T.H.& B. GARTH (DUNDURN) STREET SHOP FIRE 1908.

VOLUME LVIII

A STRANGE EXPLOSION CAUSES A FATAL FIRE

Railway Car Shops on Garth Street Destroyed Early This Morning

George Perkins, an Employe, Dead and Other Employes Injured

Dead—George Perkins, 395 Main street west.

Injured—James Collins, Main street west.

Richard Berryman, fireman.

Cause of fire—Explosion of natural gas.

Approximate loss—$10,000.

Length of fight—2.10 to 5.05.

The above, in brief, tells the horrible story of a disastrous fire which occurred in the early morning at the T., H. and B. car shop at Garth street, as a result of which one man was fatally burned and two others painfully injured. An explosion of natural gas caused the trouble, and the fire had unchecked away for a considerable period, the escaping gas immediately adding fuel and all the time apparently growing larger as the pipes melted away. While the gas escape continued the firemen contented themselves with fighting the fire in other parts of the building, and it was not until the flow was checked that the real work of extinguishing the blaze commenced. Perkins died at the city hospital shortly after 8 o'clock this morning, and Corbetween the frame work and the corrugated iron.

SHUT GAS OFF

While the fight continued, efforts were being made to have the gas turned off. The fire on the walls and ceiling might be extinguished, but water would have no effect on the leak. The Ontario Pipe Line officials were called up, and finally the gas was turned off at the Aberdeen avenue reducing station. The big sheet of flame disappeared at once. The fire, however, had too good a start, and it took two hours of hard work to get it under control. The open construction of the place caused a mighty draught, which fanned the flames and made the work of the department much harder than it would ordinarily have been. Seven streams were used, and slowly but surely the tons of water had the desired effect. The blaze gradually diminished.

THE PROPERTY DAMAGE

There were three passenger coaches standing on the west side of the shop, and these caught fire. The chief had them soaked with water, and saved them from total loss, until a locomotive pulled them from the danger zone. When the fire was finally extin-

November 1 1908

VOLUME LVIII HAMILTON CANADA THURSDAY NOVEMBER 1

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THE PRICE OF GAS

Superintendent Byrne, of the Ontario Pipe Line Co., stated this morning that the announcement yesterday that the price of gas would be reduced to 30 cents to-day is slightly misleading. The arrangements have not yet been completed, although it is expected that at a meeting, to be held this week, with the Dominion Natural Gas Co. they will be. The price will be dated back to the first of November when the arrangements have been completed.

Pertinent and Impertinent

Cement sidewalks spoil a heap of Hallowe'en "sport."

* * *

The battery work in Shelburne-Queen's seemed to be all right; but the game was won by Fielding.

* * *

No, Hallowe'en is not what it used to be when you and I were boys.

* * *

Question—What are the wild waves saying down by the scandals away? Answer—A thousand and one things.

* * *

In various outlying parts of the city the board of works might have seen evidence, this morning, of a desire on the part of the boys to have certain antiquated board walks superseded by cement.

* * *

Fielding has a thousand and won.

* * *

A friend suggests that the friction manager of the street car line get those mail catchers, so the cars can pick up passengers while going at full speed. That's better than going whizzing past people standing on the crossings.

THEY JUMPED

Two Grand Trunk Engine Crews in a Brantford Smash

Damage to Rolling Stock and Injuries to the Train Hands

Brantford, Nov. 1.—(Special.)—About 2:30 this morning a rear-end collision occurred on the Grand Trunk in the yards at Brantford, just by the Niagara street subway. Train No. 810, with stock for Fort Erie, in charge of Conductor McKeough, was standing on the main line, ready to be pushed out by yard engine 633, in charge of Engineer Yapp, when special No. 412, from London, in charge of Conductor Wilson, with engine 781 and Engineer McGaddery and Fireman Pickneil as crew, crashed into the yard engine. The force of the collision drove the yard engine right through the van and broke it into fragments. The yard engine was badly damaged, as was the engine on the London train. Several cars were rolled down the embankment and a car load of sheep killed.

Engineer McGladdery and Fireman Pickneil, both jumped. The former received a bad scalp wound, and the latter had his shoulder hurt. Dr. Henwood was called and dressed their wounds. Yapp, the engineer in the yard engine, jumped, but was not injured. The wrecking crew from Hamilton came up and cleared the wreckage.

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THE BUILDING

The scene of the fire was the T. H. and B. car shop, a building 160 feet long and about 30 feet wide. It is only one story high, and is made of frame, being covered with corrugated iron. In this place the general repairing was done, and the place was also used as a machine shop and blacksmith shop. Tracks run into the place and there was a partition close to the door [illegible] between the frame work and the corrugated iron.

SHUT GAS OFF

While the fight continued, efforts were being made to have the gas turned off. The fire on the walls and ceiling might be extinguished, but water would have no effect on the leak. The Ontario Pipe Line officials were called up, and finally the gas was turned off at the Aberdeen avenue reducing station. The big sheet of flame disappeared at once. The fire, however, had too good a start, and it took two hours of hard work to get it under control. The open construction of the place caused a mighty draught, which fanned the flames and made the work of the department much harder than it would ordinarily have been. Seven streams were used, and slowly but surely the tons of water had the desired effect. The blaze gradually diminished.

THE PROPERTY DAMAGE

There were three passenger coaches standing on the west side of the shop, and these caught fire. The chief had them soaked with water, and saved them from total loss, until a locomotive pulled them from the danger zone.

When the fire was finally extinguished it was easily seen what damage had been done. There were two flat cars in the place, and these were destroyed. The superstructures were gone, and the wheels and axles were badly twisted. Valuable machinery was in the shop, such as lathes and big automatic hammers. It is impossible to tell at the present time just how the fire affected this machinery, but the statement is made that some of it is totally destroyed, and will be no [illegible] of any use. The boiler-room is [illegible]