

October 31 1898

from 15 to 25 majority, and the United States senate will be Republican by a very narrow margin.

FREIGHT PITCH-IN.

G.T.R. Engineer Seriously Hurt at Paris —Cattle Killed.

Toronto, Oct. 31.—Word was received at the Grand Trunk headquarters here yesterday morning that a pitch-in of two east-bound freight trains had occurred at Paris shortly before eight o'clock. The engineer of the train that did the damage was seriously, perhaps fatally, injured. Two cars were demolished, one of them a cattle car, and a number of the animals were killed. The line was quickly cleared and traffic was shortly resumed.

Driver Thomas Bothwell, the injured engineer, is in a bad way and will scarcely recover. His left thigh was terribly lacerated, the leg below the knee was crushed to a jelly, one or two fingers were crushed and he was badly scalded about the hands and face. He was sent by a special to the John H. Stratford hospital, Brantford. Bothwell has a wife and family at Point Edward.

HARDY'S RECORD.

Brantford Expositor

Monday October 31, 1898.

Rear end smash

Bad railway smash at Paris station. Engineer Bothwell of Pt. Edward fatally injured.

Heavy fog on Sunday morning. Special freight drew[up?] inside the semaphore when another special dashed up in the fog and crashed into it.

A rear end collision between two freight trains occurred on the GT railway just above Paris station about 7 o'clock Sunday morning.

The accident was caused by the inability of the engineer of the second freight to see the semaphore which was up against him. There was a dense fog at the time and it was impossible to see fifty feet ahead.

It seems that freight No. 10 left Woodstock fifteen minutes in advance of the freight No. 16. Engineer Bothwell helped No. 16 [10?] up the grade at Woodstock with his engine and then returned for his own train.

No. 16 had orders to go by Brantford while No. 10 was to go by Hamilton. Engineman Bothwell therefore thought he had a clear track right through and did not expect the semaphore to be up at Paris and was going at full speed. No. 10 had stopped on the main track to take water at the water tank and the other freight dashed into [it].

Transcribed from Carl Riff's handwritten notes.