ev-

jumped, but perhaps it would be better to say all but one jumped, for one young man, 19 years of age, of Hamilton, named James Nixon, apparently fascinated, remained on the car. The trains met, and then followed a scene that absolutely baffles description. The eight flat-cars of the construction train were hurled in every direction, and left lying in every shape.

The front of the engine of the freight train, the tender and two cars were badly wrecked. One of the gravel cars was thrown across the track and about 15 feet over, another was piled on top of it, and three left lying at the south side of the track. Two were lying on the north side, parallel with the rails. To anyone seeing the debris and the awful sight presented by the wrecked and broken cars, the wonder would be not so much that one person was killed, but that more did not share his fate.

Engineer Elliott of the freight stood to his post manfully, and when the terrible crash occurred his hand was on the lever.

Immediately after the catastrophe telegrams were sent to Merritton and Niagara Falls, and soon auxiliary trains were on the spot, and the work of clearing the track begun. The legs of the young man, Nixon, were found but his body was not recovered until midnight.

The injured men were conveyed to Merritton, where Dr. Vanderburgh skillfully attended them. They are Martin Allan, 230 East Avenue, Hamilton, left leg broken at hip, married, 52 years of age; Wm. Hyland, Barton tp., unmarried, cut and bruised; Thos. McKeough, 275 Bay street, Hamilton, and Wm. Day, cut and back sprained. The injured men were then conveyed to their homes, while the body of Nixon was left on the scene of the disaster to await the coroner's inquest.

The deceased being an especially fine young man, quiet in manner, and of exemplary character, was a favorite with all his fellow-laborers. He was unmarried, and lived with his widowed mother at 39 West avenue, Hamilton.

The freight train was the same that figured in the Winona accident last week, but had on a different crew.

A curious coincidence may be noted in the fact that exactly one year ago, on the same date, the great accident occurred at Merritton, whereby Williams, Sherry and Allan lost their lives.

There was a report during the evening that Mr. Davis, one of the Merritton section men, had had a leg broken, which fortunately proved to be untrue.

At 2c
day at per

can Bazaar

na Hall

**Useful Articles
led About This
Time.**

Majorica) each, 3c, 9c, 18
10c, 13c, 15c, 20
Stone Bowls, at 7c and 10
Stone Platters 15c, 18c, 25c, 40
15c, 20c, 25
apots... from 10c up to 95

V RIDDELL & SON
179 St. Paul St.

MOVAL.

A. GROCE
ed his shaving parlor to the
dean street, formerly occu-
lker & Abbs, opp. postoffice.

ck igs, daily, at John
lus. street

At just what hour engine 975 left the Falls this morning could not be ascertained.

No. 4 is one of the best and fastest trains on the C.T.R. and usually consists of an express and baggage car, two day-coaches and Pullmans. It is due to arrive in Merrittton from Chicago at 6:28 a.m. This morning it was 31 minutes late, and it was just 6:59 a.m. when it pulled out of Merrittton station, in charge of Wm. Neil, the well-known conductor of Niagara Falls, and Engineer Duke and Fireman Abraham Desault, both of Sarnia.

Light engine No. 975 was in charge of Engineer Duckpitt and Fireman Horning, of London.

The double track now in use between the tunnel and Merrittton runs from the latter station to a point where an iron bridge permits the Welland division to cross the main line of the C.T.R. At this point is an operating station and a switch. This operating station was established on Dec. 11th last and this morning was in charge of Operator C. Anderson, formerly of Caledonia. The station takes the place of the semaphore formerly in use to guard the tunnel, and it is the operator's duty to switch trains from the double to the single track or vice versa.

To a Standard reporter Mr. Anderson said this morning he had practically nothing to do with the running of trains, and it was very

the other engine for more than 200 feet.

Both engines being the same size and type the heads of the boilers met each centre so close to the other that one boiler

scoped into the other. The driving rods, cylinders, gear levers, cabs, gauges and in fact everything but the boilers themselves and the driving wheels of the engines were reduced to scrap, and each engine resembled a mere skeleton of its former self. The rule of speed of both engines is not known, but each must have been going at a fairly fast gait, probably over 20 miles per hour. How any one of the four men in the engines escaped instant death will never be known. The tenders were jammed right up to the fire boxes and nothing was left of the cabs.

Engineer Duke, who was suffering with a broken arm and other serious injuries, said everything was a blank to him after he turned into the gully, and he remembered nothing of the collision. He could do nothing but bemoan the fate of his fireman all the way to the hospital. His fireman, Desault, was jammed between the tender and the boiler, and so horribly mangled that when the remains were taken away his overalls still remained so tightly wedged between the tender and boiler they could not be pulled out, and one of the wrecking crew removed his watch (which was still going) and money from the pockets of the overalls without being able to extricate the garment itself.

Neither Engineer Duckpitt or his fireman, Horning, could have jumped, for none of them probably had time. Duckpitt was badly cut up about the head, and Horning's tongue seemed to be hanging out of his mouth by a shred of skin. He kept saying his tongue bothered him, and wanted it taken away.

An express car full of miscellaneous goods was the first car behind the engine, and was telescoped completely over and around the tender, forming a perfect roof over it and concealing it almost entirely from view. The express matter was jammed clear to the rear of the car in one great mixed mass so tightly it forced the roof off the car, and a great amount of express matter was squirted up through the opening in

the express train were sent to the Falls with a special engine over the Welland road by way of Port Robinson, and all other trains over the line have had to go and come the same way since the accident.

The wrecking of auxiliary trains from the Falls arrived on the scene an hour or so after the accident, and a similar train from Hamilton came up about 10:30 a.m. At 11 a.m. very little progress had been made in clearing away the wreckage and the line will probably be blocked all day.

At 10:55 a.m. General Superintendent McGowan arrived at Merrittton from Toronto in his private car, and promptly went inside and had a little chat with Day Operator Lynch. On coming out again the Standard reporter asked him if he had any statement to make. His reply was he knew practically nothing about the accident, the wires had been working badly all morning, and his information was very meagre. He then stepped aboard his car and was pushed up to the scene of the wreck by a switch engine.

As to who is responsible for the accident no one at present, except those whose lips are officially sealed with red tape, knows. Some one has blundered—who the some one is will probably appear at the inquest, next week. St. David's is the first telegraphic station east of the tunnel, and the presumption is engine 975 should have been held there until the express had passed. Night Operator McMullen must have been on duty at Merrittton when the express reported, for it was 6:59 when it pulled out, and Day Operator Lynch doesn't relieve until 7 a.m. Both men were in the station at the time, but Mr. McMullen probably had the key. Certain it is Conductor McNeil had orders to leave Merrittton, or he would never have left. Certain it is Engineer Duckpitt had orders to run to Merrittton, or he never would have been out on the single track.

Coroner Goodman appeared at Merrittton about 10:30 a.m. and said it was his intention to empanel a jury and have the body viewed this afternoon, and then adjourn the inquest until next week. What was left of Desault was lying in the disabled baggage car covered with a blanket. Dr. Goodman wanted the remains removed to the freight shed, but Agent McCraw said he wouldn't attempt to touch them until an undertaker arrived.

The mogul smashed at Wainstead was a sister to the two great 30-ton moguls that are now wrecks, this making three of the finest engines on the C.T.R. put out of business in the last few days.

Oldrail road men said this morning

icient to pay of the year.

SCHOOL

B. C. Fairh

20 per cent

books, durh

Other School

prices.

How to Get Rich.

Take a quantity of silica costing one-fourth the price of oil; mix it with oil, and sell the compound to the public at the price of pure oil; offer "prizes" with the compound to make it sell. It is such a compound the public get when they buy common soaps. In Sunlight Soap—Octagon Bar—the public buy a pure and well-made soap. Sun-

attempt to touch them until an undertaker arrived.

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14 THE ST. CATHARINES STANDARD, THURSDAY, JUNE 10, 1948

First Russ Reaction By Goffman

MOSCOW, June 10 (BUP).—Karl Goffman, one of the leading Communist commentators, said today in the Trade Union publication *Trud* that action of the U.S. House of Representatives in approving the ERP appropriation proved the instability of the Marshall plan.

The Goffman article was the first full-scale Russian reaction to the House action.

The commentator said it resulted from the growing demand in the U.S. for a reduction in Soviet-American tension and natural discontent with the vagueness of the plan and its objectives.

The House action revived the whole question of Western European relations with the U.S. in a way "most unfavorable" for the latter, Goffman said.

"History laughs at those who, wanting to hinder social progress, put a stake in dollar aid in the hope of strengthening the reactionary camp and weakening the camp of democracy and socialism," the commentator said.

Those people overestimated the forces and possibilities of American monopolies which supported the Marshall plan and underestimated the mighty protest movement of the masses in Europe and America against the policy of U.S. interference of the internal affairs of European states under cover of the American aid program.

Business Spotlight

By The Canadian Press
The investment picture in Canada will be examined next week at the annual meeting of the Investment Dealers Association of Canada.

Some 200 representatives of the institutions concerned with raising a large part of the money which goes into Canadian business and industry will meet June 12-16 on board ship and at Murray Bay, Que. About half of them will then proceed up the Saguenay to see the aluminum industry at Arvida and Shipshaw. Delegations are drawn from across the country.

Marked Wednesday

Apothecary Shop to Be Shown

TORONTO, Ontario.—An apothecary shop of the type patronized by your great-great-grandfather in the late 1700's will be on display June 21-25 at the Royal York Hotel, Toronto, at the 78th annual meeting of the Canadian Medical Association. This shop, owned by Smith, Kline & French Laboratories, Philadelphia pharmaceutical manufacturers, is complete in every detail. Its shelves

13 Injured as Train Topples Box Cars at Niagara Falls



Seven parked automobiles suffered the brunt of a train wreck yesterday noon at Niagara Falls when box cars on a siding, struck by a passenger train, were hurled on top of them. Five persons sitting in the cars and eight passengers on the train were injured, none of them seriously. Here, one woman passenger lies on an ambulance stretcher waiting to be taken to hospital as passengers and spectators crowd around. The wreckage can be seen behind.—Standard Engraving.

Forfeit

Assault

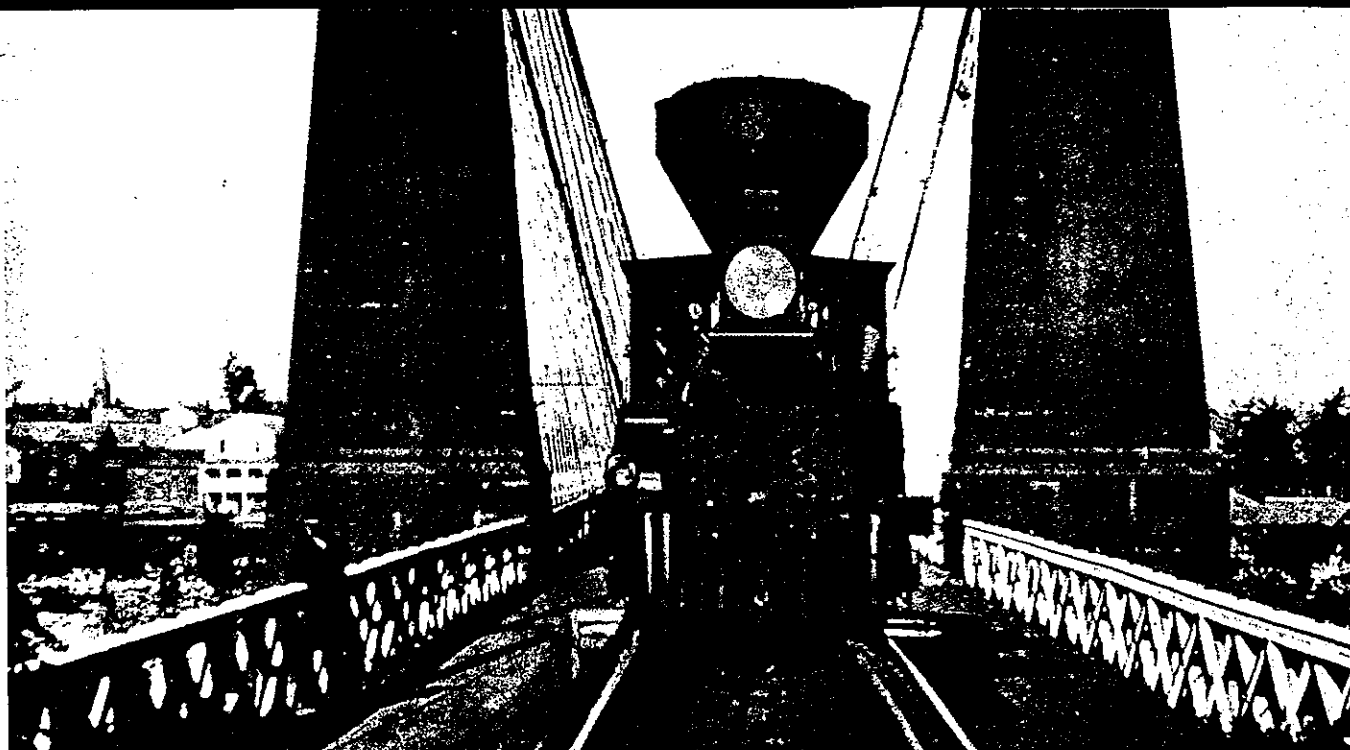
June 10
1948



Niagara Falls New York Public Library

*Suspension Bridge, American End.
A stereoscopic view by an unknown photographer.*

Track repairs are underway in this view of the track switching alignment at the American end of the Railway Suspension Bridge. The Post Office and Customs building in the Town of Clifton, built in 1885, can be seen at the left in this view, a landmark which rises above the other buildings.



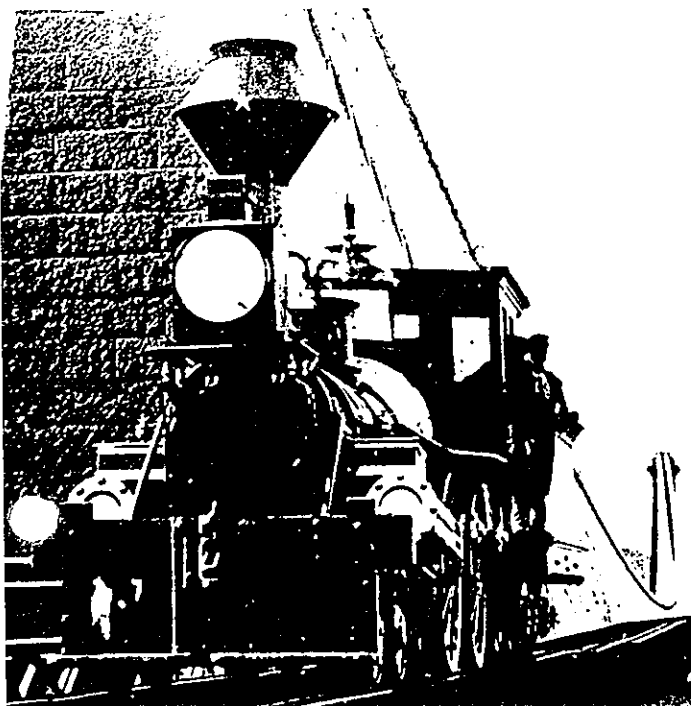
Niagara Falls New York Public Library

These are two examples of the wood burning steam locomotives in use in the early days of the Railway Suspension Bridge.

In spite of the *Gazette's* complaint that travellers were sent by train across the border, resulting in lost business for Niagara City, there were as many as fifteen hotels adjacent to the bridgehead in the United States. Most of them were located on the Lewiston Road (present day North Main Street), and its intersecting streets. They were the New York Central, Atwood's Western Hotel, Vedder House, American Hotel, the Farmer's Home and the Monteagle.

The Monteagle was located on the Lewiston Road opposite present day Mount St. Mary's Nursing Home, which is located in the former Spirella Corset factory. It was the stop-over for travellers, whereas the others mainly served the cattlemen, drovers and brokers who were associated with the stockyards which held the hundreds of thousands of cattle which were brought to Niagara City each year, then sold and reshipped to other destinations. The Monteagle was an elegant hotel with mahogany woodwork, marble floors and gilt trim on its ceilings. It had running water, piped from a tank on the roof which collected rain water, and it was illuminated with gas lamps.²²

Everything about the Railway Suspension Bridge became newsworthy, and the *Niagara Falls Gazette* commented at length on the landscaping and the construction of pedestrian walks: "Substantial walks and street crossings have either been laid or are in progress, and everything about



National Museum of Science and Technology Smithsonian Institution

ms out, was part of an attempt
pension bridge over the gorge.
ust have been turned down by
rment, as he referred to "this
referring to the charter rights
Suspension Bridge Com-
e of New York and a "British

, an important link between the
anada. During 1853 there were

The *St. Catharines Post* commented on this
decrease in carriage traffic, attributing it to a
reduction in public interest. The *Niagara Falls
Gazette*, on May 28, 1856, accused the *Post*
". . . careless way of publishing . . . unaccom-
panied by any explanation, is calculated to mislead
the public." ¹⁸

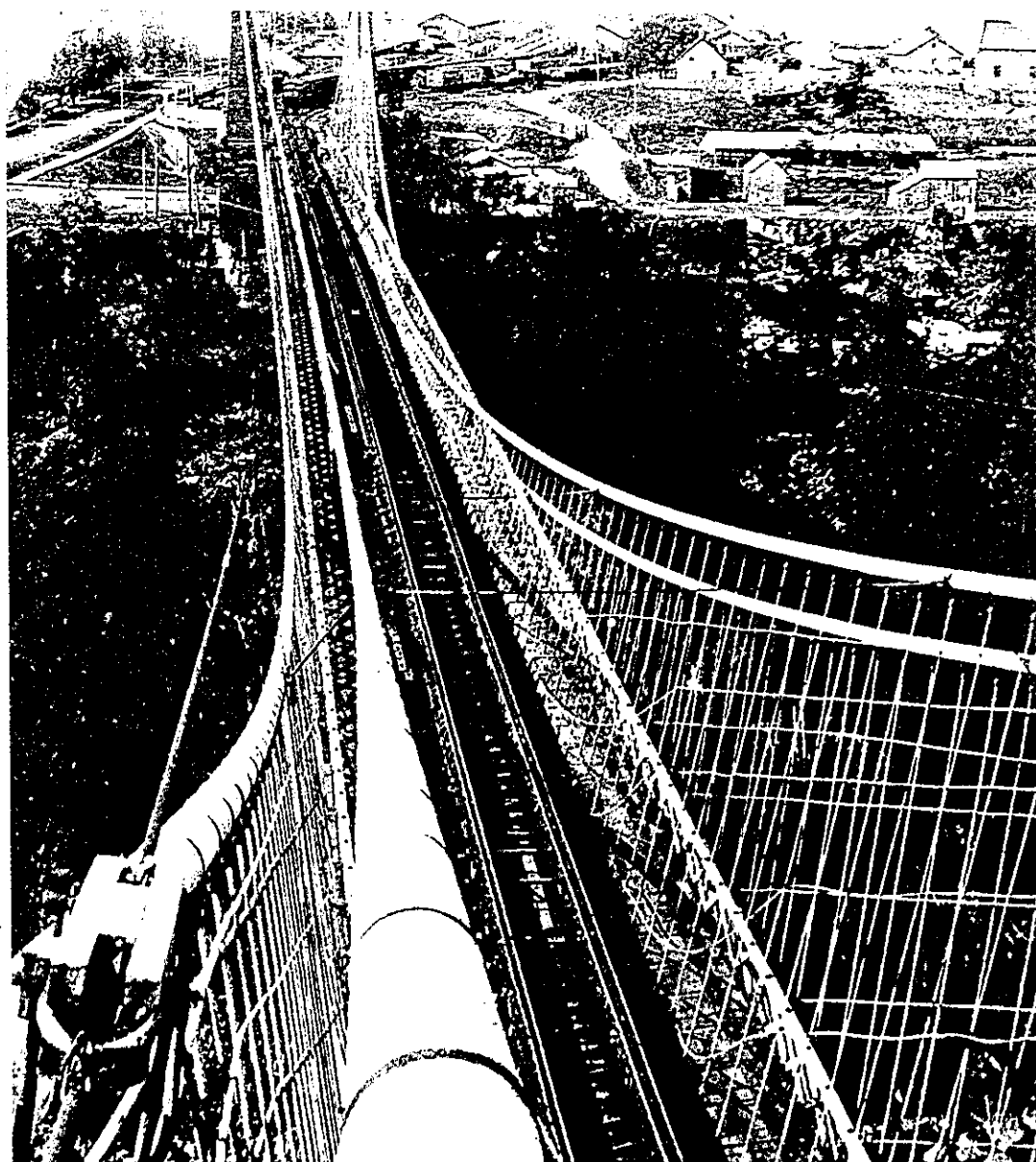
The bridge was in fact a financial success as
the *Gazette* reported. The railway track was leas-
ed to the Great Western Railway at a yearly rate

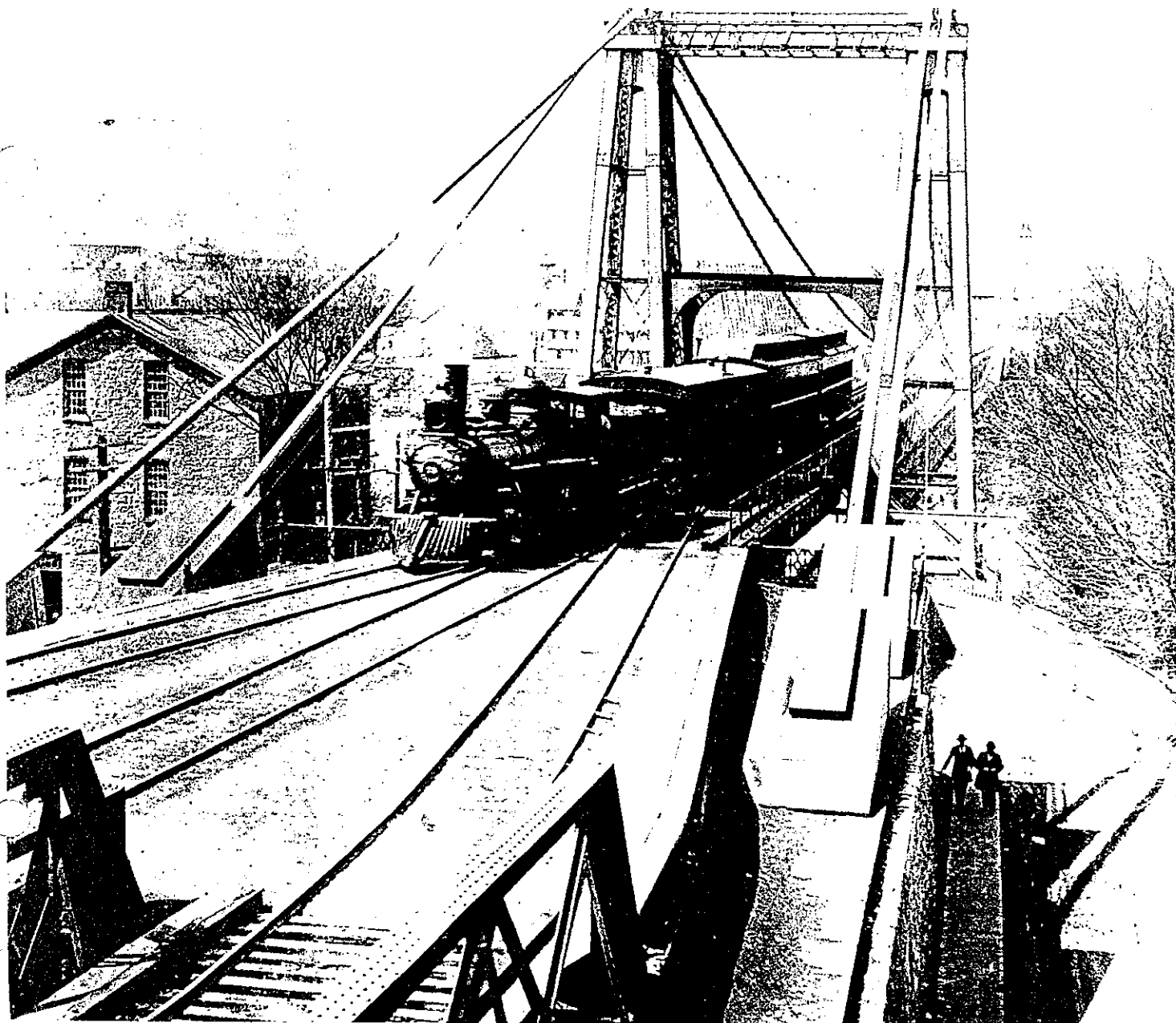
*sion Bridge, Cable
From the Top of the
e American Side.*

view by an unknown

*rs used every possi-
point in their quest
nt view of the bridge.
apher had a very
b to the top of the
in order to take this*

National Archives of Canada





Niagara Falls New York Public Library

*Niagara Railway Suspension Bridge, 800 feet long.
 A stereoscopic view by Griffiths and Griffiths.*

This view from the 1890s is a rare view of a train pulled by a steam locomotive, coming off the American side of the bridge. The stone building at the left is Witmar's Mill which was operated by water power. The mill's water wheel pits were located at the bottom of the gorge bank, at the water's edge. When the Upper Suspension Bridge was built in 1869, it soon became a popular subject for stereoscopic views, and it replaced the Railway Suspension Bridge as an attraction for tourists.

Ry & Shipping World

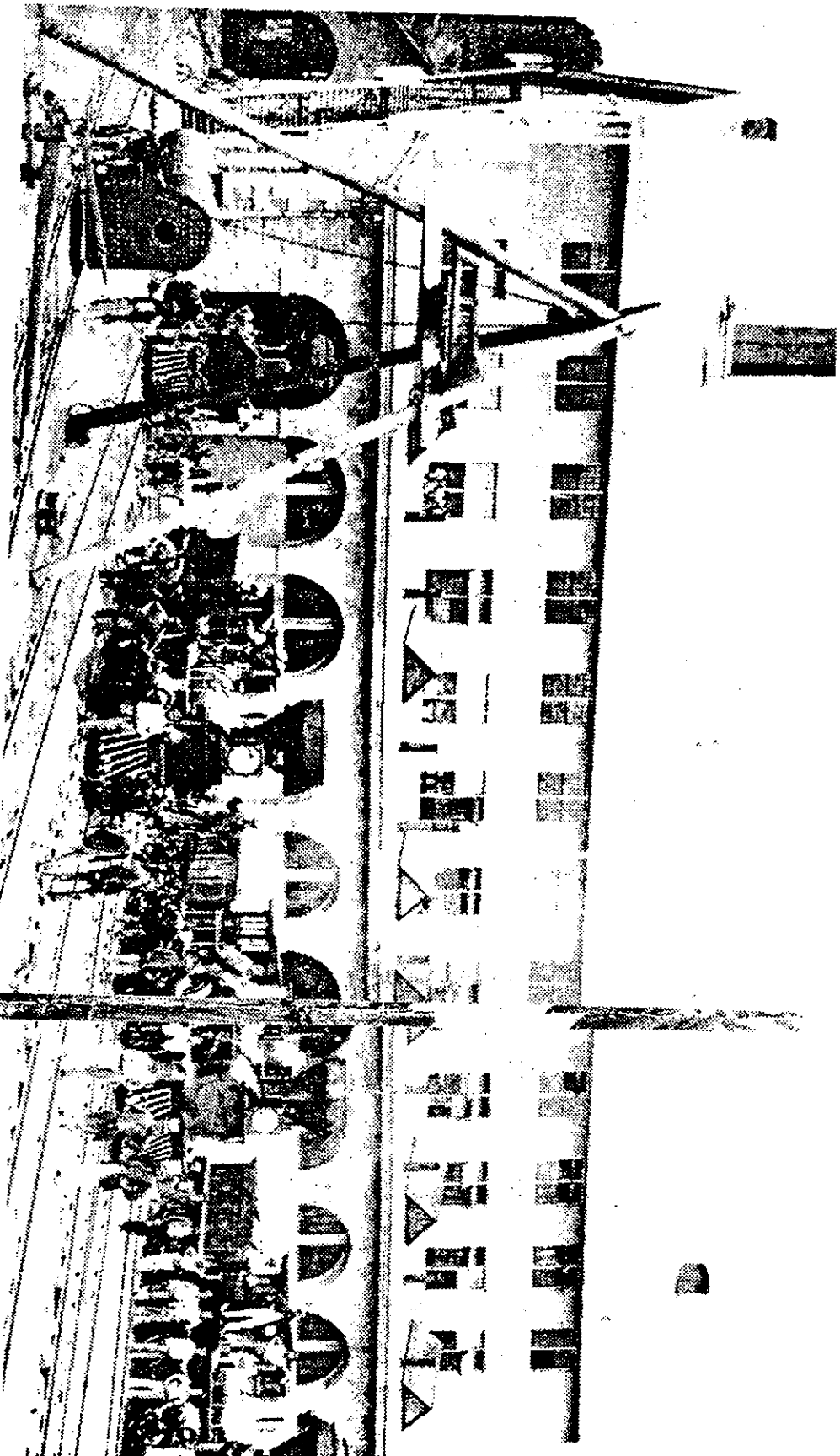
July 1898 p121

At Niagara Falls June 22
(1898 ed) owing to a misunderstanding
of the signals, GTR. train No 12
collided with an engine of the
Erie Railway and engineer Geo. Jack
of the latter, was pinned between
the locomotive and tender and killed.
Jack is supposed to have taken the
signals given by the GTR signal man to
stop, for those of his Co., which are
American standard, to comehead and the sun
being low shore brightly in his eyes
preventing him from seeing the approaching
train until too late. The jolt
threw the throttle wide open and the
Erie engine dashed across the
bridge at a high rate of speed
and tore through the city yards
until reaching Tunnel District yet
where the telegraph operator,
having been advised of its coming
ditched it. This account shows the
emphatic ~~ness~~ necessity for uniform rules.

slow, cost
km per hour,
track making
on the rails,

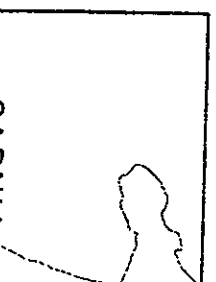
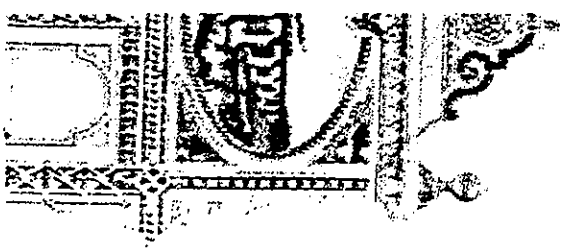
real change to
that had been
n of commu-
way brought
cation of the
d arrive daily
news of the
hours rather
en Montreal

to people in the 1850s and 1860s such a
trip was so fast and comfortable that it
was simply miraculous.



R. Vroom/Ré

The economic changes were even more
important. As the railways made it
possible to get goods to market quickly
and cheaply, it became more profitable



15 Railway & Lumber Co had a hand in it.
engines built by Brooks & Co. of Chicago.
I plan to have been in the hands of Brooks & Co. for purchase

Hamilton Spectator July 4 1874

Great Western Report

6 old broad gauge engines for sale

September last 11 engines hired
from United States Rolling Stock
Company and 330 cars.

1 note
Rails West

George B. Abdill
Bonanza Book N.Y. 1960

page 181 photo CPR 217

Caption states
"built by Brooks in 1873 for
United States Rolling Stock Co. became
Canada Central Ry No 17 then
CPR 217"

GTR History Corley p 77
engines 352-370

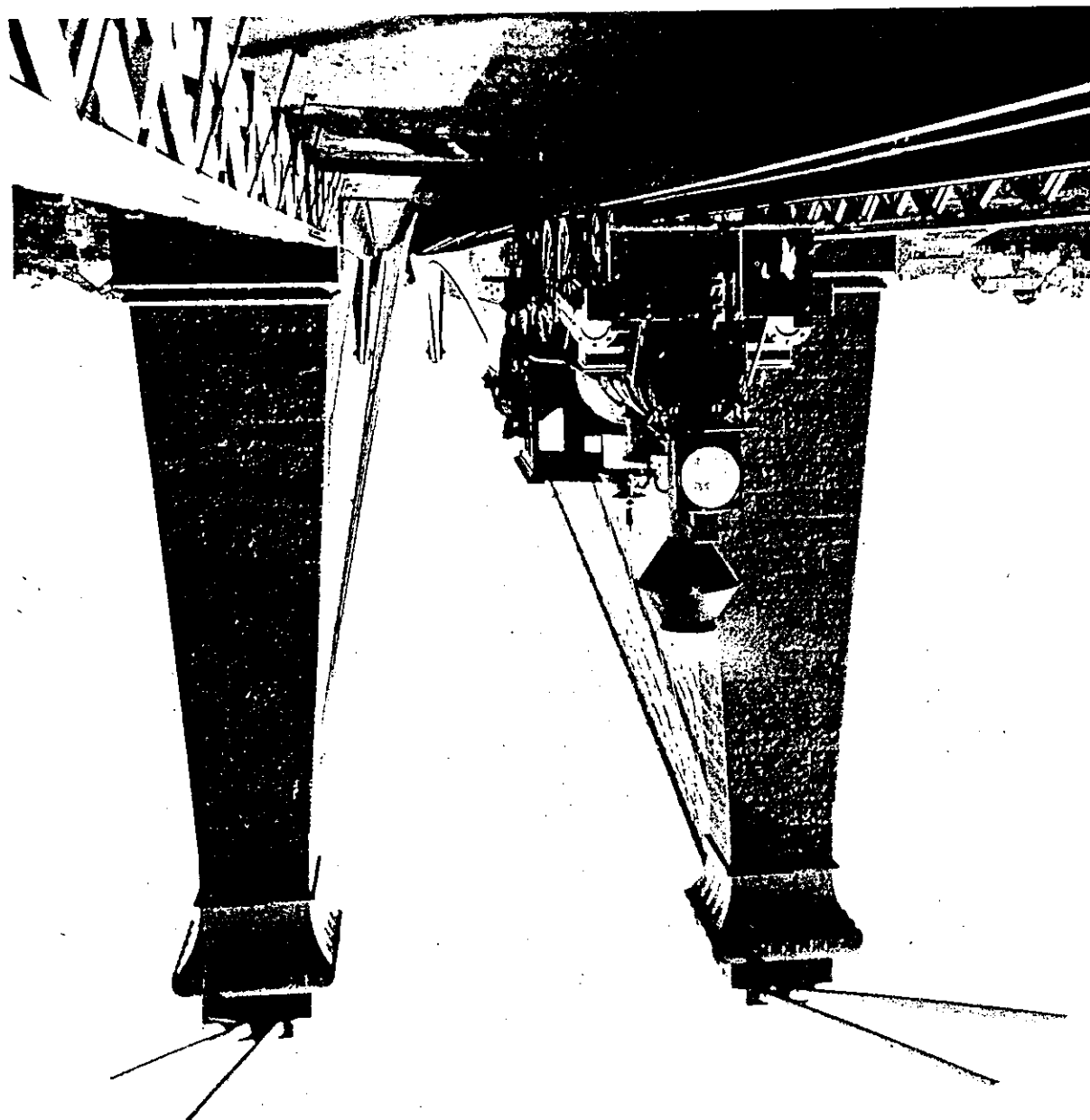
What is the United States Rolling
Stock Company? Is this an
explanation?

5/01 147 GTR in Buffalo

April 1 trains
will run to NYC Exchange
St. Station instead of
Erie St station on
train from Buffalo & God
line and International Bridge
Through trains will continue
to use L.V. through N.Y. Falls
arriving L.V. station Washington St
Buffalo
p 183 Buffalo service increased

3/1902 p 103 GTR to
double track London to Kowaka
- build new bridge across
Burlington Canal.

10/02 p 341 Double
St Dunns - Jordan.
Brantford & Woodstock



old Post

Smashup on the G. T. R.

At 2:10 o'clock Tuesday morning a collision occurred on the Grand Trunk between Chicago express No. 7, Conductor E. J. Burton, Engineer A. Ross and Fireman McIntosh on engine No. 958 in charge, and pilot engine No. 441, with Engineer Slater and Fireman McIntosh in charge.

The work between Merrittton and Niagara Falls had been such for the last day or two as to require the assistance of an extra pilot, and engine 441, in charge of Engineer Robert Slater, was sent to assist in the work at Merrittton.

Some time after midnight he left Merrittton, assisting a freight-train to Niagara Falls. His orders were to go on to Clifton, but instead of carrying these out he cut loose from the freight-train shortly after he had assisted it over the grade, just a short distance beyond what is known as the six-mile post. He ran ahead to the next "cut over," and then turned into the west-bound track.

The express-train is timed to leave Niagara Falls at 11:30, but was delayed by connections for two and one-half hours, and was running very rapidly. The pilot had almost reached the "cut over" at the six-mile post when the passenger-train crashed into it, with the result mentioned.

The express was drawn by Mogul engine No. 958, in charge of Engineer Edward Burton of Niagara Falls, and as the crash came the engineers and firemen of both locomotives jumped, and, with the exception of a few small cuts about the head of Slater, escaped uninjured.

As might be expected, the destruction of the locomotives brought the train to an abrupt standstill, with the result that four cars of the train were overturned, and although the passengers were rolled about, it is next thing to a miracle that all escaped without injury.

It is stated that the Mogul engine which drew the passenger-express had only been out of the shops for a few days, but is now a heap of scrap-iron.

Fifteen passengers were injured, besides serious injuries to Engineer Slater of the pilot engine, and Harry Wright, baggage-man on the express, who lives at Niagara Falls, who was badly shaken up and bruised, but not seriously hurt. Jas. Moran, brakeman, and Engineer Ross were cut and bruised.

The passengers injured were: Jas. Cochrane, Niagara Falls (N.Y.); Mrs. Sheridan, Brooklyn (N.Y.); Jas. Hahn, Lyndonville (N.Y.); Mrs. E. Cochrane, Philadelphia (Pa.); Elijah Beach and wife of Anson (N.Y.); Jas. Hunter, Grindstone City (Mich.); Wm. Pages, New York; D. Middleberger and child, Dansville (N.Y.); S. Perry, Brooklyn (N.Y.); F. H. Flint, Lyndonville (N.Y.); Chas. Klink, Buffalo; Wm. Mack, Buffalo; Horace Waltz, Buffalo.

Dr. F. W. E. Wilson, the local G. T. R. physician; Dr. E. T. Keliam and Dr. Norman Walker of Niagara Falls, and Dr. Vanderburgh of Merrittton, were hurried to the scene of the wreck, and made those injured as comfortable as possible.

The passengers were brought back to Merrittton and sent on their journey around by Port Robinson without much delay. Their baggage did not suffer any damage, although the tender of the engine went through the baggage-car. It is miraculous that the entire train crew were not killed outright.

The pilot crew are held to blame, as they had no rights on the west-bound track.

Auxiliary crews were sent out from Niagara Falls and Hamilton, and the work of clearing away the wreckage was at once begun.

EXTRA! The St. Catharines

TWENTY-THIRD YEAR

EIGHT PAGES — ST. CATHARINES

FATAL COLLISION OF TWO FREIGHT TRAINS AT G.T.R. STATION 1.55 P.M. TO-DAY

Heavy Freight Running Fast Took Open Switch and Collided Head on to Another Freight.

Both Engineer and Brakeman on Moving Train Were Killed and Two Trainmen Injured.

Two men are dead; two men are injured, two engines and a number of freight cars are wrecked as the result of a head-on collision at the Grand Trunk Western Hill depot at 1.55 o'clock this afternoon.

The dead are: Fred Pierce, engineer, and Charles Thompson, brakeman, both of Mimico.

At this writing the body of the engineer is lying beside the track covered with a tarpaulin, and the body of the brakeman has not yet been found. It is somewhere beneath the wreckage.

The first intimation that anything was wrong reached the city at 2 o'clock, when there was a call for the firemen and the ambulance from the G. T. R. depot. Both responded in a hurry.

The services of the firemen were not needed, however, as the wreck did not catch fire. A tank near the wrecked engine made a fire a thing to be feared.

The dead engineer was in charge of engine 644, which was hauling a heavy east-bound freight train from Merrittton.

It is said that the train was moving at a very high rate of speed, and ran into an open switch at station, colliding with train force with Engine 1203.

It was standing on a siding near eight sheds. Seeing that there was no chance to avoid a collision, engineer and fireman of 1203, as did the fireman of 644,

and saved himself. Engineer Pierce stuck to his post, and died at the throttle. He was badly mangled in the collision, one leg being severed from his body.

One of the brakemen who saw the collision told The Standard that it looked to him as if the rushing freight train was beyond control. Another said that the semaphore was not turned against the train, and that there was no signal for the engineer to stop.

One thing is certain, anyway: The oncoming train ran into a switch that was left open, and thus the collision occurred.

The two men who were working in one of the cars at the freight sheds were very badly hurt by being thrown about in the car; they were injured. At this writing it is not known how badly they are hurt. The doctors are working with them and too busy to talk.

LATER.

At 2.45 the firemen were again called out and have gone to the scene of the wreck. There are now hundreds of people there.

The body of the dead brakeman, Thompson, was found under a car near the demolished engine at 2.55. It is terribly mutilated.

The men who were hurt are: R. Daniels and George Clout. Daniels is the foreman of the car repair gang; he was injured internally, and taken home in the ambulance. Clout was hurt about the head, but is not regarded as critical.

NOTED LADY MRS. CURRIE PASSES AWAY

A distinguished literary lady of this city, Mrs. Emma Augusta Currie, widow of the late Hon. J. C. Currie, died on Sunday night at her residence, No. 98 King Street, in her eighty-third year. She was born Niagara-on-the-Lake on November 22, 1829, the daughter of Geo. Harvey and his wife, nee Sarah Hamilton.

She was educated at Niagara and St. Davids, taking private tuition from the late William Kirby, the author. She attended East Bloomfield Academy, where her cousin, Mrs. Parker, who was a daughter of William Cullen Bryant, gave her drawing lessons and Cyparissia Laghou Archery.

She lived for a time at St. Davids, and was married on Oct. 20, 1865, to the late James S. Currie, who later became Speaker of the Ontario Legislature. She had a young son, a step-daughter, Miss Jessie Currie, and two nieces, Mrs. Charles L. Carman and Mrs. Emma Hawley, of Deadwood, South Dakota.

Mrs. Currie was acting registrar of the county for nearly a year, and held the deputy registry for more than twenty years, and was always interested in sociology, besides her historical labors. She was one of the originators of the Protestant

E OPPOSING
ORGES IN WELLAND;

ROBBED IN THE
PARK WHILE HE

THE WEATHER
 scattered showers and cooler
 tonight and Friday.
 Noon temperature 70°.
 Low tonight at 60. Max Friday at 65.

The St. Catharines Standard

THIRTY-EIGHTH YEAR

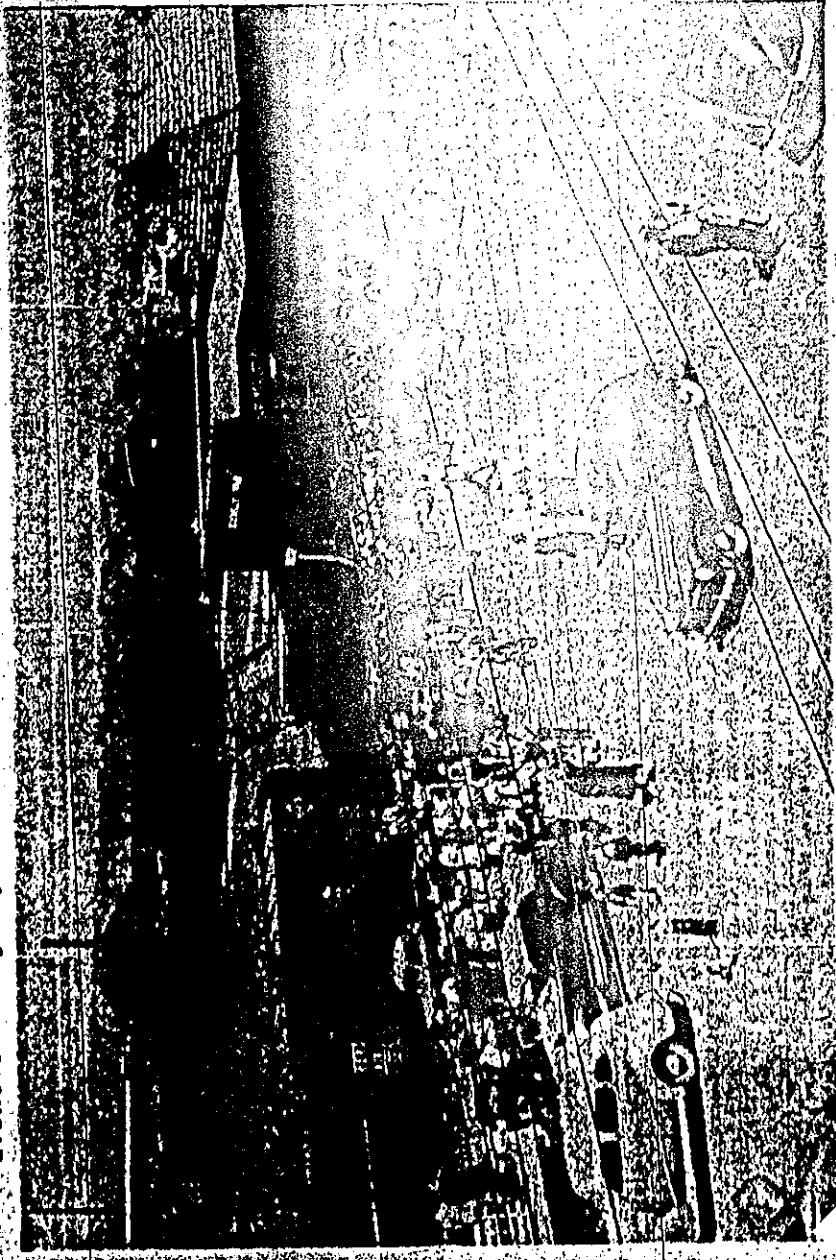
THIRTY-TWO PAGES

ST. CATHARINES, ONTARIO, THURSDAY, JUNE 10, 1948

THIRTY-TWO

SAY ONLY "MIRACLE" CAN HOLD

None Seriously Injured as Train Wrecks Automobiles at Niagara Falls



A few minutes after leaving St. Catharines yesterday, a passenger train hit an open switch at the Niagara Falls Station, plowing into three standing box cars and derailing them at the station. Above, one box car was crushed, with the locomotive jammed into one

end; one box car tilts at a 45-degree angle and the third is on its side against the express office. The last car fell on seven automobiles parked beside the station, and injured five occupants of the cars, none of them critically.

—Standard Engraving.

been re-
with by
Kingston, this morning, enroute to
the Thousand Islands. The weather
was simply glorious, and everybody
happy. All were early risers to take
in the beautiful scenery of the Bay
of Quinte. The Canadians were ten-
dered a great reception at Ontario
Beach park last night. The band
met the party at the entrance and
escorted them to the plaza, playing
Canadian airs. The fall over Lake
Ontario was delightful, with splen-
did accommodation aboard. The
Casplan party is now well acquaint-
ed and having a generally happy
time.

The Griffin show is a good one this
week and everybody ought to see it
either afternoon or night.

On call of the union Mr. George
Baxter, there was no response, and
the county attorney said he wanted
to first inquire from the agent the
position of the semaphore and
switch, the arrival of the train and
the orders. He immediately went on the
discompley of the officials at the
Grand Trunk station in cases of this
kind. That George was instructed to
telephone for Mr. Baxter, but
could get no answer.

The first witness was Edward
Flanagan, who testified that he was
in charge of some sewer work west
of the Grand Trunk bridge on Mon-
day afternoon. The train had been
at the station some time before the
accident, which happened at five min-
utes to two. He saw the coal train
coming over the bridge. He heard a
scream, looked over and saw the cars
going up in the air. He went over
in about half an hour and saw one
body between the station and the
freight shed.

Herbert Vanderburg, working on
the Hamilton Stone Road, gave sim-
ilar testimony.
John Langille, who went to the
station a little after the accident,
saw one man dead, lying under a
canvass. The second body was found
just at the side of a coal car, back
of the tender, underneath a pile of
coke. He saw a human foot, toes
off a hand, and took hold of the
body.

Mr. Baxter, having arrived, testi-
fied that there are three tracks in
front of the station, the west bound
track being west of the station. The
east semaphore is about a mile on,
the west semaphore a little more.
The switch is just west of the sta-
tion on the west bound passenger
track. It was the duty of the train-
men to look after the switch. There
were no rules governing that. The
coal train got orders at Merriton.
The semaphore was set by the man
that sets the switch. The way
freight crew had to protect their
train. His attention was drawn by
the noise of the collision. He went
out at once and to the wheel. He
found the engine dead, with his
hand outside the cab. The switches
were set for the same track. The
switch should have been closed by
someone. If a body was standing
there should be a man to take care
of the switch, and if he left the
switch he should close it.

Conductor E. Wright, of the way
freight, said he came in at 12:40,
delivered three cars, found freight
of load and other cars to take out.
When he backed into the west bound
track and went into the station, he
saw that the semaphore was in
place. That would be after 1:30.
Just after the freight train passed,
Brakeman Murray set the sem-
aphore. He saw Murray standing at
the switch after taking the lock off.
This train was working in the yard
from a little after 1:30 till the acci-
dent happened. He took on two
cars from the new siding. Brakes-
men Murray and Bender were switch-
ing. He gave instructions as to the
working of the switch but obtained
at the station for cars to be moved.
The list was a pencil memorandum
never kept. His train had just back-
ed in when the accident occurred.
The man in charge of the switch
should lock it if the engine is no

To Mr. Campbell the witness said
there were three switches west of the
station, one of the main to the pass-
ing track, one to the new siding,
and one to the shed track. These
were all open. He was sure the
semaphore was set. A man he had
arrested for stealing a railroad said
it was. He asked the engineer if
any attempt had been made to set
the switch, and he said he ran out,
but too late. His train had been
working less than 25 minutes, do-
ing nothing on the semaphore all the
time.

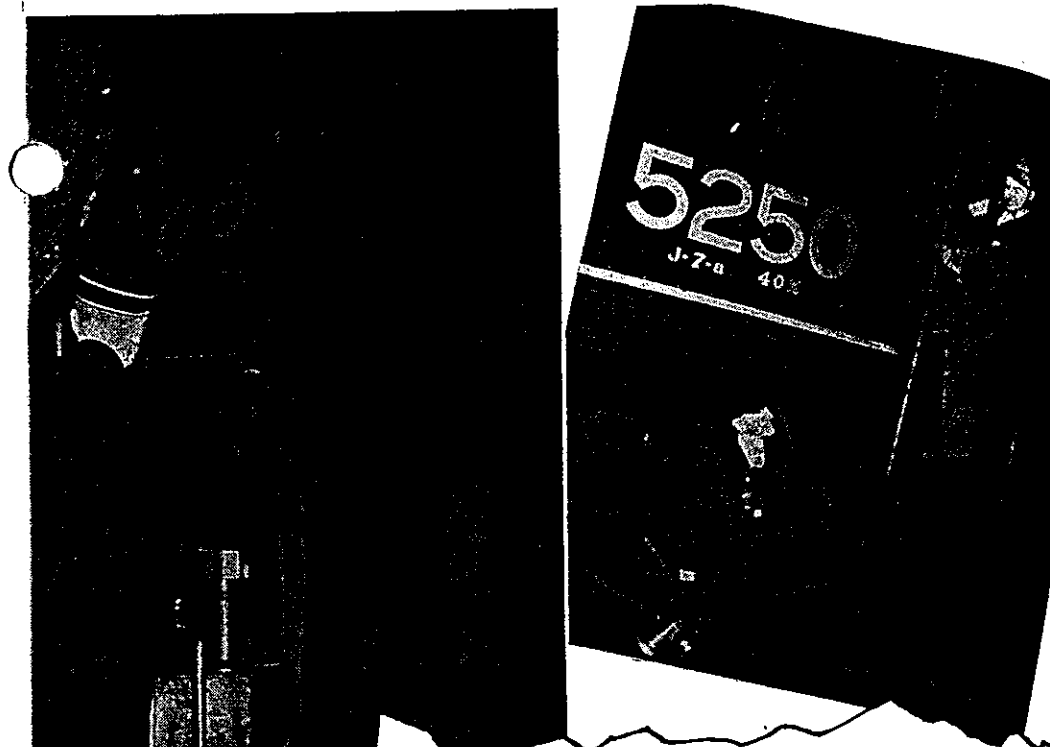
Engineer James Bibby, of the way
freight, said he left Hamilton at 7
o'clock, got to St. Catharines at
12:40, with 18 or 20 cars, backed
in and left the train on the west-
bound passing track, had dinner and
started switching. A brakeman set
the semaphore. In switching 12 or
15 cars, he made seven or eight
switches, then a couple more to get
cars out of the shed. There was no-
body at the main line switch, which
Bibby opened. The brakemen were
working at cars, and there were two
switches to pass to get to the shed.
When he saw the other train com-
ing he ran to close the switch, but
was too late.

A juror asked if it was necessary
to go to the main line to do switch-
ing, and the witness replied that it
could not be done any other way.

Fred Hathaway, conductor of the
fast freight from Port Erie to Ham-
ilton, received orders at Merriton
to run to Hamilton (order produced).
He left Merriton at 1:50 and
arrived in St. Catharines at 1:55,
a rate of about 30 miles an hour.
The train was about eight or ten
car lengths past the semaphore when
he noticed it slowing, like an ordi-
nary general stop, not with the emer-
gency brake. His train had 51 cars.
He saw the semaphore was down
when the tail of the train passed.

John Howitt, fireman, said the
train coming from Merriton was
running between 30 and 40 miles
an hour. He was busy putting in
fuel, but saw the semaphore down.
The head brakeman was in his seat
and could see. He jumped at the
switch. The brakes went on 40 or

(Continued on page eight.)



ESCAPED NAZI ACE IS PRIZE OF TRAIN CREW

NIAGARA FALLS, Ont., Nov. 25
(AP)—An escaped German aviator who rode a Canadian National Railways engine into the United States but didn't know it, was captured by the engine crew tonight after returning to Canada.

Scene enacted of how the escaped Nazi flying officer was caught, showing Conductor Sam C. Bryant catching a glimpse of Carman Percy Winchester's lantern. Engineman Harry Aikens is running to front of locomotive.

OVAL: Engineman Harry Aikens, with more than 41 years' service, is seen reading a train order with Conductor Sam C. Bryant, veteran of the last world war, and of 30 years' continuous service with the Company. TOP: Carman Percy Winchester, with 17 years' service, is seen talking to Fireman William Koz, who was on the locomotive at the time of the capture. At BOTTOM LEFT, is view of the Canadian entrance to the Suspension Bridge, with Customs and Immigration Office on left, where the Nazi prisoner was held until given over to the Royal Canadian Mounted Police.

THIS is a tale of a Nazi who outsmarted himself. At least, this is the only way that Canadian National Railways Conductor Sam C. Bryant, of Niagara Falls, can explain the capture of an escaped German Air Force officer, Ulrich Steinhilper, who attained his goal of crossing from Canada to the United States, only to ride back on a Canadian National locomotive into the Dominion and be made prisoner by the locomotive

and train crew. He was turned over to the Royal Canadian Mounted Police. It all happened late on the night of Tuesday, November 25th. On, or about, that date, Steinhilper had escaped from a prison camp. He succeeded in "thumbing" his way from Bowmanville to Toronto. There, he walked through the city and westward to Port Credit, where he picked up another ride. Just when he got on the locomotive is not known, but it was done during the darkness. In any event, train No. 90 pulled into Niagara Falls station from Hamilton, at 9.40 p.m., and a few minutes later crossed over Suspension Bridge with its coaches. These were left at the Suspension Bridge station for the Lehigh Valley Railway and the locomotive, running light, backed across the International Bridge into Canada, with Conductor Bryant and Carman Percy Winchester riding on the foot-board, on the front-end of the engine.

The night was dark, with clouded skies, and although it was difficult to see more than a few feet away, Conductor Bryant happened to glance upward the front of the locomotive and saw a movement between the smoke deflector and the smoke box. The conductor leaned forward for a closer view and saw faintly a pair of boots. The locomotive had, by now, just crossed that imaginary line in the centre of the bridge, which divides Canada from the United States. Conductor Bryant said nothing of his discovery and waited until the locomotive should draw up to the Customs Office, at the entrance to the bridge. Here is the way Conductor Bryant tells the story:

My first thought was that I had found some bum, or other, stealing a ride into Canada. I intended to gather him in, when we stopped, and turn him over to the Immigration Officer. When the engine did stop, I called to Engineman Harry Aikens and he came running to us. I told Carman Percy Winchester to throw the light of his lantern up to the smoke deflector and called for the man to come down. He did. He was a fellow about 22 years old, dressed in blue jeans and had a shaggy beard. The three of us took him into the Customs Office.

He was a big fellow, almost six feet tall and something about the way he looked made me suspicious. I had been in the last affair, over in France, with the 4th Battalion, and I have no love for those Germans. So, I looked at this fellow pretty hard and saw his blue eyes and fair hair, cut in the military way. I listened to his first words to the Customs Officer and, even though he spoke good English, I knew he was kind. I said to him, "You are a Nazi."

He started, stared at me, and said "Ach."

I accused him again.

He shook his square head, then admitted it. "I am a German officer, a prisoner of war."

I never saw a man quite so sore as he was, when I laughed and told him that he had been across the Niagara



GIRL THOUGHT SHE WAS DEAD WHEN BOXCAR HIT OFFICE

Special to The Star

Niagara Falls, Ont., June 10—

The building shook as if gripped by an earthquake.

I thought I was dead," pretty Mary Pancik, C.N.R. express clerk, said today. She described how a box car was hurled against the express office yesterday after it had been struck by a flyer from



Mary Pancik

Toronto which apparently struck an open switch and came into the station on the wrong track.

Three box cars were tossed by the passenger train. The car which struck the express office swept over seven parked automobiles, pinning them against the express office building.

Five of the 12 persons injured sufficiently to require medical attention were sitting in the automobiles, waiting for the train to arrive.

Miss Pancik was in the express office, at the west end of the station platform, along with A. Matthews, express agent, Olive Walters and Gladys White, clerks.

"We heard a rumble, and all of a sudden everything started to quiver," Miss Pancik recalled.

Working just behind the wall through which the box car crashed were M. A. Wright and W. G. Brown, checkers, Michael Meuve, porter, and W. J. Meagher, foreman.

Was Checking Parcels

Brown was engaged in checking parcels, a few feet away from the wall when the crash came, showering debris through the room, and the other men stood stunned for a few seconds before breaking into a run for the main exit.

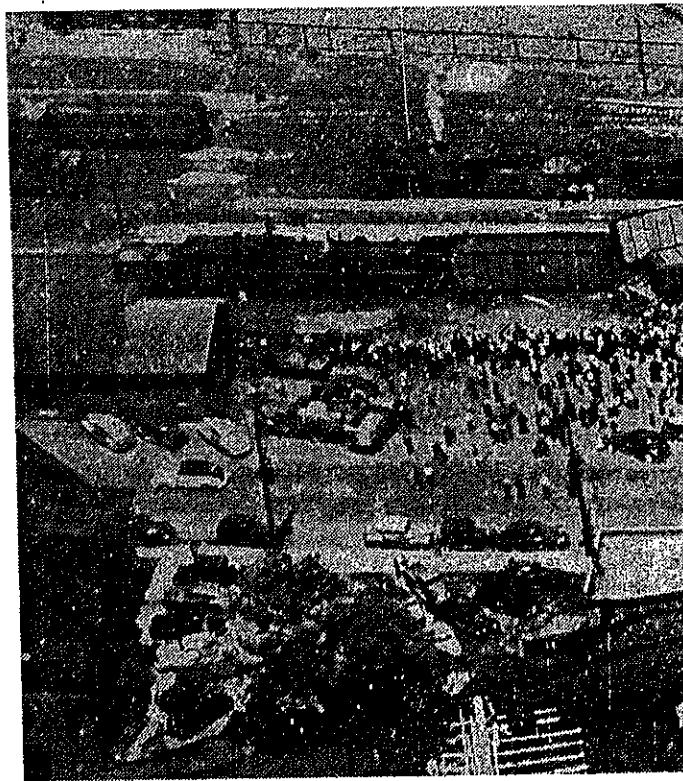
Observers credit the box car with saving the express office employees from certain death. The siding down which the flyer came leads directly into the office, and had the line of cars not stopped the heavy passenger train, it would have ripped right through the building, observers said.

Two cab drivers also narrowly escaped with their lives. Charles Fry and Robert Frush were sitting beside the box car in their cabs when Fry happened to look up and saw the passenger locomotive racing down the siding. He shouted at Frush and they both managed to leave their vehicles just before they saw them go flying through the air.

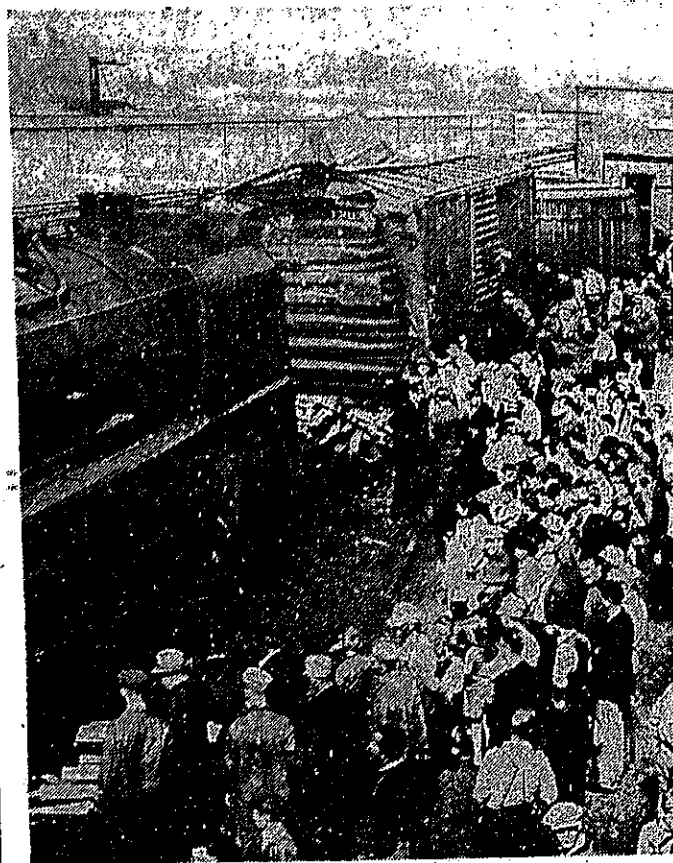
Two other totally demolished cars were owned by railway employees. A new auto purchased just three days ago by G. Walton, locomotive foreman, was pinned beneath a boxcar and another, owned by T. A. Asdown, car foreman, was torn to bits. Strangely enough, amid all the debris, workers found four glass coffee or milk canisters. They were discovered beneath the express office wall, covered by two

WILL HONOR U.S. DEAD

Paris, June 10—(Reuters)—Earth from U.S. military cemeteries in France, wrapped in silk from the parachutes of dead paratroops, will be dedicated and placed in a special urn at the church of St. Louis des Invalides here tomorrow. President Vincent Auriol will preside at the ceremony, which will be attended by Premier Robert Schuman.



SPECTACULAR ACCIDENT involving flyer, three boxcars and Falls looked like this shortly after it happened yesterday. The engine of the fast C.N.R. passenger train from Toronto went



SMASHED AUTOMOBILE against the battered Niagara Falls boxcars, one was hurled into the air, ruining four cars, one was in the express office at right, Mary Pancik said she thoug



The Daily Stand

ST. CATHARINES, SATURDAY, JANUARY 3, 1903

ANOTHER BAD WRECK

No. 4 Express Collides with a Light
Mogul Near Merritton Tunnel.

FIREMAN HORNING WAS KILLED

Both Engineers and the Other Fireman Injured—Marvel-
lous Escape of the Express Messenger—Fire-
man Desault, Dies at Hospital:

Another serious and fatal accident occurred on the Grand Trunk Rail-
way about 7:03 a.m. to-day, at a
point about 100 yards west of the
tunnel under the Welland canal.

It is customary for engine No.
975, an 80-ton mogul, or another
engine of similar type to leave Ni-
agara Falls at 6 o'clock, or a little
later each morning and run through
to Hamilton light for the purpose of
hauling No. 6, a through express
train due at Merritton at 1:27 p.
m., from Hamilton to Niagara Falls.
At just what hour engine 975 left
the Falls this morning could not be
ascertained.

No. 4 is one of the best and fast-
est trains on the G.T.R., and usual-
ly consists of an express and bag-
gage car, two day coaches and two
Pullmans. It is due to arrive in Mer-
ritton from Chicago at 9:28 a.m.
This morning it was 21 minutes late,
and it was just 6:59 a.m. when it
pulled out of Merritton station in
charge of Wm. Neal, the well-known
conductor of the train.

seldom he received an order. He
also claimed he had nothing at all
to do with the accident, and was
about to say more when cautioned
by his partner, the day operator.

As nearly as can be learned it
was about 7:03 when the ill-fated ex-
press train passed this small tele-
graph station. A moment later and
about one-third of a mile farther
east the engine of the express and
the light mogul met with a terrific
crash, while both engines were in a
deep gully, and on a sharp curve,
so that neither engineer could see
the other engine for more than 200
feet.

Both engines being the same size
and type the heads of the boilers
met each other so true to the other
that one boiler was actually tele-
scoped into the other. The driving
rods, cylinders, and all the other
gears, and in fact everything but
the boilers themselves and the driv-
ing wheels of the engines were de-
stroyed to scrap, and each engine re-
sembled a mere skeleton of its for-

the roof on the syringe principle.
How Express Messenger Armstrong,
said to be of Hamilton, ever escap-
ed instant death is one of those
modern miracles that sometimes oc-
cur. Three live sheep in this car
are also said to have escaped injury.
The scene of the wreck is well
worth visiting, and in spite of the
rain, slush and distance, hundreds of
people made the trip from Merritton
and Thorold this morning.

The baggage car behind the ex-
press was "knocked off its centre,"
but all the other cars of the train
were uninjured, and the passengers
escaped with a severe shaking up.

As soon as the accident happened
the conductor of the express went
back to the operating station and
called up Merritton.

Station Agent McCraw lost no
time but hastily summoned Dr. Van-
derburg, and they and others hurri-
ed to the wreck on a pilot engine,
and the doctor did all he could to
alleviate the sufferings of the wound-
ed.

The body of the unfortunate De-
sault and the wounded men were
gently placed in the baggage car of
the ill-fated express train, and all
the cars, with the exception of the
wrecked express car, were hauled
back to Merritton by the pilot en-
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the baggage car, and the injured
men were placed in a box car and
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ambulance and Dr. Sheehan were in-
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here they were at once taken to the
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the express train were sent to the
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The Daily Standard

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No. 4 Express Collides with a Light Mogul Near Merritton Tunnel.

FIREMAN HORNING WAS KILLED

Both Engineers and the Other Fireman Injured—Marvelous Escape of the Express Messenger—Fireman Desault Dies at Hospital.

Another serious and fatal accident occurred on the Grand Trunk Railway about 7:03 a.m. to-day, at a point about 100 yards west of the tunnel under the Welland canal.

It is customary for engine No. 975, an 80-ton mogul, or another engine of similar type to leave Niagara Falls at 6 o'clock, or a little later each morning and run through to Hamilton light for the purpose of hauling No. 8, a through express train due at Merritton at 1:27 p.m., from Hamilton to Niagara Falls. At just what hour engine 975 left the Falls this morning could not be ascertained.

No. 1 is one of the best and fastest trains on the G.T.R., and usually consists of an express and baggage car, two day coaches and two Pullmans. It is due to arrive in Merritton from Chicago at 6:28 a.m. this morning; it was 21 minutes late, and it was just 6:59 a.m. when it pulled out of Merritton station in charge of Wm. Neil, the well-known

conductor, who seldom he received an order. He also claimed he had nothing at all to do with the accident, and was about to say more when cautioned by his partner, the day operator.

As nearly as can be learned it was about 7:03 when the ill-fated express train passed this small telegraph station. A moment later and about one-third of a mile further east the engine of the express and the light mogul met with a terrific crash, while both engines were in a deep gully, and on a sharp curve, so that neither engineer could see the other engine for more than 200 feet.

Both engines being the same size and type the heads of the boilers met each centre so true to the other that one boiler was slightly telescoped into the other. The driving rods, cylinders, piston levers, cabs, gauges, and in fact everything but the boilers themselves and the driving wheels of the engines were reduced to scrap, and each engine resembled a mere skeleton of its former

the roof on the syringe principle. Now Express Messenger Armstrong said to be of Hamilton, ever escaped instant death is one of those modern miracles that sometimes occur. Three live sheep in this car are also said to have escaped injury. The scene of the wreck is well worth visiting, and in spite of the rain, slush and distance, hundreds of people made the trip from Merritton and Thorold this morning.

The baggage car behind the express was "knocked off its centre," but all the other cars of the train were uninjured, and the passengers escaped with a severe shaking up.

As soon as the accident happened the conductor of the express went back to the operating station and called up Merritton.

Station Agent McCraw lost no time but hastily summoned Dr. Vanderburg, and they and others hurried to the wreck on a pilot engine, and the doctor did all he could to alleviate the sufferings of the wounded.

The body of the unfortunate Desault and the wounded men were gently placed in the baggage car of the ill-fated express train, and all the cars, with the exception of the wrecked express car, were hauled back to Merritton by the pilot engine.

The body of Desault was left in the baggage car, and the injured men were placed in a box car, and hurried to St. Catharines, where the ambulance and Dr. Sheehan were waiting. From the Welland station here they were at once taken to the hospital, where their many wounds were dressed.

The day coaches and Pullmans of the express train were sent to the Falls with a special engine over the Welland road by way of Port Robinson, and all other trains over the line have had to go and come the same way since the accident.

The wrecking of auxiliary train from the Falls arrived on the scene an hour or so after the accident, and a similar train from Hamilton came up about 10:30 a.m. At 11 a.m. very little progress had been made in clearing away the wreckage and the line will probably be block-

forced the single on the force of the collision.

In view of the accidents at Vanstead onto and Merritton saying when will the Grand Trunk officials breathe easier when tem is double tracked.

A peculiar feature short distance on tunnel is the only track between the two.

The dispatchers live between Hamilton and Merritton.

The three injured being cared for at hospital, and while

(Continued on

THE IMPER

A Year of Unexcelled and Achievement

Toronto, Jan. 2. Officials of the Imperial Company of that the year just one of exceptional achievements. It fact that the Imperial record has been an assurance experience the most sanguine policy-holders and lives throughout to be surprised to be ing magnificent results for assurance.

\$500,000, the policy exceeded the large \$500,000 cash income \$500,000; the amount reached \$1,650,000 policies of assurance \$13,500,000. It that the interest vestments was sufficient to pay all of the year.

SCHOOL

B. C. Fairfield 20 per cent on books, during Other School prices.

Our A

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gage car, two day coaches and two
pullmans. It is due to arrive in Mer-
ritton from Chicago at 8:28 a.m.
this morning it was 31 minutes late,
and it was just 6:59 a.m. when it
pulled out of Merrittton station in
charge of Wm. Neil, the well-known
conductor, of Niagara Falls, and En-
gineer Duke and Fireman Abraham
Desault, both of Sarnia.

Light engine No. 975 was in
charge of Engineer Buckpitt and
fireman Horning, of London.

The double track now in use be-
tween the tunnel and Merrittton runs
from the latter station to a point
where an iron bridge permits the
Welland division to cross the main
line of the G.T.R. At this point is
an operating station, and a switch.
This operating station was estab-
lished on Dec. 15th last, and this
morning was in charge of Operator
C. Anderson, formerly of Caledonia.
The station takes the place of the
semaphore formerly in use to guard
the tunnel, and it is the operator's
duty to switch trains from the
double to the single track or vice
versa.

To a Standard reporter Mr. An-
derson said this morning he had
practically nothing to do with the
running of trains, and it was very

seldom he received an order. He
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gauges, and in fact everything but
the boilers themselves and the driv-
ing wheels of the engines were re-
duced to scrap, and each engine re-
sembled a mere skeleton of its for-
mer self. The rate of speed of both
engines is not known, but each
must have been going at a fairly
fast gait, probably over 20 miles
per hour. How any one of the four
men in the engines escaped instant
death will never be known. The ten-
ders were jammed right up to the
fire boxes and nothing was left of
the cabs.

Engineer Duke, who was suffering
with a broken arm, and other ser-
ious injuries, said everything was a
blank to him after he turned into
the gully, and he remembered noth-
ing of the collision. He could do
nothing but bemoan the fate of his
fireman all the way to the hospital.
His fireman, Desault, was jammed
between the tender and the boiler,
and so horribly mangled that when
the remains were taken away his
overalls still remained so tightly
wedged between the tender and boiler
they could not be pulled out, and
one of the wrecking crew removed
his watch (which was still going)
and money from the pockets of the
overalls without being able to ex-
tricate the garment itself.

Neither Engineer Buckpitt or his
fireman, Horning, could have jump-
ed, for none of them probably had
time. Buckpitt was badly cut up
about the head, and Horning's tongue
seemed to be hanging out of his
mouth by a shred of skin. He kept
saying his tongue bothered him, and
wanted it taken away.

An express car full of miscellan-
eous goods was the first car behind
the engine, and was telescoped com-
pletely over and around the tender,
forming a perfect roof over it, and
concealing it almost entirely from
view. The express matter was jam-

med in the wreck on a pilot engine
and the doctor did all he could to
alleviate the sufferings of the wound-
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a.m. very little progress had been
made in clearing away the wreckage
and the line will probably be block-
ed all day.

At 10:55 a.m. General Superintend-
ent McGuigan arrived at Merrittton
from Toronto in his private car,
and promptly went inside and had a
little chat with Day Operator Lynch.
On coming out again the Standard
reporter asked him if he had any
statement to make. His reply was
he knew practically nothing about
the accident, the wires had been
working badly all morning and his
information was very meagre. He
then stepped aboard his car and was
pushed up to the scene of the wreck
by a switch engine.

As to who is responsible for the
accident no one at present, except
those whose lips are officially sealed
with red tape, knows. Some one has
blundered—who the same one is will
probably appear at the inquest,
next week. St. David's is the first
telegraphic station east of the tun-
nel, and the presumption is engine
975 should have been held there un-
til the express had passed. Night
Operator McMillan must have been
on duty at Merrittton when the ex-
press reported, for it was 6:59 when
it pulled out and Day Operator
Lynch doesn't relieve until 7 a.m.
Both men were in the station at the
time, but Mr. McMillan probably had
the key. Certain it is Conductor
McNeill had orders to leave Merrit-
ton, or he would never have left.
Certain it is Engineer Buckpitt had
orders to run to Merrittton, or he
never would have been out on the
single track.

Coroner Goodwin appeared at
Merrittton about 10:30 a.m. and
said it was his intention to empanel
a jury and have the body viewed

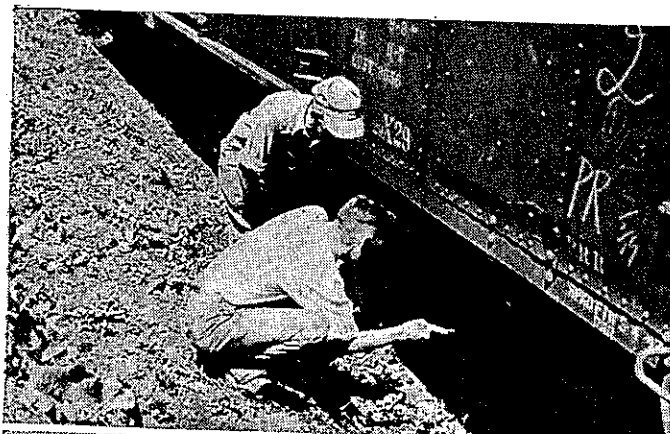
are also with the checking and billing clerks checking the waybill and manifests. In the meantime Yardmaster E. B. Ryerson and his men have ordered out the new train crew and are making ready to "cut" the train, or to "set-off" cars on proper tracks to assure the proper make-up of new trains. While this work is under way immigration officers inspect all empty cars to assure themselves that no transients are trying to enter, or leave the country, and Locomotive Foreman E. G. Walton and his staff are calling out an engine crew and giving a last-minute inspection to the big locomotive that within the hour will haul yet another train of war supplies on another lap of its journey.

So skilled is each and every man in his own particular job that the work is done with the precision of clock operation, but every now and then an emergency must be met. It may be that some car has been improperly

sealed at the point of departure, or a car may develop a hot-box and be reported in "bad order". In such cases these cars will be "set off". If the seal is imperfect, it must be checked by the customs officer with the manifest; if the "bad-order" car cannot be repaired without moving the contents, then another inspection with manifest must be made and then the contents transferred to a new car. Should the car be consigned from the United States to a Canadian point, the customs offi-



ABOVE: Car inspectors prepare to inspect one of a newly-arrived lot. Car Inspector Edward Webb puts up the well-known blue flag warning "Men at Work".



LEFT: Car Foreman T. Ashdown, with Carman R. Everson probe a journal box.



Checker Vernon Brodie examines a seal on a car just arrived in the Niagara Falls terminal.



Making up a new train: Engine Foreman James Gordon rides the running board with Engineer George Johnson at the throttle.

cer assures himself that the contents are in order and then the railway agent and the car and within a comparatively short time it is a part of the next train. In such cases the agent's staff vanishes into "hot" action. The transportation department is advised of the misadventure and delay, the shipper is notified, the consignee and a full explanation of the delay, the condition of contents and time of arrival given. In fact, a single car goes through the front terminals without a report being forwarded of each car, so that the transportation department knows almost to the minute where each and every car is on the line.

The Niagara Falls terminal is an exception in the number of cars handled each day. There are a number of terminals on the Canadian National System which run above 3,000 car mark and some of these to that of 5,000 cars daily. The Montreal terminal receives and despatches approximately 5,000 cars daily. There are 27 yards each of which deals with more than 1,000 cars every day and another 30 yards that handle between 500 and 1,000 cars each, daily.

The efficient peacetime operation of the Canadian National System enabled it to meet the enormous flow of wartime traffic without serious delay or congestion in operation. During the year 1941, the Canadian National System moved more than 65,370,000 tons

day, you
er again
for less
upt Sale

.....\$2.50
.....4.98
.....8.00

.....\$0.75
.....2.00

.....11c
.....19c

.....29c
.....55c

dy Come

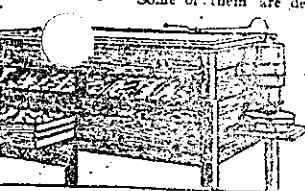
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WELLAND

WAY SHOW YOU CESS OF POULTRY



marketing of poultry will absolutely guarantee
t complete. Whether you have never kept
a failure of it—whether you have kept poultry
w doing well but might do better—The Peer-
less Way shows how to hatch—feed—care for

Little to
less. Way



Peerless Incubator (guaranteed for
ars) that has helped 15,000 Can-
n Poultrymen to greater profits.

WINTER SALE

You Can
Have Free
Advice From
Our Poultry
Advisory

NIAGARA FALLS

Additional Niagara Falls news on
page ten.

A son was born to Mr. and Mrs.
Wm Speck.

New blouses, gowns and dresses are
now in stock at John Logan's.

The girls' hockey team won by a
score of 7 to 2 at Grimsby Monday
night.

Bargains in dress goods at John
Logan's—50 and 75c goods for 25c.
\$1 and \$1.25 at 35c and 50c.

This week we opened up our first
shipment of curtain muslins, lace
curtains, madras muslins, &c.—John
Logan.

Messrs. W. L. Doran, J. J. Bamp-
field, E. R. Dewart, Thos. F. Battle
and W. E. Tuttle attended the meet-
ing of the Ontario Associated Boards
of Trade in Toronto this week.

Albert Udell met with a painful
accident in the Grand Trunk yards
Sunday night, by falling from the
steps of a moving train, receiving a
badly sprained ankle, and other bruise,
which will confine him to the
house for some time.

A meeting of the Carnival commit-
tee was held Monday night, at which
there was a fair attendance of mer-
chants and business men. The
Canadian section seemed to
favor the June date. After some
discussion the question of fixing the
date was left in the hands of the ex-
ecutive committee which meets over
the river on Friday night.

A stock list has been opened to
subscribers for the formation of a
new skating rink company in this
city. There has been already sub-
scribed \$2,000 and the new list op-
ened calls for 100 subscribers at \$50
a share. The capitalization of the
company will be placed at \$20,000. It
is proposed to secure a site on Victo-
ria avenue and build an up-to-date
rink for skating, curling and hockey.

A Russian Jew who had been re-
jected at the Canadian end of the
bridge here a few days ago, returned
to Buffalo and managed to secure the
return half of a ticket between Tor-
onto and Buffalo. With this, he at-
tempted again to enter the country
on Saturday, but was detected and
turned over to Inspector Wilcox of
the Canadian Immigration depart-
ment. The man was taken before
Magistrate Fraser on Saturday
night and fined \$5 and costs. He was
then deported.

GIRLS' AUXILIARY.

At the annual meeting of the Girls'
Auxiliary of Christ church, the fol-
lowing officers were elected:—
Pres.—Miss Maud Edmand.
Vice-Pres.—Grace Newman.
Corresponding Sec.—Dorothy New-
by.
Recording Sec.—Edna Woodworth.
Treas.—Miss Clara MacKenzie.
Delegates for the annual meeting
of Hamilton—Miss Carry Smith,
Miss Clara MacKenzie.

COMPLETE BOULEVARD IN 1911.

A meeting of the park commission-
ers was held in Toronto on Saturday
for the consideration and passing of
the statement and annual reports of
1910. The park commissioners also
made arrangements for the construc-
tion work on the boulevard with a
view to completing the whole work
in 1911. Tenders will shortly be asked
for by the commissioners for the
and the necessary bridges and the
remaining section of the road, which
is now under contract.

ST. PATRICK'S CLUB.

At a recent meeting of St. Pat-
rick's Club, the following officers
were elected:—
Spiritual Advisor—Rev. Father
Bernard Pink.
Hon. Pres.—Mr. Jgo. J. Bamp-

spent the week end with relatives in
Welland.

Mr Graham Jackson of Tonawanda
spent Sunday at his home on North
Main St.

Geo. Johnson, Highland avenue,
who has been seriously ill, is im-
proving.

Mr. and Mrs. Aseltyn entertained
Lundy's Lane-bible class on Tuesday
evening.

W. L. Effrick is expected home this
week after a ten months' sojourn in
Arizona.

Mrs. S. Bell of North Main street
was a week-end visitor with friends
in Fort Erie.

Mr. Hutchings is opening a grocery
business in the Wright property on
Lundy's Lane.

Valentine G. McLaughlin is moving
into Sydney Harrison's new brick
residence on Culp street.

Miss Lillian Bullock was painfully
injured last week from some hot
glue flying in her eyes.

New laces, embroideries, muslins,
ginghams, dress goods, &c., are now
in stock at John Logan's.

Mrs. McLellan of Fonthill visited
her son, Geo. McLellan, and daugh-
ter, Mrs. Lymburner, last week.

A series of revival services will
commence in Lundy's Lane Method-
ist church on Sunday, March 12.

Miss Dorothy Stewart entertained
a large party of young friends Mon-
day evening, the occasion being her
birthday.

Mr Kranz Kerby of Lundy's Lane
has been seriously ill for several
days, but is now reported to be some-
what improved.

Miss Fitch is opening up a music
store and studio in the Doran block,
occupying the store in which Mrs.
Richmond was located.

Miss P. F. Burns, domestic science
teacher of Stamford high school, was
called to Caledonia last Thursday by
the death of her father, Dr. Burns.

The members of Lundy's Lane Ep-
worth League will be entertained by
the League of St. Paul's Street
church, St. Catharines, next Mon-
day night.

A lodge of instruction will be held
at St. Mark's Lodge, A. F. & A. M.,
next Thursday afternoon and evening.
A large number is expected from the
city and district.

A couple of sleighloads of Daugh-
ters of Rebekah members journeyed
to the Rebekah lodge at Chippawa
on Tuesday evening, where a social
time and dance was enjoyed.

Mrs. Grosse has moved over
Booth's store. S. Drury has moved
to the house vacated by Mrs. Grosse
and Wilford Thompson has moved to
the residence vacated by Mr. Drury,
all on Peery street.

Miss Chown pleasantly entertained
the Methodist Girls' Club on Thurs-
day evening at her home on North
Main street. A very enjoyable time
was spent by all present, and the
party broke up after light refresh-
ments being served.

The train on which W. D. Garner
returned from Toronto last week,
collided with the rear end of a
freight train near Hamilton, demol-
ishing several freight cars and badly
damaging the locomotive of the
passenger train. No one was in-
jured.

At the township hall Monday after-
noon and evening the Standard
Farmers' Institute held largely at-
tended meetings, at which J. W.
Clark of Cayville and Miss Gray of
Toronto gave excellent addresses.
There were stereopticon views shown
and a song program by the Presby-
terian choir of Stamford. James
Johnson was chairman.

BUSINESS BLOCK SOLD.

Mr. W. Louis, cloth presser and
cleaner, Main street, has purchased
the two-storey brick block on Main
street, owned by the Spence estate.

Floor Oil Cloth, best grade.
Men's Dress Shirts, all \$1 grad.
All 50c Leather Mitts & Gloves
Wool Sox, 2 pairs for.....

DUDLEY WOODHOL

NIAGARA BARGAIN HOUSE

Fischer. The price is said
been \$4,000.

\$1,000 DAMAGES.

At Welland, in the case of
vs. the Niagara, St. Cathar-
Toronto Railway, in which St
Young claims damages for
sustained by a falling trol
from a car at Niagara Falls
November 23, the jury allow
ages of \$400 to the husband
ical services, etc., and to Mrs
the sum of \$600 for injuries
ed. German & Morwood for
A. J. Reid for the defense.

STAMFORD.

Mr. James Johnston has
an electric lighting system
out his residence. Messrs. C
Co. of Niagara Falls, did the

Mr James Mahony recently
president of the Medical Ath-
soclation of Toronto. Ur
spent the week end at his
Stamford. Mr Mahony was
student of our Collegiate In-
Auction Sale—Will be sold
tion on premises of Davison
Portage road, one mile north
gara Falls South, on Tuesd
28th, at one o'clock sharp
cattle, farm implements, l
goods, etc., without reserve
priorior has sold the property
moving to Niagara Falls. Sh
credit on sums over \$10. Davi
proprietor, Frank N. Mye
tioneer.

AGRICULTURAL SCH

On Wednesday last a c
consisting of county council
rman, Dr. Boulter, preside
board of trade, and Jan-
ston, president of the Farme
tute, together with other
from Welland county waited
Provincial Parliament, at
with a view to the establish-
an agricultural school in
county. Mr. Evva Fraser
introduced the deputation to
S. P. Duff, Minister of A
who tendered them a mo-
greeting. The delegates
very favorable reply from
ter.

CHIPPAWA.

COILED WIRE—All ord
before March 15th, at \$2.4
Grov. Welland.
Mrs William Plommerfelt
for a visit with friends in
phila, Boston, and other
cities.

DEATH.

Miss Annie Herbold, da
Mr and Mrs Adam Herbold
Saturday after a long illne-
ment—was made Monday
morning Hill cemetery.

CASTOR

For Infants and Child

The Kind You Have Always

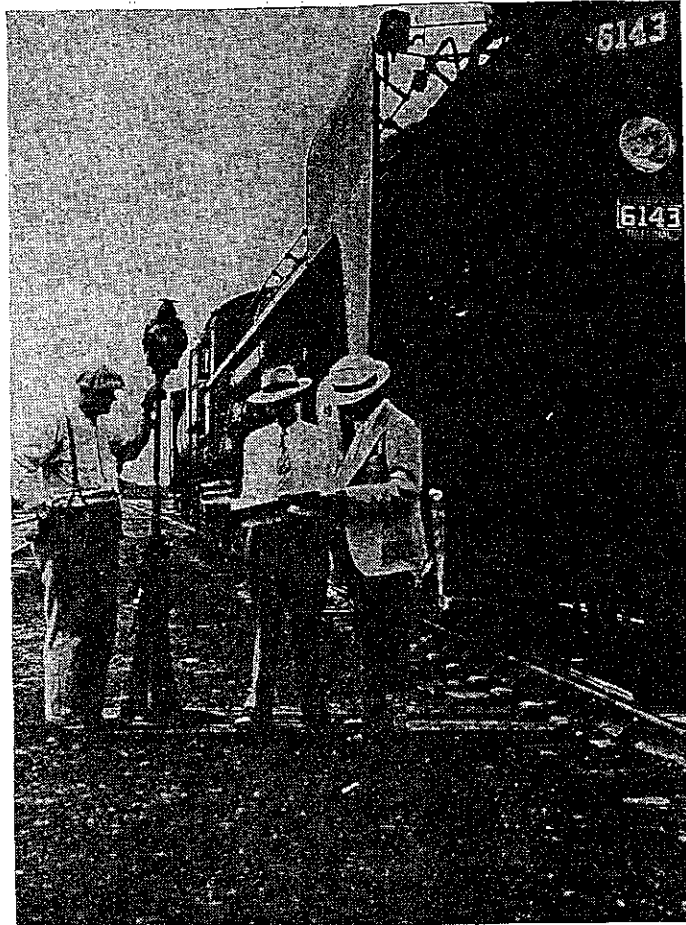
Known to be the
Signature of Castor

PE

HORSE AND

A CAR A MINUTE

By F. E. D. McDowell



Locomotive No. 6143 arrives in the Niagara Falls terminals and Agent H. H. Holmes, right, with Yardmaster E. B. Ryerson looks over the manifest. Engine Foreman George Speck waits, ready to order the big engine to the roundhouse for general inspection.

IMAGINE a thin line of box-car red covering a single railway track stretching from Toronto to London, Winnipeg to Minaki, or Moncton to Gloucester Junction, a distance of approximately 120 miles. This would be the railway mileage required to stand the international war-traffic that it is estimated is handled each day by the railway systems operating in Southern Ontario, if all cars handling war materials could be set out on a line of buffers, or striking-castings as they are called on freight cars, set one against the other.

Translated into car figures, this would mean that approximately some 3,000 cars would be set out on this single stretch of track, and this is the

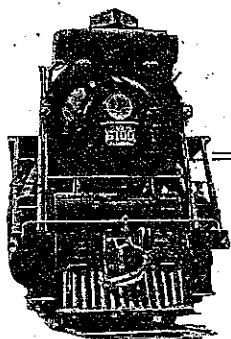
number, roughly compiled, that the various Southern Ontario railways receive, or despatch, each day on the United Nations' grim business of war. This may seem a titanic effort at first glance but so well are the railways organized to handle traffic that they could increase the

present number of cars by one-third or more, and still keep them rolling without delay over the network of tracks that cover Ontario from the Detroit and St. Clair Rivers to the Georgian Bay waters, the Niagara and St. Lawrence.

"The secret of the despatch of this vast and almost unknown movement of war supplies to the United Nations," said J. P. Johnson, General Superintendent, Southern Ontario District, "is to be found in efficient operation and co-ordinated effort of each and every railway employee. Each man knows his exact duties and is expert at doing them. Coupled with this, there is the whole-hearted co-operation of the customs and immigration staffs at the frontier terminals; and all work with the idea of eliminating even a second's waste of time. The operation of our Niagara Falls terminal will give a typical example of the railways' war effort. Each and every day between 3,000 and 5,000 cars are handled at Niagara Falls according to the flow of traffic and the majority of it is interchange with United States lines, yet it takes no more than one minute per car to handle them. This includes clearing the customs and immigration, checking and billing, cutting the freight trains as they are received to

make up new trains to carry them to destination, and a general inspection of all equipment, so that nothing is left undone to assure safety and speed of operation."

The working basis of one minute per car does not mean that each of the 3,000 or 5,000 cars that pass through the Canadian National terminal each day requires that number of consecutive minutes. One hour is the standard allowance made by Agent Harry H. Holmes of Niagara Falls for the interval of time between the arrival and departure of the new freight train, whether it contains 60 cars or 100. The routine is a simple and an efficient one and its explanation lifts a corner of the curtain to show how the railways speed the United Nations' war materials to seaboards wherever they are needed. When the train pulls into the yards, the locomotive is cut off and a blue flag is set at the rear of the string of flat cars. This shows that Car Foreman T. A. Ashdown's men are at work inspecting each car. Two men work on each side and their inspection includes trucks, wheels, journal boxes and general good order of the equipment. By the time they have started their work a red flag appears close by the blue one. This shows that the customs officers are at work checking the car seals. Other customs officers



The Cover

Ready to leave Niagara Falls terminals with an extra train, rushing international manifest freight to Eastern Ontario points. Conductor Charles Wright, at his caboose desk, discusses matters with Caller James Souva.

war materials and other products of industry, agriculture and natural resources. This year, 1942, the volume of traffic has shown further a substantial increase. Today it is greater than any time in the history of Canada's railways.

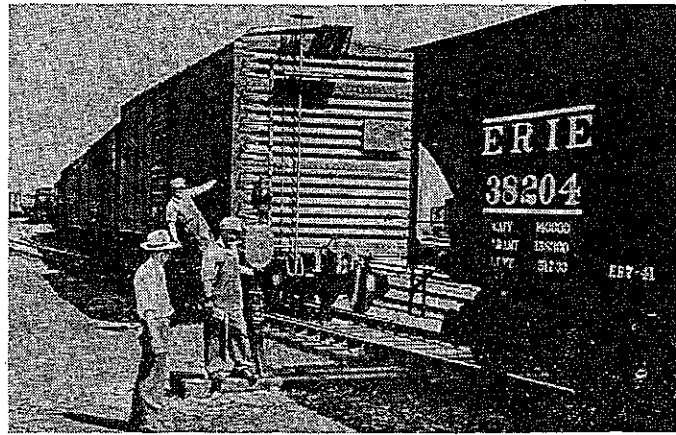
Statistics show that it is nearly double the peak year of the last Great War and about 40 per cent. higher than during the "boom" years of the '20's. Compared with the last war year, that of 1918, the present volume has considerably more than doubled, and it is 85 per cent. greater than that of the first year of war, 1914. Although approximately 100,000 cars are handled daily in Canadian National terminals, the volume of traffic shows an upward trend. Efficient and expeditious movement of freight has reached a level in economic transport higher than at any time in the system history, thus providing a higher percentage of the revenue dollar to meet the company's obligations.

Such efficiency is seen in the average train load of today, which has doubled since 1914 and increased its weight by 60 per cent., with a reduction in coal consumption of forty-five per cent. An interesting comparison in coal consumption may be made between the years 1922 and that of 1942. Twenty years ago it required 160 pounds of coal to haul 1,000 tons one mile; today it requires only 110 pounds. The coal savings alone assumes large proportions in dollars and cents when it is realized that this year the Canadian National Railways will need 100,000 tons of coal to move the nation's war traffic.

It is the combined effort that keeps the trains rolling," said General Superintendent Johnson. "Behind every big freight train that speeds across the continent is the teamwork of thousands of skilled workers, who are never seen, who never stop working and who are always on the job. The railways are Canada's biggest war industry, and the movement of war supplies to the United Nations never stops, regardless of the hour, the day or the month. There is not a minute of any 24 hours when freight trains, and passenger trains, for that matter, are not thundering over Canadian National rails."

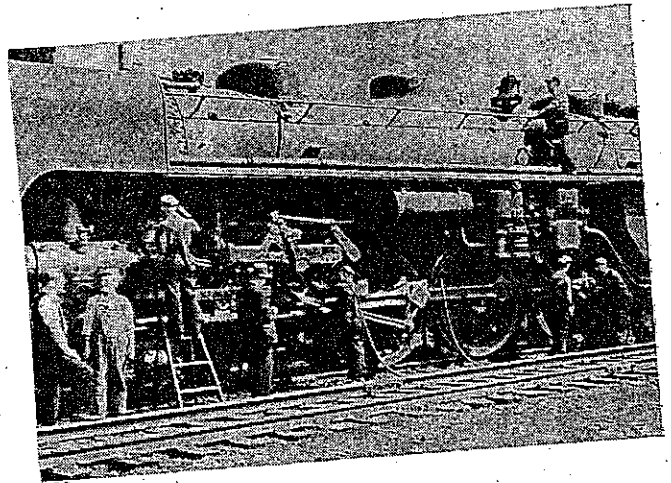
Hamilton, Ont., holds the distinction of being the first place in Upper Canada from which a news despatch was transmitted by telegraph. The despatch was sent to Toronto on Dec. 11, 1846, and told of a fire in the ambitious City in which 9 houses were destroyed.

The first use of dots and dashes as a medium of communication by British troops in the field is said to have taken place in Africa in 1873 during the so-called Ashanti War. In that campaign, engineers attached to units under the command of Sir Garnet Wolseley are reported to have erected and operated a considerable system of telegraph.

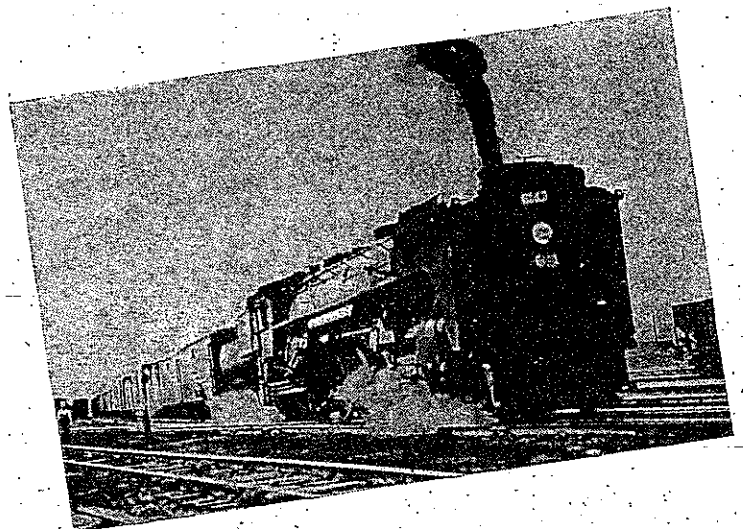


Yardmaster E. B. Ryerson, with Engine Foreman Ed. Collins, by switch, and Helper Les Heximer, splits a checked train to reassemble cars into extra trains.

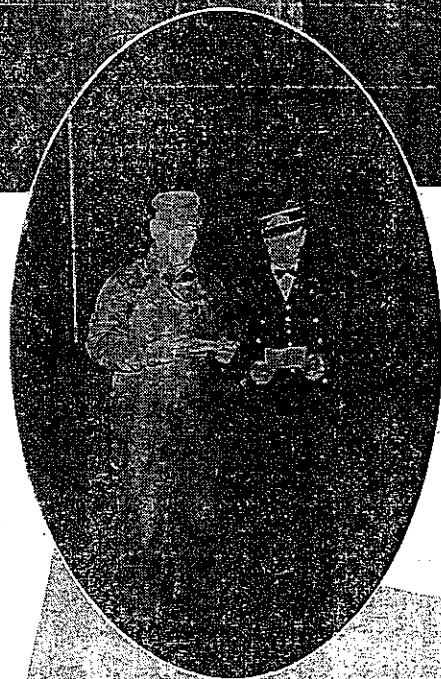
No. 6143 receives the final check-over before leaving Niagara Falls on its return run to Sarnia. From left to right, Ellis Gomersall, storeman; Frederick E. Davies, hostler; Frank Orvil Rush-ton, engine preparer; Locomotive Foreman Edwin G. Walton; Sydney Leigh, machinist helper; James Simpson and Donald MacDonald, machinists, and, on running board, John J. McAdorie, machinist.



Engine Foreman James Gordon receives instructions from Yardmaster E. B. Ryerson.



No. 6143 steams out of Niagara Falls terminal for Sarnia, its Train made up of cars which crossed the International Bridge from Niagara Falls, N.Y., just one hour before.

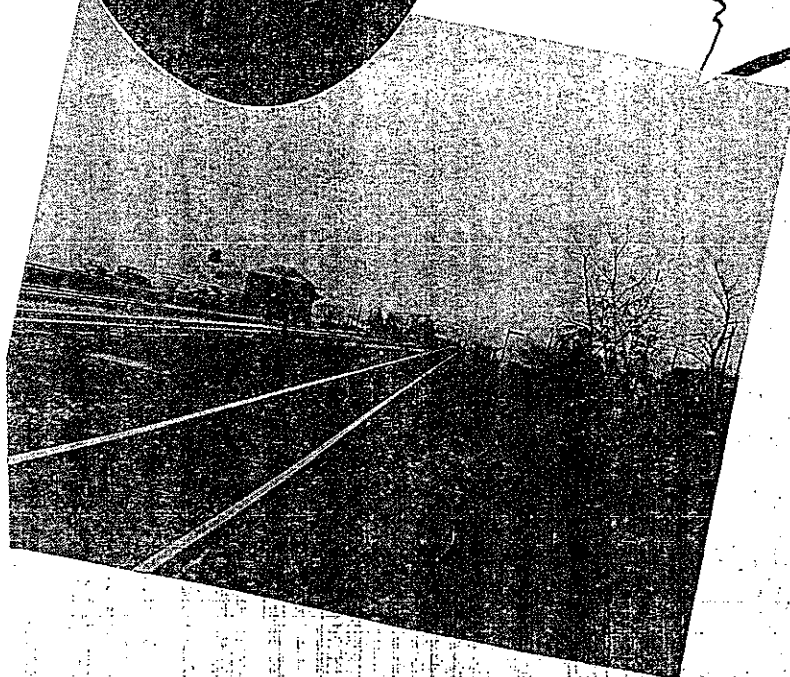


Scene enacted of how the escaped Nazi flying officer was caught, showing Conductor Sam C. Bryant catching a glimpse of shoes by light of Carman Percy Winchester's lantern. Engineman Harry Aikens is running to front of locomotive.

ESCAPED NAZI ACE IS PRIZE OF TRAIN CREW

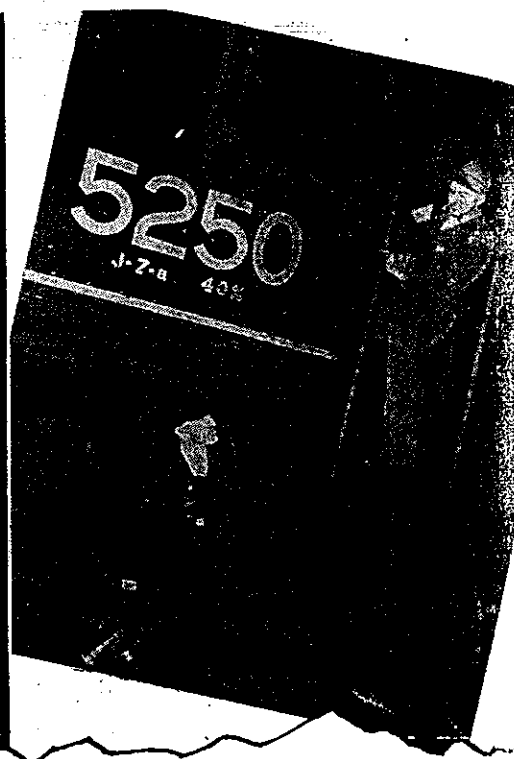
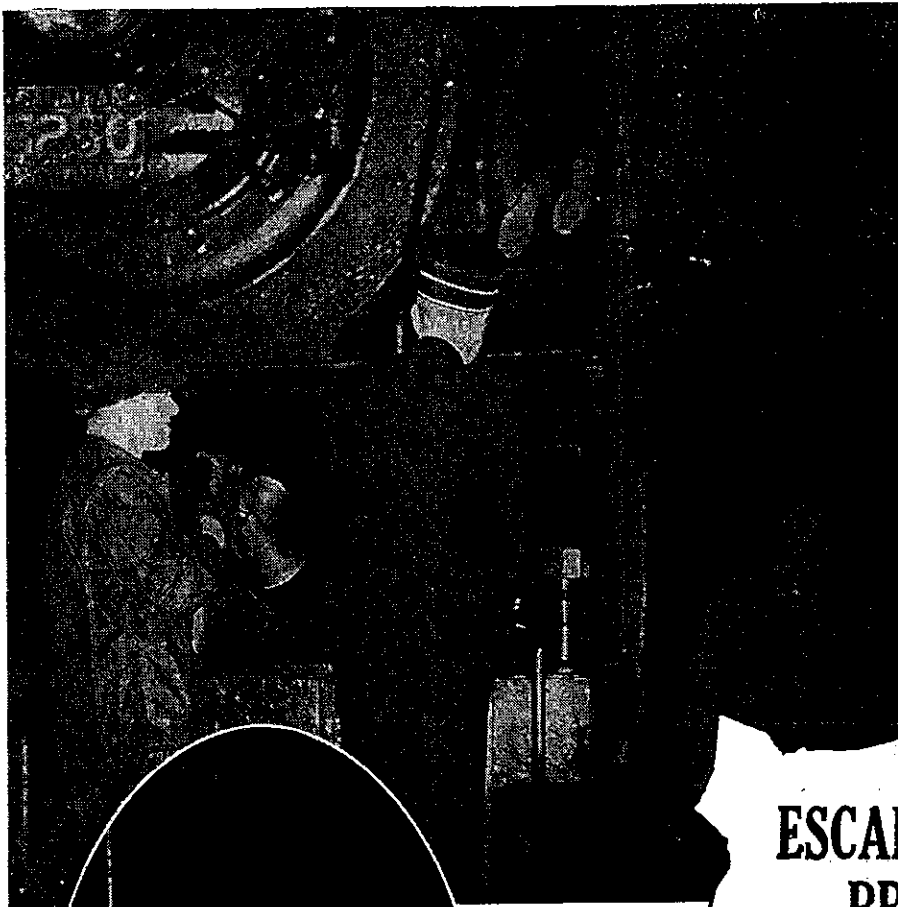
1942

NIAGARA FALLS, Ont., Nov. 25 (AP)—An escaped German aviator who rode a Canadian National Railways engine into the United States but didn't know it, was captured by the engine crew tonight after returning to Canada.



OVAL: Engineman Harry Aikens, with more than 41 years' service, is seen reading a train order with Conductor Sam C. Bryant, veteran of the last world war, and of 30 years' continuous service with the Company. TOP: Carman Percy Winchester, with 17 years' service, is seen talking to Fireman William Koz, who was on the locomotive at the time of the capture. AT BOTTOM LEFT, is view of the Canadian entrance to the Suspension Bridge, with Customs and Immigration Office on left, where the Nazi prisoner was held until given over to the Royal Canadian Mounted Police.

THIS is a tale of a Nazi who outsmarted himself. At least, this is the only way that Canadian National Railways Conductor Sam C. Bryant, of Niagara Falls, can explain the capture of an escaped German Air Force officer, Ulrich Steinhilber, who attained his goal of crossing from Canada to the United States, only to ride back on a Canadian National locomotive into the Dominion and be made prisoner by the locomotive crew.



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