

GRAND TRUNK

WRECK AT
HASTINGS ON THE
MIDLAND LINES.

JULY 27, 1900.

FOUR KILLED IN HASTINGS.

A Bad Railway Wreck on the G. T. R. Near Madoc.

**Two Trainmen Killed and Several
Persons Injured—Explosion Kills
Two Men at Belmont Mine.**

(Special Despatch to The Globe.)

Bellefleur, July 26.—A fatal railway accident occurred on the Midland division of the G.T.R. at 1.25 o'clock this afternoon, when two passenger trains collided half a mile south of Madoc Junction and two lives were lost. The Madoc train, due to leave here shortly after noon, was delayed waiting western connection. It passes the Peterboro' express at Madoc Junction, but, being delayed, did not make the Junction in time, and the Peterboro' train did not remain there. Where the accident took place there is a bad curve, and the trainmen did not perceive one another's trains until too late. The two

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A terrible accident, by which two lives were lost, took place at the Belmont mine, near Marmora, on Tuesday night. Two miners, Louis Dufresne and Peter Terrion, were at work on the night gang and about 11 o'clock, after drilling the holes, loaded them, and lighting the fuse rang up the skip. They stood on the ball of the skip and were being hoisted to the surface when the blast went off, the concussion of which was sufficient to throw them off, and they fell to the bottom of the shaft, where both were found dead. Louis Dufresne was about 55 years of age, and was a native of Quebec. He leaves a widow and thirteen children. Peter Terrion lived near the mine, and was about 35 years old. He leaves a wife and family.

Coroner Dr. Tracy empanelled a jury to hold an inquest. The bodies were viewed and the inquest will proceed tomorrow evening.

JULY 27
1900

THE GRAND
TRUNK RAILWAY'S
“THE
INTERNATIONAL
LIMITED.”

CHICAGO TO
MONTREAL AND
PORTLAND.

JUNE 25, 1900.

EAST TRAINS, QUICK SERVICE.

The International Limited as a
Space Annihilator.

GRAND TRUNK SYSTEM.

Time Between Montreal and Toronto
Cut Down—An Extra Night Train
From This City—Public Travel
Rapidly.

Time and distance are being cut down these days by the fast trains of the Grand Trunk Railway system, and yesterday a new train service was inaugurated, which knocks off almost another hour in the time between Montreal and Toronto, and brings these two cities within seven and a half hours of each other. In addition, the Grand Trunk management is putting on another night train from Toronto to Montreal, a fast train, calling only at the important points. This train will leave an hour and a half later than the local train, which calls at all points between Toronto and Montreal, so that the travelling public will now have two trains nightly over the Grand Trunk between here and Montreal, something that has not been attempted by that road before.

The new fast train will be known as the "International Limited," and the name is an appropriate one, inasmuch as the train passes through two countries and serves the needs of two peoples. It runs directly through from Portland to Chicago, by way of Montreal, Toronto, Woodstock, London, Chatham and Windsor, and besides improving the service between Montreal and Toronto will also give western Ontario a better and quicker service, and will reach Chicago at 7.30 in the morning, while the service it supersedes reached there at 1.50 in the afternoon.

The International Limited.

Yesterday a number of the officials of the Grand Trunk, with representatives of the press, went down on the Grand Trunk as far as Niagara to

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The train left Chicago at 1.00 in the morning, while the service it supercedes reached there at 1.50 in the afternoon.

The International Limited.

Yesterday a number of the officials of the Grand Trunk, with representatives of the press, went down on the Grand Trunk as far as Napanee to meet the upcoming International Limited. With the party were Mr. M. C. Dickson, District Passenger Agent at Toronto; W. G. Brownlee, Assistant Superintendent of Lines east of Toronto, and Mr. W. Duperow, chief clerk in the District Passenger office. At Napanee they were joined by Mr. George T. Bell, General Passenger Agent of the system, and Mr. J. M. Herbert, Superintendent of Lines east of Toronto, who went west with the train as far as Woodstock, where they caught the east-bound International Limited from Chicago and returned to Toronto last night. What the new service is was explained by Mr. Bell.

The train is a solidly vestibuled train, consisting of a baggage car and second-class car, first-class coach, the newly-established cafe-parlor car, which was placed on the Grand Trunk system last year, and a sleeper. Both the Canadian service and the through American service is to be served by the International Limited, and tourist business to New England points is expected to take advantage of the service. Under the new time-table, which went into effect yesterday, a passenger in Portland can board the International Limited comfortably after supper, and reach Chicago in time for breakfast on the morning of the second day.

Not the Slow Old Days.

Leaving Montreal at 9 o'clock yesterday morning, the train reached Toronto at 4.25 yesterday afternoon, a run of 7 hours and 25 minutes. This is quite a change from the old days on the Grand Trunk, when it took about twelve hours to make the distance between the two points. Indeed, it may be said that since the new management took hold Toronto and Montreal have been brought closer together by fully four hours. Last year about this time a service was put on reducing the time, and the time-table that went into effect yesterday beats this again by 55 minutes.

Forty-three Miles an Hour.

JUNE
25
1900

Toronto
Globe
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A good idea of the running of the International Limited may be gathered by a comparison of its time with that of one of the celebrated American fast trains. The Pennsylvania Limited is one of the most noted of the fast trains between New York and Chicago. Taking that train's time from Jersey City and comparing it with the time of the International Limited, the latter will be found not to have suffered by the comparison. From Jersey City to Chicago is 911.96 miles, and from the time-table of the Pennsylvania Limited that train makes an average of 334-10 miles per hour, this including stops. The International Limited makes an average from Toronto to Chicago, 578.82 miles, of 37 9-10 miles per hour. The latter, however, makes 42 stops, the Pennsylvania only 18, so, allowing for these at an average of four minutes for each stop, the actual running of the International Limited will be found to be 43 2-10 miles an hour, and that of the Pennsylvania Limited 41 5-10 miles per hour.

How Results Were Achieved.

"The results which the Grand Trunk have been able to achieve," remarked Mr. George T. Bell, the General Passenger Agent, to The Globe representative, "have been brought about by a policy of having the road and roadbed placed in proper shape to stand quick and heavy traffic. Grades have been levelled or reduced, sharp curves lengthened, bridges strengthened to permit heavy traffic, while solid vestibuled trains have been introduced, with the results that engines have more hauling power. While the placing on of the present train is, of course, an experiment, I have no doubt that the results will fully justify it."

Hitherto passengers from Montreal by the train that arrived at 5.30 had to wait till 11.15 at night before leaving for Chicago. With the International Limited, they reach here at 4.25 and leave ten minutes later, arriving at Chicago at 7.30 next morning. The 11.15 p.m. train will not, however, be taken off, but will go by way of Hamilton and the Marais tunnel, making New York connections at Hamilton.

The new fast train which the Grand Trunk is putting on between Toronto and Montreal will leave here at 10.30 a.m., the local train for Montreal leaving at 9 o'clock, taking express and mails, and picking up all local travel. With this double service the travelling public should be well provided for.

JUNE

25

1900

TORONTO

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(3)