

CANADIAN
NATIONAL
RAILWAYS-

SOUTHERN
ONTARIO

EX- GRAND

TRUNK EX GREAT WESTERN

GWR.-BB&G

PARIS STATION.

-KEEP WOMEN BY
THEMSELVES.-

FEBRUARY 21,
1854.

Note.— We give place to the foregoing communication, not on account of its intrinsic value, but because the complaints against the management of the Great Western Railway are so numerous and varied, that it is high time Mr. Brydges should be deprived of that sickening man-worship which a portion of the Hamilton press seems disposed still to bestow upon him.

Mr. Brydges, for aught we know to the contrary, may be both talented and well acquainted with the practical working of English Railways, but he is evidently not the man for Canada. His system may do very well in England, but Americans and Canadians will not submit to it; and in our opinion, the sooner the company send the managing director back to his native land, the more flourishing will be the state of their finances. It has been said that he has too much work to do. That may possibly be the case; but who is to blame? Why, simply himself. He is anxious to be the factotum of the company, to control all its movements, to make all its appointments, to Anglify Canada according to his own ideas of men and things; and in his tremendously expanded desire to accomplish all these objects, he has made such a jumbled mess of the Great Western; that few, very few, travel over the road without expressing great dissatisfaction, as to its management.

His *litteriel* policemen, for whom there is not the slightest necessity, and for the organization of which force there is certainly no law, stink in the nostrils of all American travellers. Some of them laugh at the idea of the thing, and crack their jokes at the expense of the gray-coated menials of an addled-brained director, while others seriously enquire whether it be true that Canadians cannot govern themselves in the cars without the surveillance of policemen!!

These men are as obnoxious to Canadians as they are to Americans. The manners and address of several of them, that we have seen, during two trips over the road, are positively insulting, and the sooner they are removed, the better. We will give our readers a sample of the duties of these "hadden-grey Peelers," knowing that it will provoke a hearty laugh.

A few weeks since a gentleman went to the Paris station of the Western, accompanied by two ladies, and as the eastward-bound train was not expected for an hour (in fact it was that much behind time) he walked, with them, into the "ladies sitting room." In a few minutes, a grey peeler with an enormous stack of coarse, curly hair, and armed with a stout cane, made his appearance, had having tapped the gentleman on the shoulder, and assumed a very ferocious look, said, "we don't allow men in here, sir." The ladies are both Americans, and never before having heard of such an order, they looked up in blank amazement. The gentleman simply inquired of the Peeler if he had received such orders from his superiors. "I am ordered," said he, "to keep the women by themselves!!!" This became a standing joke, as well as a subject of general remark in the cars during that trip.

Such then, is a portion of the duties of Mr. Brydges' policemen. The absurdity of the thing must be so apparent to husbands, fathers, or in fact any person travelling with ladies, who claim and are entitled, not only to his protection, but also to all that polite attention which may render the journey agreeable; that we think very few will tamely submit to be separated from their families, at a railroad station, even although they should be rudely told that "the women must be kept by themselves."

Since the above was in type, we have received the Woodstock Sentinel, containing the following rather startling announcement. The writer says that, "since the opening of the Great Western Railroad, seven Locomotives have been destroyed on the line. The average cost \$15,000, in all \$105,000. This is exclusive of damage done to passenger and other Cars. A pretty fair item of incidental expenses for the time."

February
21
1854

Bradford

Paris
To keep the
women by
themselves

G.W.R.

WELLINGTON
SQUARE,

(BURLINGTON,
ONTARIO.)

SEPTEMBER 27,
1871.

THE FATAL ACCIDENT AT WELLINGTON SQUARE.—An inquest was held in Hamilton yesterday morning on the body of the late James S. Blount, conductor of No. 7 mixed train on the Great Western, who was killed at the Wellington Square depot as reported in THE GLOBE of yesterday. Among the evidence taken was that of the brakeman, Kings, who stated that the train was shunted at the station to allow the express going to Toronto to pass. There were two other cars on the siding, and it was necessary to couple them to the mixed train to move them further back. It was doubted whether they could be coupled, and the deceased went between the two to make the attempt. The brakeman thinks he found it impossible to do so, and it was then he was crushed about the middle of the body between the rear platform of the passenger car and the freight car. Blount never spoke after that moment; and though his head was lashed, and efforts made to revive him, he lived but two or three minutes. Baggage-man Tolme considered the couplings of different kinds, and therefore unsafe. Dr. O'Reilly, who examined the body, found no marks, bruises, nor bones broken, and was of the opinion that death was caused from a shock from the sudden blow received about the pit of the stomach from the buffer of the car. After a few minutes' deliberation, the jury returned the following verdict:—"That the deceased, James S. Blount, came to his death accidentally while coupling two cars on the track of the Great Western Railway, and this jury would suggest that the authorities of the G. W. R. should make some arrangements whereby all cars would have couplings so nearly alike as to preclude all danger by the drawheads going past one another."

September 27
1871