

GREAT WESTERN
RAILWAY.

AND GRAND
TRUNK RAILWAY

SARNIA
LINES.

Another Accident on the G. W. Railway.

Yesterday morning another terrific collision took place on the Great Western, at Ingersoll, which all but resulted in the wholesale slaughter of the passengers. It appears that about 3.15 A. M. a heavy cattle train arrived from the West at Ingersoll, and was to remain on the siding to allow the Lightning Express from the East (due about 3.30 A. M.) to pass. The train had been shunted on a siding, when, by the alleged carelessness of a switchman in leaving the switch open, the engine ran off the track. The effect of this casualty was, that only a portion of the cattle train was got on to the siding some five or six cars remaining on the main track.

Matters were in this position, the people connected with the train endeavoring to get the engine on the siding again, and the six cattle cars remaining on the main track, when up came the Lightning Express from the East, and smashed right into the cattle trucks. The immediate 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 some three or four cattle-trucks, hurling the unfortunate hogs in all directions.

On our reporter's arriving at the scene of the accident, the line was found, as in the late collision at London, strewn with the remains of the wreck. The engine *Hecla* was all but destroyed, the front part being entirely smashed in, and the underworks apparently hopelessly damaged. Under it lay the remains of a cattle-truck, over which it had passed, the wheels, axles, and wood-work being entangled with the wheels and works of the engine. Behind the tender was the baggage car, with the tender forced inside—a perfect wreck. Several of the cattle-trucks were torn to splinters, and some 20 of the hogs killed or maimed. From information we received, we learn that the only effort made to arrest the approach of the Express train, on the break down of the cattle-train on the line, was the turning on of the danger-signal at the Ingersoll station! No one seems to have been sent along the line with a signal lamp, though a thick fog and drizzling rain, added to a dark night, rendered this second precaution indispensable.

Fifteen minutes were to spare, but the line was meanwhile allowed to be blocked; the Lightning Express was allowed to come thundering on; a terrific collision was the consequence, and had it not happened that cattle instead of human beings occupied the cars, a terrific loss of life must have been the result. As it was, from an inspection of the debris of the train, and a careful weighing of the facts of the case, it appears perfectly miraculous how the passengers of the Lightning Express escaped with whole necks. The train fortunately consisted of but three or four cars, which rebounded from the concussion. Had it been a heavy train of a dozen first-class cars, who shall estimate the loss of life, and suffering that might have ensued.—*Free Press.*

ANOTHER NARROW ESCAPE.—As the 10.30 train entered the Ingersoll station yesterday, an accident, apparently trivial, but which might have resulted in disastrous consequences, occurred. A large pile of sawn wood was lying close to the siding, when the vibration of the passing train loosed the stack,

Sarnia
Observer

Ingersoll

October
30
1856

The Sarnia Observer.

Sarnia, Thursday, September 17, 1857.

➤ A Hudson's Bay Meeting was to be held in Windsor on Tuesday last, a requisition having been presented to the Reeve of the Town, signed by upwards of forty of the inhabitants, requesting him to call a meeting for the purpose of considering "the present position of affairs relative to the continuance of the Hudson's Bay monopoly."

➤ MORE RAILROAD IRON.—The Propeller *Avon* arrived here on the evening of Saturday last, with a quantity of Railroad Iron, for the G. W. Railway. And the Propeller *Hibernia* arrived here on Wednesday afternoon, freighted with the same material. The works on the line are nearly all at a stand however, indicating that the company have determined to defer laying the track till next spring.

September 17
1857

AN ARRIVAL WORTH NOTING.—The Steamer *Free Trader* arrived at the Railroad Dock here, on the evening of Tuesday last, having on board 100 tons Railroad Iron, for the London and Sarnia branch of the Great Western Railway. She was relieved of this portion of her cargo yesterday, and the process of disloading created considerable interest in the minds of our townsmen, who appear to look upon it as an earnest of stirring times ahead, and almost within hail, at the same time. Indeed, the regret seemed to be that this Iron was not to be laid, and put to its destined use immediately. It is said that a locomotive is now on the way, and will soon arrive here, for the purpose of facilitating the process of laying the rails, when it is commenced, and the inference drawn from this circumstance is, that it must be the Company's intention to proceed with laying the track early in the spring, at all events, and before they could have a chance of sending up an engine by water conveyance.

The Propeller *Alpe* touched at our port yesterday, on her way from Chicago to Montreal, her freight being 12,000 bushels Fall Wheat; 460 bags of 2 bushels each, new Spring Wheat; 391 barrels Flour; 47 bags Middlings; 42 bbls. Tallow; and from this port, 6 casks Potashes.

The Schooner *Lochiel* arrived on Sunday morning from Toronto with Brick for building the new Bank, and a quantity of Furniture for the Messrs. Mackenzie.

September 3/
1857

OPENING OF THE GRAND TRUNK.

Another section of this great Provincial undertaking is about to be opened up to public travel.— We see by an official advertisement that, on Monday next, the 27th instant, the first passenger train will commence running between Montreal and Toronto, thus, for the first time, uniting the leading cities of Upper and Lower Canada. As the line is finished to Stratford on the west, and, with its branches, to Quebec on the east, not much less than 900 miles may be said to be already in working order.

Apart from the shameless political intrigues which unfortunately for a time brought the very name of the Grand Trunk scheme into public odium, it is impossible to entertain any other than a feeling of the highest gratification at the approaching termination of this vast undertaking. Setting aside the sectional animosities which unhappily exist in the Province, no one sincerely desirous of seeing the advancement of Canada in the road of true prosperity can fail to hail as one of the greatest events in our annals, the completion of this line.— By its means, when finished, not only will a great impetus be given to those portions of the country through or near which the Grand Trunk line will pass, but it will at no distant date, cause Canada, as the nearest route to and from the Great West, to monopolize a large portion of the traffic for Europe, both passenger and freight, now finding its way to some of the Atlantic ports of the United States. It will, also, besides augmenting the value of property in times of peace, have no less important effect of consolidating the British North American Possessions and making an easy intercommunication between them in time of war, should such a calamity ever again overtake us.

Although Canada at large must be greatly benefited by the opening of the Grand Trunk, perhaps no place will derive such lasting advantages from the circumstance as Montreal. It is not surprising, therefore, that that great commercial town should have been the first to come forward and tender the hand of amity to its sister cities of the west, and should have already commenced preparations to celebrate the event in a manner worthy of its present position and its ancient reputation. We before stated that such a step was in contemplation, and it is now formally announced that a series of festivities worthy of the occasion will be given by the citizens of Montreal at an early day. We believe the 12th and 13th of November have been fixed upon, but we are not yet in possession of a programme of the contemplated proceedings. We have no doubt, however, they will be of a character to surpass any former attempts of a similar kind,—but when we call to mind the Toronto Celebration of February last, it will be admitted that the Montrealers have a hard task before them.—*Lon. F. Press.*

MURDER AT LONDON.

October 30 1856


Sonia

FREIGHT CAR ON THE STREET RAILWAY.—
We understand that the Street Railway Com-
pany have made an arrangement with the G.
T. R. Company, by which a freight car will be
sent through from Toronto to Point Edward
direct every day; so that goods shipped in To-
ronto on the afternoon of one day, will arrive at
Pt. Edward on the morning of the day following.
In connection with this arrangement, the Street
Railway Co. have had a freight car constructed
for their road, by which all freight arriving at
the Point will in future be conveyed to the
Town; so that henceforth goods shipped by
the G. T. R. will arrive here about as promptly
as if sent by Express.

Sarnia

July 6

1877

 **G. W. RAILWAY.**—We understand a rumor was in circulation in town a few days ago, to the effect that the completion of the Sarnia Branch of the G. W. Railway was to be deferred indefinitely. This rumor, as may be supposed, created some stir among some of our property holders in the South Ward; but we are happy to have it in our power to assure all concerned that it was totally without foundation—a mere surmise. We believe we are warranted in saying that recent instructions have been received by parties in charge, to proceed with the work of laying the track, whenever the weather will permit. As our readers are aware the track is all ready for laying, and a considerable quantity of iron was received here last fall—about enough to lay ten miles; on the Komoka end, some six miles are already laid; while some four or five steamers loaded with iron, are lying in or near the Welland Canal, having been prevented from getting forward by the hard weather in the end of November. These contain sufficient to lay about 15 miles more; so that more than one-half of the iron has already been received, or is in the vessels mentioned. The intention and expectation is that the line will be opened in August next.

It is doubtful whether much will be done on the Port Huron and Owasso branch during the ensuing summer; it being understood that this will in a great measure depend on the state of money matters in England.

February 11
1858

...never in the history of the road has there been a drift in this cut sufficiently deep to stop a train, but No. 4 found it too much for it, and the train was stalled. At this time the wind was blowing a hurricane, and Conductor Hollinger sent a brakeman back twenty telegraph poles with fog signals and a flag to stop the train that was following, and thus prevent a pitch-in. The Grand Trunk does not operate its road on what is known to railroad men as the "block system." The block system is operated so that one train is not allowed to leave a station before the next train ahead of it is reported from the next station. If this had been the system No. 6 would have been held at Malton until No. 4 reported from Weston. The rule, however, is that trains follow each other at ten-minute intervals. Ten minutes after the Chicago express left Malton the mail reported, and started on for Weston, never dreaming that the other train was stalled in Wardlaw's cut ahead of it.

At this time the wind was blowing a hurricane. The drifting snow was so thick that the engineer and fireman could not see a rod ahead of their engine. The roar of the storm drowned the reports of the fog signals, and the drifting snow blinded the engineer and fireman so that they could not see the flagman. In a flash the train thundered past the brakeman who was signalling, and disappeared in the blinding storm. Then the brakeman realized that an appalling catastrophe was imminent.

When the express stalled in Wardlaw's cut quite a few of the passengers got out and were standing about at the time the collision took place. In this way many lives were saved. The thing happened in a moment. Out of the storm the mail train loomed and before a brake could be set it crashed into the Pullman section of the express. The crash and shock were something terrible. The engine of the mail train ran right under the rear Pullman car, smashing it open and rulsing it in the air. The tender of the engine crashed into the engineer's caboose and turned over on the left side of the track. The express car which was attached to the tender brake loose from the coupling, and was piled up on the wreck of the engine and Pullman. The express car was burst open with the shock, and Express Messenger Turner was shot out into a snow drift, miraculously escaping with a cut about the head and face. The escaping steam and the cries of the injured added to the confusion. All the cars in the Pullman section were more or less shattered. To add to the horrors of the disaster the burning coal from the engine and the stoves in the broken cars set fire to the timber and debris, adding to the danger to the wounded, and those penned up in the wreck. Willing hands were soon at work to release the imprisoned passengers and succor the wounded. The windows of the Pullman cars were broken and the passengers taken out. Engineer Charles Mannering, of the mail, and his fireman were penned up in a small hole under the drive wheels of the engine. The flames added to their danger, but axes were procured, and the timbers cut away. Tow the two men escaped is a miracle. They were crowded into the only open space in the wreck. Fortunately they were not touched by the escaping steam and they were soon rescued.

The injured were removed and put in one of the express cars. The accident occurred at 1:30 p.m. In a short time the engine of the express managed to make its way through the drift and it took the wounded to Weston, where medical aid was procured.

On the Scene.

A reporter was on the scene about

April

1

1892

a duty to make complaint, and have them punished accordingly.

THE GRAND TRUNK RAILWAY.—By our exchanges received yesterday, we learn that an arrangement has been come to between Isaac Buchanan, on the part of the Directors of the Southern Railway, and the Grand Trunk Co., by which the former institution has been ceded to the latter. The consequence of the arrangement, it is believed, will be the carrying out of a project which was mooted some time ago, namely, the running of the Grand Trunk line from London to St. Thomas, and thence to Amherstburgh as its western terminus.—The *Leader* introduces the subject to which we now advert, with a great flourish of trumpets, and seems to look upon the scheme as one which will have a wonderful effect on the ultimate success of this great Provincial undertaking. We have no desire to deny, or to contest this point, and can only hope his expectations will be realized; but we must confess we cannot see the advantages of the scheme. The great desideratum the Grand Trunk Railway requires, is such a western terminus as will be likely to furnish traffic for the whole line, and not only local, but through traffic and travel. The connection with London, therefore, and more especially that now proposed between London and Amherstburgh, may, and no doubt will contribute a considerable amount of business to London, and to the Great Western line at that point, but we think this is all it will do. Very little of the traffic will ever find its way from London to the main line of the Grand Trunk, by way of Stratford, because, once at London, few will ever think of taking the Stratford route, unless they have business to load them that way, when they can go by a more direct course, viz Hamilton. However, it is not likely anything we can say will have any effect in altering the determination of the parties having the direction of those matters; so we must rest satisfied with the arrangement, under the impression that wiser heads than ours have planned it, who have calculated and balanced the effects and consequences, and are satisfied the scheme is a judicious one. It has been a question with many in this locality, of late, whether the Grand Trunk would be extended from Stratford to Sarnia, direct; and the first idea which the above arrangement begets is, that it must have been determined to abandon such a direct extension. The *Leader*, however, seems to think there is no reason to doubt the continuation of the Stratford and Sarnia connection. In reference thereto, he says:

"Hitherto the terminus has existed at the small village of Stratford, about ninety miles distant from Toronto. But for all practical purposes of profit, beyond mere local traffic, the line might have stopped five miles west of us. It is well known that the original proposition was to run to Port Sarnia, and connecting with the line across the Michigan Peninsula, obtain at Grand Haven a steamboat connection with Milwaukee. There is no reason to doubt that this connection will be carried out immediately; even for the benefit of the local traffic, and for the summer route to Milwaukee; although to this route the objection has been raised, that the winter months make the passage of Lake Michigan objectionable. On the other hand, to remedy this supposed evil, a connection was established with London, by which means the winter lake navigation could be avoided, and passengers could pass direct to Detroit."

If this information is to be relied upon, it would appear to be the intention of the Company to have two western termini—one at Amherstburgh; and another here; and if this is the case, we need not find fault with that arrangement. The London and Hamilton Press, however, do not seem to entertain similar views to those held by the *Leader* on the subject. They argue, and not without reason, that there is no necessity for a direct extension of the Grand Trunk to Sarnia, as the Great Western line, now in process of construction, is amply sufficient to do all the business which will be required for an indefinite period; and it is hinted that a proposition is now under consideration, by which the line may be made to accommodate both Companies. In reference to the survey of a new line, which is now in progress, and which we felt inclined to look upon as an indication that the Grand Trunk Company intended to build their road directly from St. Marys to this place, the *Free Press*, of the 12th inst., says:

"Our contemporary seems to be of the opinion that the surveying of a new line is an indication that the Company have in view an independent communication with the waters of Lake Huron and the St. Clair for themselves, without being obliged to the Great Western for the use of their line. It should be understood, however, that the survey is being conducted by the Contractors, Geowaki & Co., and not by the G. T. Co., and is, we believe, being carried on for the sole purpose of establishing damages against the Company for the non-fulfilment of their contract. If the contractors undertook to build the road at \$10,000 per mile, and can show that they could have realized a profit of \$1,000 per mile, they may claim proportionate damages, and hence the desire to secure a crossing over the Sable at a point requiring a less expensive construction than had been contemplated."

After all, it would seem to be a doubtful question as to whether the Grand Trunk will run from St. Marys direct—or whether some arrangement will be come to between the G. T. & G. W. Companies, as to the use of the Sarnia and Koroaka branch. It is said the G. W. Company have in view the laying down of a double track between Koroaka and London; but whether this may be with an eye to some arrangement with the G. T. Company, or merely for the purpose of providing an extension of the line, so as not to interfere with the traffic on the main line, is a question we cannot pretend to solve; and everybody here seems alike ignorant with ourselves, upon this subject.

Hudson's Bay Meeting.—A large and in

September 7
1857
Sarnia
Observer

THE SARNIA BRANCH OF THE G. W. RAILWAY.—Some whisperings have been passing round in our neighborhood to the effect that it was doubtful if the Directors of the G. W. Railway Company would proceed with the laying and finishing of the Sarnia Branch this summer. We are happy to have it in our power to state, however, that these surmises are without foundation, notice having been lately received in Town, from head-quarters, that the laying of the track was to be commenced about the middle of this month, and that the work would be carried forward to completion with all possible despatch. It is thus hoped that the road will be open for traffic about the beginning of August, as there is little to do except to lay down the ties, and place the rails upon them.

We learn also that the work of clearing the track of the Grand Trunk line through Plympton, Rosanquet, &c., is going on rapidly, and that the grading will be commenced as soon as the ground is sufficiently dry, which will be very soon if the present dry weather continues.

Movements are likewise being made among our neighbors in Michigan, for the construction of two lines of Railway from Port Huron to Detroit. Two companies are said to be formed, having in view these two objects; one under the style of the "Detroit and Port Huron Railroad Company," the route of which has already been determined, and the right of way is being bought up. The other is organized under the name of the "Chicago, Detroit, and Canada Grand Trunk Railroad Company," a large amount of stock for the construction of which has been subscribed by the Grand Trunk Company, no doubt with the view of having an independent feeder for their main line in Canada. Should these various roads all go on to completion with the celerity talked of, they ought to add materially to the progress of our town,—which, at the present time, is like most other towns, sadly deficient of the circulating medium necessary to the carrying on of business.—

We are, and have always been a sanguine people—(a little too much so, so far as regards high prices for town lots, at all events) but possibly we are now about to realize to some extent, our hopes and expectations of importance. It will be well for us nevertheless to refrain from building our castles too high in the air. Railroads will not bring wealth to our doors. They will only afford us facilities for traffic, and in order to profit by them, we must furnish them with freight, and this is not to be done by standing looking on with our hands in our pockets, or tossing up our caps when the locomotive comes thundering along to the depot. Our business men must set their wits to work to provide freight for the trains, otherwise the railway will do us no good whatever.

April 6
1856

The St. Mary's *Argus*, speaking of the London and St. Mary's Railway, says:—"At one o'clock on Wednesday ground was broken at the terminus of the Grand Trunk Railway Bridge across Trout Creek, with appropriate ceremonies, by the contractor of the cutting on this section, Mr. J. H. Arnold, who determined to push the work vigorously on, by employing all the hands that can profitably work upon it. Messrs. McDonald & Anderson have already over thirty men employed in quarrying stone, &c., for the bridge, which they have instructions to proceed with as rapidly as possible. Thus it will be seen that the work goes bravely on, and we are credibly informed the cars will be running to the town line in about two months from the present time."

July 23'

1857

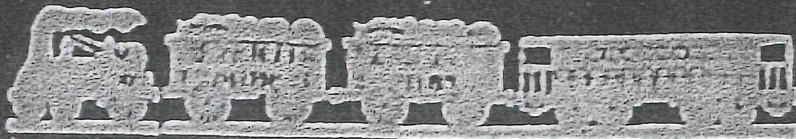
Sarnia

October 2
1856

PROGRESS OF THE RAILWAY.—Some time ago, in alluding to the progress of the Railway Works on the London and Sarnia branch, we mentioned that we understood the line would be completed and open for traffic early in the coming year. We have since learned we were misinformed as to the time, and that the line will not be opened till the early part of the ensuing summer, say May or June. The works are, nevertheless, progressing as favorably as could be expected, taking into account the scarcity of labor. The passenger depot is erected, and the inside finishing is going on rapidly. The freight depot, a substantial brick building about three hundred feet long, by thirty feet in width, is progressing, and will be erected and covered in this fall; as will also the Engine House, which, in the meantime, will have accommodation for eight or nine engines. The grading along the line is also in a forward state, and ties are being delivered at various points, according to contract; everything indicating a determination on the part of the Company, to lose no time in getting the work completed. The pile-driving along the river, at the station here, is of itself quite a job in its way, the whole river front for a distance of 800 or 900 feet, having to be planted with piles, the freight depot being actually founded on piles throughout its entire extent. As a matter of course the supply of this material has given employment to many men and teams, for some time past.

We have not heard much of late in relation to the progress being made in the construction of the Port Huron and Corunna line. By some it is expected that this line will be finished by the time the London and Sarnia connection is completed; but when it is taken into account that, up till this time, little if anything has yet been done on that route, beyond the preliminary survey, we may safely give our neighbors another year to finish the job, and credit for being tolerably prompt if they have it completed by the spring of 1858.

GREAT WESTERN RAILWAY!



\$100 REWARD!

WHEREAS SOME EVIL DISPOS-
ed persons set fire to a Bridge on the Sarnia
Branch of the Great Western Railway, situated
upon the West half of Lot 30, Concession 5, War-
wick, on or about the 10th October ult., the sum of
ONE HUNDRED DOLLARS will be paid to any
one who may give such information as may lead to
the conviction of the offender or offenders.

W. C. STEPHENS.

Secretary.

Great Western Railway,
Hamilton, 21st November, 1857.

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LOST

December 3

1857

Sarnia

FATAL ACCIDENT. This week, it is our painful duty to record an accident of a distressing nature, which occurred on the Great Western Railway, about three miles east of this place, on Saturday evening last, about 7 o'clock. It appears that the unfortunate man, named Richard Cox, Engineer, lately from Bristol, England, observing a light on the track and on looking over the side of the locomotive he had slipped and fell off at the same time the fireman was looking out at the other side of the locomotive, and on crossing the Norwich road, there was no whistle given (as was usually the case) the fireman turned round and missed the engineer—he stopped the engine immediately and backed up about two miles where they found the man lying in the ditch, in an insensible state he was then conveyed to the station, where Dr. Turquand and Dr. Duke were in immediate attendance, they directed him to be conveyed to Mr. Bickle's Hotel, and every thing was done for him that medical skill could suggest. The only external injuries observable, were a cut over the left eye, a contusion on the top of his head, and his right arm broken near the shoulder. On Tuesday morning last, hopes were entertained of his recovery, but his internal injuries were more serious than was expected, and about 1 o'clock, the same day, without having uttered a word since the accident, he died, leaving his disconsolate widow and two daughters, who were in attendance on him, to mourn his loss. He is said, to have been a very intelligent person and maintain an excellent character. Aged 34 years.—*Windsor & Southampton.*

October 10

125

The G. W. Railway Works along the line between this place and London, are still progressing, although not being pushed on with marked activity. We believe it is the intention of those who have contracts for grading, putting up the stations and other buildings, &c., to finish these during the summer months, possibly by the month of August, so that then nothing will be left undone but laying down the ties and rails, and the usual ballasting. Whether this latter part of the work will be proceeded with this fall, or not, is yet uncertain. Some of the knowing ones among us seem to question the authenticity of the information given upon the subject two weeks ago, and assert that there never was any intention on the part of the Company to defer the opening of the road till the end of next year. On this subject we will merely remark that the information given as to the contemplated suspension of the works on the line came from indisputable authority; but as no positive or absolute decision had then been arrived at, it is possible the subject may have been reconsidered, and a different course adopted. In our humble opinion, we think it would be wiser policy in the Company, as the works have now approached so near completion, to finish the road, and to run just so many trains, and so often as the business of the section would warrant. We presume they have a sufficiency of rolling stock on the main line, to enable them to do this without interfering with its regular business; so that beyond the mere outlay necessary to finish the road, no great amount of expenditure would be necessary. As it is the greater portion of the capital required for the construction of the line has been expended, and so long as the road remains unfinished, must be stock, not only unproductive but be actually deteriorating in value through the dilapidation and waste which the works will suffer by remaining in an unfinished state.

June 25

1857

Terrific Collision on the G. W. Railroad.

A frightful accident occurred on this Railroad about one mile west of London, on the morning of the 9th inst., about 1.25 o'clock. A train of 17 cars heavily laden with cattle, was coming east, when it was met by the night Express going west. The result was a collision, entirely destroying five of the cattle cars by the shock, while one passenger car, the baggage car, and post-office car were burnt, the line being strewn with the wreck. The engine of the cattle train was much shattered in the fore part of the works, massive machinery being twisted, bent and broken, in a way that indicated the extreme violence of the concussion. Further on were the charred remains of a passenger car, and the baggage car, which had been thrown down an embankment. Still further on were three cattle trucks, end upwards, the poor beasts being strewn around dead and wounded. To the left were other two trucks rolled down the embankment, with many dead beasts inside. We counted 27 head of cattle lying dead or maimed. The engine of the mail train was not so much damaged as the other. The mail train consisted of four passenger cars, the baggage car, and post-office car. Fortunately no human life was lost, and but little personal damage done; but taking into account the severity of the accident, it is little short of miraculous how any escaped. The Conductor of the mail train, Anderson, received some severe contusions, but had no bones broken. The Express Company's agent had also a narrow escape; one car was thrown completely over him, and when found, the car above him was but six inches from his chest, with the left eye almost destroyed. The person in charge of the Canadian mails barely escaped with his life; the car in which he was at the time, being forced into the first passenger car, while that car was jammed into the post-office. The American mail consisted of from 15 to 20 bags; the Canadian about 6; and the whole was consumed—not a letter saved. The train caught fire from the scattering of the ashes of the stoves used for heating the cars. 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 Company's private chest and documents fortunately escaped uninjured.

With respect to the causes which led to the accident, many rumors are afloat. The Conductors of the two trains, one or both, are believed to be at fault, and not the Station-master, the conductor of the mail-train having started from the London station contrary to his orders. The investigation to be made into the affair may probably lead to the discovery of the culpable party, but this much may be said in the meantime, that the conductor of the cattle train had no business to travel on the line behind his time, which he was—he ought to have stopped at Komoka; and the Conductor of the mail-train should have been certain of the correct position of the cattle-train before he went head-long on his way. Whoever is to blame, four cars-full of people had a narrow escape for their lives, and the Company may probably be the losers of some \$15,000 to \$20,000.—*Abridged from Free Press.*

October 16
1856

Sarnia

London

New Moguls Are Fast.

Eight brandnew mogul locomotives of the cross compound consolidated type, fresh from the shops in Montreal, and twelve that have been in use a short time in Sarnia, have arrived in London, to be used in the freight traffic between that city, Sarnia tunnel and Niagara Falls. The new engines will travel considerably faster than the old ones and it is expected that the trip of nearly 200 miles from the tunnel to the Falls will be made in about seven and a half hours, instead of ten, as formerly.

Drilling Spiral Tunnels.

James McDonnell is building the famous Hec Field grade reduction in the Kicking Horse Pass, eight miles long. The work embraces two spiral tunnels, one 3,200 feet and the other 2,800 feet in length, the only others of the kind being in the Simplon tunnel under the Alps, between Switzerland and Italy. The present stretch of four miles in the C. P. R. will be increased by the new work to eight miles, but the grade will be reduced from 4.4 to 2.2. The tunnels are bored at the rate of 40 feet daily through siliceous sandstone and the contract will be completed next fall.

January 27

1908

RAILWAY MATTERS AT ST. MARYS.—

We observe from the columns of the *Journal*, that an influential meeting was held in St. Marys touching the location of the line of the Grand Trunk through the village.—“The late Council,” says the *Journal* “acting under the instructions of a former public meeting of rate-payers entered into an agreement with Messrs. Gzowski & Co., by which the right of way was secured to these gentlemen, and that a by-law authorizing the issue of debentures for its purchase, was published and approved of by the people. But it was subsequently discovered that a municipality had no right to issue debentures for such a purpose; and further, that in making the preliminary agreement, with Messrs. Gzowski & Co., under the seal of the Municipality, the Council transcended its authority. The Contractors have thus far fulfilled their part of the agreement, having commenced the work and expended large sums of money in cutting, filling in, bridging, &c., upon the assumption that the municipality would carry out the spirit of their agreement. The meeting of Monday was called for the purpose of deciding whether the village should carry out in good faith the spirit of the agreement, or repudiate the whole transaction, when to the honor of the municipality be it said—the idea of repudiation was scouted as dishonorable and unjust, and when the vote was taken, but nine hands in that large audience was held up in favor of it.” The sum of £2000 is the amount to be paid in municipal debentures to Messrs. Gzowski & Co.

February 18 1858 Sarnia

RAILWAY NAVVIE RIOT AT ST. MARY'S.—

We understand that some of the laborers on the Grand Trunk have struck for higher wages. We have learned just before going to press that a gang of these laborers assailed Mr. Shaw, who was struck in the small of the back with a stone; then a number the rioters beat him in the face with a stone in the fist swelling up his face severely, and cutting a piece entirely out of the upper lip. Alex. Robertson, Contractor, was pursued by a large crowd; he took refuge in a shanty, and defended himself with an axe. He escaped without any material injury. David Carr, overseer of the first pit in the woods, was attacked, and severely injured; he is supposed to have had several of his ribs broken. There was supposed to have been three hundred concerned in the outrage. The opposition is that the navvies will endeavor to prevent any one going to work unless their demands are complied with.—*St. Mary's Journal.*

Reports of a riot at St. Mary's were rife yesterday in Toronto; two constables, it was said, had been hung; and the whole of the Canadian Rifles had been despatched to the scene of action. Full information, it was impossible to obtain, but the following are the facts which have reached us. Messrs. Gzowski & Co., had determined to reduce the rate of wages on the Grand Trunk works to 3s. 9d., per day, a change which was resented by the laborers. They were immediately discharged, and another lot of men were set to work in their stead. Between the two bodies a riot ensued, and some of the rails on the road were torn up. The evil was taken in time, and a telegraphic message being dispatched to Toronto, fifty or sixty of the Canadian Rifles were sent to suppress any further disturbances. The presence of this body is sufficient to ensure the preservation of the peace, and the quiet installation of the workmen. We trust that the report of lives having been lost may prove to have been incorrect.—*Globe.*

April
15
1858

GREAT WESTERN RAILWAY.—Operations are now about to be begun in good earnest, for finishing the Sarnia Branch of the G. W. Railway. The scow *Union Express* arrived at the railway dock here, on Sunday morning last, having on board a locomotive, tender, and four trucks, to be used in conveying the rails from the station along the line eastward, and this process is to be commenced forthwith,—the contracts for laying the rails being advertised to be given out yesterday. We likewise learn that the work of finishing up the buildings here, and at other places along the line, is to be commenced immediately, so that as soon as the track is laid the line may be opened at once. As the whole line is ready for laying down the ties, we think there will now be no delay in going on with the work; and that we may expect the line to be open early in the autumn. A line of telegraph will, of course, be a necessary adjunct to the road, so that we will thus be placed in connection with the east by this means, as well as by rail, and will feel our condition in respect of our intercourse with the east most wonderfully improved.

May 20
1858
Sarnia

GRAND TRUNK DEPOT BUILDINGS.—The particular spot on Point Edward upon which the Grand Trunk Depot Buildings are to be erected, and the determination of which has been under consideration of the Engineers' department for some time, as we learn, has now been settled, and the work of construction will be proceeded with without delay. We further learn that several vessel loads of iron have arrived, and been landed, and several more are on the way between Kingston and this place, for the Grand Trunk, —an indication that the Directors are determined to push the work forward to completion with all possible despatch. The arrangements for the construction of the continuation of the G. T. line from Port Huron to Detroit are likewise completed, and operations on that section either have been, or will be commenced forthwith.

Since writing the foregoing, we see by the *Hamilton Spectator*, of the 15th inst., that the Sarnia branch of the Grand Trunk line is expected to be opened for travel in October or November next. We further understand from a private source that the construction of the Bridges over the Sable, which will be the most tedious part of the work, has been commenced and is going on vigorously. We can hardly venture to hope, however, that the line will be open for travel by the time mentioned by the *Spectator*; but will be quite content should we be disappointed.

June 17
1858

GRAND TRUNK RAILWAY.—We believe there is now no doubt whatever, that definite orders have come from England for the immediate prosecution of the continuation of the Grand Trunk Railway from St. Mary's to Sarnia; coupled with an enquiry whether it would not be possible to have the work completed within a year. As we stated last week, we think this is hardly practicable, but at all events there seems to be a determination on the part of the contractors to do their utmost in the matter. The contracts for cutting out and clearing the line, are now being let at various points along its course, and the work has actually been commenced in several instances. In connection with the enterprise we also learn on good authority, that the Grand Trunk Company have come to the determination of granting effective aid to the construction of the proposed line of Railway between Port Huron and Detroit.—The object no doubt being to obtain a connection with the Michigan Central, and to have a direct and uninterrupted communication with the far west, summer and winter, by this means. These movements, in connection with a marked relaxation of the tightness of the English money market, will, it is hoped, have a tendency to remove the contraction which prevails in Canada generally, and in this section of it in particular.

By the last arrival, it will be seen that the rate of discount has been reduced to 6 per cent. and the tendency still downward. In fact it is stated to be the general conviction in England, that money will soon be a drug in that country. We hope it will be so here, also, and we warrant it will be,—when that issue comes,—a drug, a good dose of which will not create many wry faces.

January

28

1858

Sarnia

MONSTER LOCOMOTIVES NOW USED FOR FREIGHT

Believed That They Are Not Adapted
For Fast Passenger Work.

Mountain type engines of the new 6000 type which have been used on the international passenger and express service of the Canadian National Railroad are gradually being replaced by lighter engines, according to the unofficial report received at the C. N. R. depot here.

During September and October these engines, the most powerful motive units in use on Canadian lines, have been more and more assigned to hauling heavy freight. Transportation officials here, although not in a position to state positively the reason for the change, quote local engineers to the effect that these engines heat up too rapidly on the fast passenger runs, causing an unnecessarily rapid deterioration. For freight service, however, they are unexcelled as they can draw almost one third heavier loads with perfect efficiency and power to spare on the grades.

At present there are as many 6000 type engines on fast freight runs between Toronto and Chicago as are used in the passenger service. In their four months of operation through this division they have dispelled the fears of the road department that the road and bridges might not stand up under the enormous weight of the engine and have more than justified their use in the speedy handling of the huge grain trains from Port Edward, Owen Sound and other lake ports.

WILL NEEDSOME

October 30

1924

CNR
6000 class
Toronto to Sarnia

will be carried out immediately, even for the benefit of the local traffic, and for the summer route to Milwaukee; although to this route the objection has been raised, that the winter months make the passage of Lake Michigan objectionable. On the other hand, to remedy this supposed evil, a connection was established with London, by which means the winter lake navigation could be avoided, and passengers could pass direct to Detroit."

If this information is to be relied upon, it would appear to be the intention of the Company to have two western termini—one at Amherstburgh, and another here; and if this is the case, we need not find fault with that arrangement. The London and Hamilton Press, however, do not seem to entertain similar views to those held by the *Leader* on the subject. They argue, and not without reason, that there is no necessity for a direct extension of the Grand Trunk to Sarnia, as the Great Western line, now in process of construction, is amply sufficient to do all the business which will be required for an indefinite period; and it is hinted that a proposition is now under consideration, by which the line may be made to accommodate both Companies. In reference to the survey of a new line, which is now in progress, and which we felt inclined to look upon as an indication that the Grand Trunk Company intended to build their road directly from St. Marys to this place, the *Free Press*, of the 12th inst., says:

"Our contemporary seems to be of the opinion that the surveying of a new line is an indication that the Company have in view an independent communication with the waters of Lake Huron and the St. Clair for themselves, without being obliged to the Great Western for the use of their line. It should be understood, however, that the survey is being conducted by the Contractors, Gzowski & Co., and not by the G. T. Co., and is, we believe, being carried on for the sole purpose of establishing damages against the Company for the non-fulfilment of their contract. If the contractors undertook to build the road at £10,000 per mile, and can show that they could have realized a profit of £1,000 per mile, they may claim proportionate damages, and hence the desire to secure a crossing over the Sable at a point requiring a less expensive construction than had been contemplated."

After all, it would seem to be a doubtful question as to whether the Grand Trunk will run from St. Marys, direct—or whether some arrangement will be come to between the G. T. & G. W. Companies, as to the use of the Sarnia and Komoka branch. It is said the G. W. Company have in view the laying down of a double track between Komoka and London, but whether this may be with an eye to some arrangement with the G. T. Company, or merely for the purpose of providing an extension of the line, so as not to interfere with the traffic on the main line, is a question we cannot pretend to solve; and everybody here seems alike ignorant with oneself, upon this subject.

—Hudson's Bay Meeting.—A large and in

TWO MEN KILLED IN C.N.R. CRASH ON SARNIA LINE

Fast Manifest Freight Ran Into Another Train

Engineer Walker and Fire- man Van Horn Dead

Fifteen Cars Demolished and Some Burned Up

Sarnia, Ont., Dec. 13.—William Walker, 45 years, engineer, and G. Melvin Dan Horne, brakeman, were both killed, and Arthur Henry, conductor, all of Sarnia, was seriously injured, in a rear-end collision between two westbound C.N.R. manifest freight trains, at 8.15 o'clock tonight, about three miles east of Sarnia.

A London-Sarnia passenger train following ten minutes later was stopped in time to avert a second disaster. This train carried Mrs. Van Horne, wife of the dead brakeman, and when the passenger train stopped, the first news she learned was of the death of her husband. He had served throughout the whole war without being injured.

The cause of the wreck was the pulling apart of a coupling, which applied the brakes automatically and brought the first freight train to a standstill. Freight No. 2 was following five minutes behind No. 1, and before it could be signalled, it crashed into the detached rear portion of No. 1. The two men killed were of the crew of freight No. 2.

The two rear freight cars of train No. 1 were loaded with matches, which became ignited. At 10 o'clock these two cars were still burning fiercely. Traffic on both east and west sides of the accident were blocked, and routing was effected via Sault Ste. Marie. Passengers from the London-bound train were brought into the city by busses. Wrecking trains were dispatched from Hamilton and Stratford.

So terrific was the impact that the engine of train No. 2 crashed through a dozen cars of train No. 1 and then turned over. Fourteen or fifteen cars piled up in a tangled mass of wreckage. Owing to the heavy rainfall, relief work was greatly hampered, and it is feared that the track will not be cleared for twelve hours. In the meantime the westbound passenger train is held up.

The body of G. Melvin Van Horne, brakeman on No. 2, was burned almost to a cinder when recovered from the wreckage. Up till 11.30 p.m., Mr. Bart, member of the crew on train No. 1, was still missing.

The rain, which hindered the relief workers, providently assisted in extinguishing the blaze. By 11 p.m. the fire was almost out, though still smouldering.

It was reported that train No. 2 was travelling at a 25-mile rate when the crash occurred. Arthur Henry, conductor on No. 1, jumped, but sustained serious injuries to his back. Both trains were consigned to Sarnia.

December
14
1927

Sarnia

BRAMPTON.

JANUARY 27, 1879.

JANUARY 27.

DANGERS OF THE RAIL.

**A G.T.R. Locomotive Suspended
in the Air.**

A FATAL COLLISION.

BRAMPION, Jan. 25.—At about 2:30 this afternoon as a down stock train was running through the station yard, on a siding, to let the up train pass on the main line, a coupling gave way letting the engine and four or five cars attached loose without a brakeman, and the switch being open for the up train they ran off the track and the front part of the engine went over the side of the iron bridge which spans Main street, where it now hangs suspended about thirty feet from the ground with the cowcatcher and front wheels torn off and very much damaged. Fortunately no one was hurt. A gang of men is now engaged clearing the track. The down train and up passenger trains transferred passengers and baggage.

TRENTON, N. Y., Jan. 25.—A freight train standing at Tullytown; this morning, was run into by another freight train. David James, fireman, was killed, and Byron Wright, conductor, was injured and died after the amputation of his leg.

January 27

1879