

THE WELLAND
RAILWAY DIARY

C. RIFF

WELLAND
RAILWAY

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WELLAND RAILWAY.—The Welland Railway Company, in anticipation of a heavy Fall business on opening up the line, have procured from Boston another first-class 30 ton locomotive, and some twenty-five or thirty freight cars. It is said that the whole route, from Port Dillulse to Port Colborne, will be open for traffic early in September.

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LONDON FREE
PRESS
August 20, 1858

Welland Railway.

The following is the report submitted at the meeting of the Directors of the above railway to London, and to which reference was made in the synopsis of the meeting published by us a week or two ago:—

The following interesting document, which had just come to hand, from the company's recently appointed manager, Mr. Smith, and addressed to the directors, was read:—

Having been appointed the general manager of your railway on the 14th of September last I have the honor to submit the following report for the information of the stockholders:—

In order to afford a full explanation of the existing state of affairs it will be necessary to divide the subject into three parts, viz., the past difficulties of the company, its present condition, and its future prospects.

The great majority of the stockholders are aware of the general pressure as to money matters which ruled during the construction of the road, a circumstance which operated strongly against its successful opening, not only by encumbering the amount of its rolling stock, but its quality also, and by preventing certain buildings necessary for the economical conduct of the business being of a proper character.

I will pass over this portion of the subject without further comment, merely remarking that the difficulties contended against, and, as the result proves, successfully contended against, were of no ordinary description; and the wonder is that, without sufficient funds, without credit, and without any system of management, the Welland Railway should have contrived not only to continue open, but to operate so actively as to convey during the present season an amount of grain not equalled by any railway in the world.

Before quitting the subject, however, I may, perhaps, be permitted to say a few words respecting the main spring of the works in Canada. The company have been peculiarly fortunate in being associated with a gentleman whose name and reputation has materially tended to keep the machinery in motion; and it is impossible to speak too highly of the zeal, the energy, and the indomitable perseverance with which the interests of the company have been forwarded by the Hon. Mr. Merritt, who has devoted his time, his great and valuable public and private influence, and his money likewise to the service of the concern. The stockholders never can and never will know the material sacrifice he has made on their behalf, and I heartily congratulate the company and Mr. Merritt upon what may be now considered the triumphant proof of the truth of his anticipations and the policy of his plans.

With regard to the present condition of the company, I found the road from Port Colborne to the crossing of the Great Western Railway

engineer, therefore, must always be employed, ought never to be out of repair, and can only be cleaned and washed out on the Sabbath-day, and I therefore recommend the addition of two locomotives and 100 grain cars, the latter to discharge themselves freely, save the labour and delay of shovelling, and replace the other 75; and although their capacity will be only equal to 50 of the others, the quickness of unloading them will allow of two extra trips. In fact, with such an addition I am certain we could convey an average quantity of 50,000 bushels of grain per diem throughout the season, which is as much as your present elevators can accomplish.

Now, as to our future prospects. By the time you receive this report the total number of bushels of grain carried over the line since the 26th of April, will exceed 3,000,000.

I am sorry to say the results in a pecuniary point of view are not satisfactory. Your expenses have been very heavy. The cost of procuring trade, the cost of conveying it over your road, and the expense of dispatching it from Port Dalhousie to the port of consignment have been excessive. Another season, I feel perfectly convinced, from my experience in traffic affairs, I can effect a saving of some thousand dollars in commission and traffic agencies alone.

As to the ultimate success of the Welland Railway, I am very sanguine. It must prove eventually, and at no very distant date, a highly remunerative investment.

The yearly increase of settlement in the Western districts of the United States, and the improvements in the system of agriculture, renders it a certainty that year by year we shall have an increase in the number of acres brought under the plough, and a consequent increase in the number of bushels of wheat and corn. So long as grain is grown it must come forward to the sea coast, and as coming forward the Welland Railway must carry its full share of the trade. It is a fixed fact that large vessels pay better than those of a smaller size. A very few years ago a capacity of 10,000 bushels was considered a maximum class. Now 20,000 bushel vessels are common, and such are from their size incapacitated from passing through the Welland Canal, and must be confined to Lakes Michigan, Huron, and Erie on one side, and to Lake Ontario and the river St. Lawrence on the other.

If such vessels are employed in the grain trade with Lake Ontario, or with Montreal and Quebec, their cargoes must pass over some railway, and no other can offer such decided advantages as the Welland.

Water conveyance is cheaper than railway transit, and the carriage of grain over a railway, by the elevation at both ends, improves the sample, stirring up and mixing the cargo, clearing it of dust, and polishing the

Mr. Milson, who may be now considered the triumphant possessor of the truth of his anticipations and the policy of his plans.

With regard to the present condition of the company, I found the road from Port Colborne to the crossing of the Great Western Railway at Thorold, a distance of 19 miles, generally in good repair. The sidings at Port Robinson and Thorold stations require extension, and I recommend these necessary works to be completed as soon as the finances of the company will allow the outlay. Seventy-five pairs of rails, 21 feet in length, will be required for these extensions. From the Great Western crossing to Port Dalhousie, six miles, being that portion of the road first opened, the rails were partially worn, and, as the line was becoming dangerous, I had it attended to immediately. The new rails required have been purchased, paid for, and laid.

On this length we need 75 pairs of rail for the alteration of track and a new siding at Port Dalhousie, which I also recommended to be proceeded with at the same time as the other work. Altogether we shall require (say) 65 tons of rails.

The condition of your roadway at the present time will compare favourably with that of any railway in Canada.

I found your rolling-stock to consist of four locomotive engines and 137 cars. One of the engines, the Ontario, is a good passenger-train engine, but not at all calculated for heavy freight. At present she is running with our ordinary trains, which take both passengers and freight. Another, the Amazon, is a freight engine, but wanting in power to work such a train as we have even at present. I rate her capacity a trifle lower than the Ontario. The remaining two, namely, the Grantham and the Chippawa, are well suited to the services they are performing—that is, shunting trains at Port Dalhousie and Port Colborne.

You certainly require two new locomotive engines of great power, so as to convey a full load of empty cars up the grade. It would be next to impossible to overlook such engines. From Lake Erie to Lake Ontario, the grade runs down with the freight. I recommend the addition to the rolling-stock, and also the erection of a brick or stone engine-house at Port Dalhousie, together with the shops, &c., necessary for repairs.

The present woodshed at St. Catharines is a make-shift, nearly worn out, and very ill adapted for the purpose to which it is applied, entailing a great annual loss, by the inefficiency of the protection to the engines in winter; and besides, it is entirely unprovided with any machinery, so that repairs, excepting those of the most ordinary character, are obliged to be sent to a machinist in St. Catharines, and our locomotive expenses greatly enlarged in consequence.

Of the 137 cars 12 are flat, used for wood, stone, gravel, &c.; 75 are box, employed in conveying freight and grain; 40 have been altered into double hoppers, carrying grain exclusively. These cars only cost

Water conveyance is cheaper than railway transport, and the carriage of grain over a railway, by its elevation at both ends, improves the sample, stirring up and mixing the cargo, clearing it of dust, and polishing the grain. It is evident, therefore, that the railway which performs these operations at the cheapest rate will carry the bulk of the trade, and the Welland Railway, owing to its short length, can find no competitor.

This advantage, however great in procuring us trade, has hitherto had its drawback in limiting our charges, which are based upon *pro-rata* principles. It is, therefore, to our interest to increase our mileage, if possible, and this can easily be effected, and in the cheapest manner, by having propellers under our own control; thus stocking Lake Ontario with motive power at a much less cost than we could furnish any extension by land.

Being in possession of such vessels we could dictate terms to the shipping trade, instead of being subjected, as we are at present, to their exorbitant charges for the delivery of our grain, and in place of paying over 5 parts out of 7, between Port Dalhousie and Oswego, for instance, we should retain the whole amount for distribution amongst our stockholders.

Upon this point I cannot do better than to refer the board of directors to the able exposition of the plan proposed by Mr. Merritt, and to urge, as strongly as possible, the adoption of the course recommended by that gentleman, which will insure our ultimate prosperity.

The Welland Railway, owing to its grade descending with the freight, offers advantages possessed by no other railway, and it is my deliberate and firm opinion it can be worked cheaper than any other line on this continent, and I shall never be contented until it is so. Another and most important element towards its success is that charging, as we do, 1/4 of a cent for elevating every bushel of grain at Port Colborne, and which sum is paid by the vessel delivering at that place, we are actually in possession of an amount towards paying our expenses before we turn a wheel upon the line, which will more than reimburse us for the total cost of the handling and haulage of the grain.

Out of 2,000,000 bushels of grain conveyed above 50,000 have been 'lighterage.' Vessels finding themselves, upon arrival at Port Colborne, too deeply laden to pass through the Welland Canal without touching the ground, transfer to us 1000 or 2000 bushels to be carried over the line, receiving it again upon arrival at Port Dalhousie. We receive for such service 3 1/2 cents per bushel. This is the most profitable part of our business, and it is one which will annually increase.

As wood is not of first-class quality in this neighbourhood, and is becoming more expensive every succeeding year, I propose to adopt the use of coal, both for our locomotive and stationary engines. Port Colborne is very ad-

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 ready from double hoppers, carrying grain ex-
 clusively. These cars only partially deliver
 into the elevator pits, requiring men to
 shovel and sweep out say half the contents.
 The alienation of these cars has been a mis-
 take; they ought to have been sold, and the
 proceeds invested in the purchase of the build-
 ing of perfect grain cars, requiring neither
 shoveling nor sweeping, but cleaning them-
 selves entirely. As it is, their employment
 entails a certain expense, which ought to be
 avoided. These double hoppers have capaci-
 ty for 400 bushels of grain, but it is not safe to
 load them with more than 350. The remain-
 der of the 75 cars—namely, 35—are box, un-
 fitted, requiring men to shovel out the whole
 of their contents in operation not easily per-
 formed by four men in twenty minutes. The
 use of these cars of course entails very great
 expense and delay, but we are obliged to use
 them too, but as they are, they are better than
 nothing. Both descriptions should be replaced
 by a class of a perfect box car as possible.
 The box cars will be useful to us for ordinary
 freight and the double hoppers could be sold,
 or leased advantageously to a neighboring
 railway company, who are much in want of
 rolling stock to carry grain. The 35 box cars
 carry the same amount of bushels of grain as
 the 40 above enumerated, and require repair you
 will find equal to 24,500 bushels. You have also
 50 double hoppers, newly made and put to
 work. These are only one-half the capacity
 of the others, but require no shoveling out of
 the cars, delivering themselves clearly in
 about one minute, and answer the purpose
 well. Deduct four for repairs, and you have
 46 equal to 23 at 350 bushels, giving 8050
 bushels, together with 24,500 above, gives a
 total of 32,550 bushels, which might be push-
 ed to 40,000 bushels. In order to maintain this
 quantity of grain per diem your four locomotive
 engines must be regularly at work—one with
 a mixed train conveying passengers, and
 2 in an hour, two trips each way, and another
 freight train, conveying 25 cars of 350
 bushels each, or cars equal to convey that
 amount in three trips each way per diem; the
 4 engines shunting at Port Colborne
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As wood is not of first-class quality in this
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 sive every succeeding year, I propose to adopt
 the use of coal, both for our locomotives and
 stationary engines. Port Colborne is very ad-
 vantageously situated for its importation, both
 from Erie in Pennsylvania, and Cleveland in
 Ohio. The economic use of coal is becoming
 more apparent every day in the United States
 and Canada. The saving effected is a clear
 25 per cent., and I very urgently advise that
 our new locomotives should be coal burners.
 Our present stock of engines could not be altered
 to burn coal altogether without incurring too
 great an outlay; but a very trifling sum would
 enable them to burn coal mixed with wood.—
 There is no doubt but that the Peninsula com-
 mending Lakes Erie and Ontario will become
 the manufacturing district of Canada.

A large cotton mill is now in course of
 erection at Thorold, upon the line of the Wel-
 land Railway, and public attention is fully
 awake to the importance of the district. Next
 year we shall have a steam vessel running reg-
 ularly between Port Colborne and Port Stanley,
 calling at intermediate ports. This will open
 an entire new communication.

With the advantages enumerated and a
 strict observance of a rigid system of econo-
 my as can be carried out without impairing the
 efficient working of the line, I have no fear as
 to the result of my management, and in con-
 clusion, I beg to assure the board that no ef-
 forts shall be wanting on my part to bring about
 a state of affairs perfectly satisfactory to all
 parties concerned.

"CORNELIUS STOVIS, General Manager."

JANUARY 21
 1861

COLLISION ON THE WELLS RAILWAY

From the St Catharines Constitutional yesterday.

About 11 o'clock on Saturday Night a terrible collision occurred on the Wells Railway, near Allanburgh, by which three men—William Stoker, conductor, Thomas Harrington, fireman, and Henry Burrows, passenger—were hurried into eternity without a moment's warning. During the evening, it appears the locomotives "Grantham" and "Obippawa" were detailed at Port Colborne to bring down to Port Dalhousie 17 cars laden with wheat. They started about ten o'clock, supposing, of course, that the track was clear through, and no up train on the way. At the same time orders were given at this station by a young man named Braund—who holds a sort of Deputy Superintendent's position—to the conductor in charge of the locomotive "Ontario" to proceed to Port Dalhousie and bring up sixteen or more empty wheat cars that had accumulated there, to be ready for Monday's business. On returning to this station with these cars, the conductor stated to Braund that he had orders from Mr. Stovin, the chief manager, not to leave till the down train arrived, whereupon Braund replied that he had later orders from Mr. Stovin's son to go on, which he showed in writing, and urged the conductor forward, who reluctantly complied. When near Allanburgh, the down train was discovered by the signal light to be about 10 car lengths ahead, which came thundering along on a down grade at a speed of 15 or 20 miles an hour. The "Ontario" engine was at once reversed and a continuous whistle applied, and when the collision took place this locomotive was backing down. But the "Obippawa" which was leading the "Grantham," never gave any alarm, nor did the driver—a brother of the Braund who started the fatal train—do anything to avert the catastrophe.

Indeed, instead of doing this, he seems to have been quite paralyzed, and had only presence of mind enough to jump off and save himself unhurt, the fireman and Thorold Station Master, who was on the tender, following his example. This exposed the four persons on the "Grantham" to the full force of the shock, without the slightest knowledge of their approaching danger, and, horrible to relate, when the grains struck, the driver (Keenan) was pitched through the cab window to a distance of about twenty feet, breaking a couple of his ribs, but not doing further harm; the fireman (Harrington) was thrown on the side of the track, and was so badly injured, internally, that he died within an hour after; the conductor (Stoker) was at the time sitting on the tender, talking to Burrows, who sat beside him, and both were thrown violently beneath the tender, by the broken portions of which they were mangled so frightfully, that they died almost immediately afterwards. Poor Stoker received a terrible wound on the left thigh near the groin and was otherwise severely bruised about the body, while Burrows had his right leg nearly severed at the thigh, the flesh being horribly torn, and the bone smashed to splinters,—indeed, death with him must have been almost instantaneous, though he is said to have spoken two or three times before breathing his last. The "Grantham" and "Obippawa" are both shattered to atoms, but the "Ontario" may be repaired at a cost of \$2,000 or \$3,000.

What adds more to the poignancy of this calamity, is the fact that Stoker leaves a wife and two helpless children, Burrows, a wife and five young children, and Harrington, an aged mother and two children, comparatively unprovided for, who must, unless the Company indemnify them as far as pecuniary compensation can make good their irreparable loss, become dependent upon their own feeble exertions for a livelihood, or be thrown upon the generosity of relations or sympathizing friends.

HAMILTON
SPECTATOR

MAY 21, 1861

Fearful Accident on the Welland Railway.

COLLISION OF TWO TRAINS?

Three Men Killed—Miraculous Escape of Several Others.

One of the most serious, and in fact the first collision that has occurred on the Welland Railway took place at the "Black Horse crossing" at Allanburg on Saturday night, by which three men, well-known in this town, and greatly respected by all classes, have lost their lives. The collision took place between a heavily grain-loaded train coming down from Port Colborne, and a special going up with empty cars to the same place. In the down train there were some thirteen cars, drawn by two locomotives, the "Chippawa" and "Grantham," and the up train was composed of seventeen cars, and drawn by the locomotive "Dunkirk." The accident appears to have been the result not only of gross carelessness and neglect, but a positive contravention of orders, the particulars of which we refrain from giving, as they will be fully elicited in the investigation which is now going on. We will, for the present, content ourselves by merely relating the incidents that occurred at the time of the collision, giving the names of the killed, and those on the trains, and the evidence as far as has been taken. The collision is represented as having been of the most fearful description, and it is considered almost miraculous that any one escaped with life on the Grantham locomotive. The names of those on the down train were—William Sicker, conductor; Joseph Jossy, and Samuel Buchanan, brakemen; the engine driver on the "Chippawa," (the leading engine), Harry Braund; David Clark, fireman. On the Grantham, Hugh Keenan, engine driver; Thos. Harrington, fireman, Capt. Henry Burrows, a passenger, and two wood cutters, names unknown. On the up train there were—Augustus Wilson, conductor; John McDermott, engine driver; William Smith, fireman; and Thos. Braund, clerk in locomotive department, the person charged with being the cause of the accident, and who was taken into custody and placed in the lock-up here by Chief Montgomery yesterday morning.

Those who are killed were all on the engine "Grantham," and it would seem, from the information that we have been able to gather, were not aware of any danger until thrown out on the side of the train, and probably they did not even then comprehend the manner in which they had received their injuries. Their names were

William Sicker, Conductor, Thos. Harrington, Fireman, Capt. Henry Burrows, a passenger.

The men on the "Chippawa" saw the up train some two minutes before the collision, and Braund, the driver, states that he endeavored both to reverse the engine and to sound the whistle, so as to warn those on the next engine of the danger, but could not find the instrument necessary to blow the whistle, and that he reversed his engine two or three times, but on each occasion it went back. Had he succeeded in giving the alarm to those behind, there can scarcely be a doubt but that the lives of those killed would have been spared, and possibly the trains prevented from colliding. Finding that he could not do anything to stop the train and the fireman jumped off, and thus saved their lives.

After the death the three mentioned, an order was obtained from Coroner Kanis at Allanburg to remove the bodies to this town, and those of Sicker and Harrington were taken to their houses, while the masses of friends took charge of that of Burrows, and telegraphed to his friends. Young Harrington was buried this afternoon by the German, of which body he was a member, and Mr. Sicker will be buried to-morrow by the Masons.

Thomas Braund, upon whom it is charged the whole blame for this melancholy accident rests, was arrested, and this morning Mr. Stovin preferred the following charge against him:

"I charge Thomas Braund with having succeeded—by fraud and falsehood—in starting a train in direct violation of my positive and personal orders, which, if adhered to, would have rendered it absolutely impossible for the fatal accident to have occurred."

The following is the evidence taken at the investigation at the Police Office, before Mayor Currie:

CORNELIUS SWYIN, sworn.—I am General Manager of the Welland Railway. It was absolutely necessary on Saturday evening to get a certain cargo of grain down from Port Colborne, and I gave Wm. Sicker, conductor of the freight train leaving Port Dalhousie at 4.30, instructions to return with that grain on reaching Port Colborne. I also told him that, in consequence of the extra duty imposed upon him, that he should not go to Port Colborne again that night; but if it was necessary to send up another train, I would appoint another man in his place, and that he might remain in town and spend Sunday with his family. He was to have informed me on his arrival here if it would have been necessary to send a special train to Port Colborne. I gave Augustus Wilson, a special conductor on freight trains, orders to take the train up, and told him that it was uncertain when Mr. Sicker would be down, early or late; "and mark you," I said, "upon no account whatever is anything to leave this end until all the engines are at this end; and if any engine is left at Port Colborne, you are not to start from here until you know that that engine is out of steam." These were instructions which I expected would have been acted on, and if they had, no accident could have occurred.—Augustus Wilson was the only person authorized to start that particular train, and the only one necessary to conduct it.

Cross-Examined by Thomas Braund.—I am aware of the situation you hold on the Welland R. R. You are Clerk, or "time-keeper" in the locomotive department. I do not know that you are in the habit of obeying my son's orders. Gave Sicker orders to return from Port Colborne. I am aware that Mr. Benth brought the train from Port Dalhousie. Gave Sicker his orders at the St. Catharines Station. I am aware you have no authority to give orders either for the departure or arrival of trains.

AUGUSTUS WILSON, sworn.—I am a special freight conductor on the Welland Railway. Was on board of the up train on Saturday night when the collision occurred. I was down at the station here when the 4.50 passenger train was going to Port Dalhousie. I saw young Mr. Stovin at the station, and asked him if a special train was going up that night. He said he didn't know, but told me to go to the house and see the "old gentleman." We went in company to Mr. Stovin's house, and he told me not to move out until I was sure that all engines were down, or the steam out of them; if any were left. (The witness corroborated Mr. Stovin's evidence in reference to the instructions given.) I then went to the station, and from there went home and got tea. I know at this time that the "Grantham" was not down. I then went back to the station and while talking to Mr. Morrison and another man, Braund came out of the locomotive shop and said "Hello Johnny, is that you; you are just the man I want to see." and told me that I had to take a special train to Port Colborne. I asked him if the "Grantham" had gone down. He answered "no." I then told him what Mr. Stovin had said, but he said he had

ST CATHARINES JOURNAL

MAY 22. 1861

COLLISION ON THE WELLAND R. R.

THREE MEN KILLED—MIRACULOUS ESCAPE OF SEVERAL OTHERS

(From the St. Catharines Journal.)

One of the most serious, and in fact the first collision that has occurred on the Welland Railway, took place at the "Black Horse crossing" at Allanburg on Saturday night, by which three men, well-known in this town, and greatly respected by all classes, have lost their lives. The collision took place between a heavily grain-loaded train coming down from Port Colborne, and a special train going up with empty cars to the same place. In the down train there were some thirteen cars, drawn by two locomotives, the "Chippawa" and "Grantham," and the up train was composed of seventeen cars, and drawn by the locomotive "Ontario." The accident appears to have been the result of gross carelessness and neglect. When the trains came in contact, the up train was shoved down the track, while the locomotive "Chippawa," the pilot, was thrown partially off the track, the driving wheels remaining on the rails. The tender of the "Grantham" was thrown over the "Chippawa" on the side of the embankment, while the engine itself—in which were Messrs. Stoker, Keenan and Burrows, sitting on the inside, and Harrington outside on the frame, having just been out to oil the machinery—was thrown to the side of the track, turning partially over, and falling on

MONTREAL GAZETTE
MAY 21, 1861

which they had received their injuries. Their names were

William Stoker, Conductor, Thos. Harrington, Fireman, Capt. Henry Burrows, a passenger.

The men on the "Chippawa" saw the up train some two minutes before the collision, and Brand, the driver, states that he endeavored both to reverse the engine and to sound the whistle, so as to warn those on the next engine of the danger, but could not find the instrument necessary to blow the whistle, and that he reversed his engine two or three times, but on each occasion it went back. Had he succeeded in giving the alarm to those behind, there can scarcely be a doubt but that the lives of those killed would have been spared, and possibly the trains prevented from colliding. Finding that he could not do anything to stop the train him and the fireman jumped off, and this saved their lives.

When the trains came in contact, the up train was shoved down the track while the locomotive "Chippawa," the pilot, was thrown partially off the track, the driving wheels remaining on the rails. The tender of the "Gantham" was thrown over the "Chippawa," on the side of the embankment, while the engine itself—in which were Messrs. Stoker, Keenan and Burrows, sitting on the inside, and Harrington outside on the frame, having just been out to oil the machinery—was thrown to the side of the track, turning partially over, and falling on Messrs. Stoker and Burrows, the first of whom had his leg broken, and a fearful contusion on the groin. He lived about half an hour after, but although apparently conscious, was unable to speak, notwithstanding his frequent efforts to do so. He lived in this town, and leaves a wife and two children, and a brother, Mr. Geo. Stoker. Mr. Burrows was thrown about the same distance as the conductor. One of his legs was fearfully smashed, the bone protruding several inches. He lived about an hour and a half after the accident, and talked to those around him. He formerly resided in this town, but lately removed to Orléans, where he leaves a wife and several children, totally unprovided for. He was agent for a line of propellers running to Port Colborne, on which he arrived just before the fatal train started, and being acquainted with Mr. Stoker, it is supposed that he requested to ride down with him for the purpose of spending Sunday in this town. Thomas Harrington, the fireman, was thrown 25 or 30 feet, had an arm broken, a severe and fatal injury to the lower part of the abdomen, and, we believe, the spine was also injured. He lived some two hours and twenty minutes after the accident. He conversed with his friends around. He lived here, where he has a mother and sisters. Hugh Keenan, the engine driver, does not know how he got out of the engine, but is of opinion that he was either thrown through the top or the window. He was pitched some 18 or 20 feet, and knocked insensible. When he got up he stumbled over poor young Harrington, and then proceeded to the house of Mr. Upper, close by, obtained assistance, and succeeded in helping to convey the injured men there, when he became too weak to do more, and found that he had two ribs broken, and some other slight injuries. Medical attendance was immediately sent for, but of course the three who are dead were beyond all possibility of relief. The two pool-cutters were sitting in the tender of the "Gantham," and escaped without sustaining injury, the tender being turned over them, and when they crawled out from under it, one of them shook himself, and then observed very boldly that he must go to St. Catharines for his horse, and walked off, followed by his companion.

Was on board of the up train on Saturday night when the collision occurred. I was down at the station here when the 4:50 passenger train was going to Port Dalhousie. I saw young Mr. Stovin at the station, and asked him if a special train was going up that night. He said he didn't know, but told me to go up to the house and see the "old gentleman." We went in company to Mr. Stovin's house, and he told me not to move out until I was sure that all engines were down, or the steam out of them, if any were left. (The witness corroborated Mr. Stovin's evidence in reference to the instructions given.) I then went to the station, and from there went home and got tea. I knew at this time that the "Gantham" was not down, I then went back to the station and while talking to Mr. Morrison and another man, Brand came out of the locomotive shop and said "Hello Johnny, is that you; you are just the man I want to see," and told me that I had to take a special train to Port Colborne. I asked him if the "Gantham" had gone down. He answered "no." I then told him what Mr. Stovin had said, but he said he had seen him since I had; and that he had a written order to go up with the special, exhibiting the order to me. He also told me I should have to take the train to Port Dalhousie by some empty cars. The contents of the order, as near as I can recollect, were to the effect that the "Ontario" engine should take a "special" of "empties" to Port Colborne that night. I told Brand I should not go to Port Dalhousie, as I had to see Mr. Booth. He said he would go and fetch the train up this far. I then went round to Mr. Booth's house. He was not at home, and his wife sent the boys to town to find him. I left word with Mrs. B. that I should keep the train till she came down. Then went to the station and told Mr. Morrison, the night watchman, to put out a red light and stop the train when it came up. He did so. Brand had charge of the train. He wanted me to start the train but I told him I did not want to go until I had seen Mr. Booth, who I expected would be down in a few minutes. I then went to the back of the train to fasten a lamp there, and while there, the train was started. I was on top of the cars at the time. They were all large box cars. I went up in the train. Nothing further happened until we got to the curve at Allanburg, and when the engine had got over the crossing there, we saw the other train coming down. McDermott and I saw it at about the same time. We were not going fast, probably 6 or 8 miles an hour. McDermott whistled "Breaks down," and reversed his engine. Brand and I put the breaks on. We were all on the engine when we first saw the other train. We stopped the train, the engine was reversed, and under way coming back when we struck. I was on top of the cars when the collision occurred, and was thrown about a car length and a half on top of the train on my knees. I did not hear the other train whistle, but heard the bell ring at the crossing, and knew from this that they had not seen us. McDermott was still whistling when the collision occurred.

CROSS-EXAMINED, by Brand—I said I wanted to wait until Mr. Booth came when you told me to start the train. Couldn't say how long it was after I got on the train that it started. It was understood that the train was under my charge. (The order given for the train was here shown to witness, and he identified it as the same shown him by Brand.) I thought that order countermanded the previous one from Mr. Stovin. I think the writing is that of Mr. Neil Stovin. I have received orders from Mr. Neil Stovin, and have acted on them. I think he never gave me an order without first consulting the "old gentleman." On Saturday evening he wouldn't give one until he had seen him. I understand the order to be, to send a train up. Mr. Dean has charge of the locomotive department, and a train cannot start without his orders.

The Mayor here announced that the investigation would be adjourned until to-morrow morning at 10 o'clock, as the Coroner's jury had been empanelled, and were now here examining the bodies, and would require the witnesses at Allanburg at the request this afternoon.

ST. CATHARINES
JOURNAL
MAY 22,
1861

The *St. Catharines Journal* says:—The business of the Welland Railway has increased at a wonderful rate this season. The employees and rolling stock are kept going day and night, and still it is found impossible to keep up with the arrivals. The basin at Port Colborne has been filled with vessels for four or five weeks, as fast as one is discharged another arriving. So great has been the pressure, the management has been compelled to charter some locomotives and cars from the Grand Trunk.

TORONTO GLOBE
JUNE 2 1871

WINDAND RAILWAY.—We believe it is the intention of this company to narrow the whole track from end to end to the four feet eight inch gauge, about April 1st. A number of men are hard at work narrowing the freight cars to this gauge, and three narrow gauge engines are to be put on the road, the old ones being about to be sold to private parties or to be changed to stationary engines.

MARCH 13 1873

ST CATHARINES WEEKLY NEWS

MARCH 13, 1873

WEEKLY NEWS.

TOWN AND COUNTRY.

It is reported that the old broad gauge locomotives formerly used on the Welland Railway have been sold to Mr. John Brown, contractor.

ST CATHARINES WEEKLY NEWS

MAY 29, 1873

Toronto Globe July 5 1873

July 4 1873

Two of the Welland Railway
locomotives collected in the
yard at Port Colborne
yesterday smashed one of them
so badly that it will be taken
up for some time

ACCIDENT ON THE G. W. R.

ST. CATHARINES.

Aug. 19.—The No. 10 express train on the G. W. R., which passed here at 7:30 this a. m., met with a serious accident at Merriton, by mistaking the lights on the canal bridge, which was open to admit a passing vessel. The engine, tender, and baggage car went into the canal with a terrible crash. Providentially the baggage car fell longitudinally in the chasm and stopped the rest of the train, which contained about 200 passengers, otherwise the loss of life would have been frightful. It was found that though a very serious affair had occurred no lives had been lost, as the engineer escaped by jumping into the canal, and the fireman although he sunk with the engine in 12 feet of water escaped all safe. The loss in baggage will be heavy, and it is likely navigation will be suspended in a day or two. We have been unable to find out who is responsible for the accident as every thing is in confusion.

[The following later report will explain the foregoing.—Ed.]

When the New York express about 3:40 o'clock this morning was approaching the Welland Canal Swing Bridge, the water gauge glass on front of the fire box burst, instantly filling the cab with steam and boiling water, so alarming the engineer that he jumped before bringing his engine quite to a stand, as the law requires, before crossing the bridge. The bridge being open the consequence was the engine and baggage car tipped forward into the canal opening. No one hurt nor trains delayed, except the morning express west, which was made two hours late.

ALLANBURGH AND CLIFTON BRANCH G. W. R.
—We learn that the contract for building the Allanburgh and Clifton branch of the Great Western railway has been awarded to Mr. Hendrie of this city, who commenced the work this morning. This branch will connect the Air Line with the Niagara and Suspension Bridge line of railways. The contract stipulates that the branch must be constructed by the 18th of October. Mr. Hendrie is just the man to do the work substantially and expeditiously.

HAMILTON SPECTATOR

August 19, 1873

BRIDGE REPAIRING.—The Welland Railway bridge spanning the Chippawa Creek between Welland and Port Robinson is being thoroughly overhauled by the Great Western Company. On Friday directly after the 8.05 a. m., train for Welland had passed over the bridge, the old timber arches were cut loose, and new iron girders were substituted therefore, the ends of each resting on the stone abutments. The task was completed, timbers, sleepers, track and all being laid by 11.30 a. m., the up train passing over with all safety.

TIMES
September 12 1873

RAILWAY OPENING.—The new branch line of railway from the Welland Railway at Allanburgh, to the Great Western at Clifton was opened, and the first train run over it yesterday. This road is at present known as the Allanburgh Branch of the Welland Railway, having been built by the Great Western on the Charter of the Welland Railway. The Great Western are applying for a Charter of their own during the present session of Parliament.

THE INTERNATIONAL BRIDGE.—On Sunday morning about seven o'clock, the last rail was laid on the International bridge between Fort Erie and Black Rock. Almost immediately afterwards a special train having on board Mr Gzowski, the contractor, Mr C. J. Brydges, and other officials of the Grand Trunk, crossed over to Black Rock, and was received with cheers by a large crowd which was assembled on the American side. Mr Wellington Smith had the honor of officiating as conductor on the occasion and the engine, No. 361, was driven by Mr Peter Schryer. On Monday at one o'clock the bridge was formally opened, and a special train containing the directors of the bridge, and a few invited guests passing over the structure, and immediately returning. The regular passenger trains followed directly, and the bridge was declared open for regular traffic. No demonstration of any kind took place, the directors, wisely no doubt, having come to the conclusion that the work would show for itself, and that in face of the unprecedented difficulties that had attended its construction, any parade or glorification would be at once unnecessary, and entirely out of place.

GALT

NOVEMBER 7, 1873

Welland R'y Time-Table.

GOING NORTH.

	A.M.	P.M.
Port Colborne.....	6 30	2 27
Humberstone.....	6 34	2 32
Air Line Junction.....	6 43	2 42
C. S. R. Junction.....	6 49	2 50
Welland.....	6 53	3 00
Port Robinson.....	7 04	3 13
Allanburgh Junction.....	7 09	3 18
Allanburgh.....	7 13	3 23
Thorold.....	7 23	3 35
Merritton.....	7 34	3 50
St. Catharines.....	7 45	4 00
Port Dalhousie.....	7 55	4 10
Toronto, via G. W. R.....	10 20	6 45
Toronto, via Steamer Picton....	10 40	

GOING SOUTH.

Toronto, via Steamer Picton...		2 45
Toronto, via G. W. R.....	7 10	3 30
Port Dalhousie.....	9 55	5 40
St. Catharines.....	10 15	6 00
Merritton.....	10 27	6 11
Thorold.....	10 40	6 21
Allanburgh.....	10 53	6 30
Allanburgh Junction.....	10 58	6 35
Port Robinson.....	11 03	6 39
Welland.....	11 16	6 50
C. S. R. Junction.....	11 23	6 54
Air Line Junction.....	11 35	7 00
Humberstone.....	11 45	7 08
Port Colborne.....	11 50	7 13

P.M.

Buffalo, (Via Air Line)..... 1 05

G. W. R. trains leave Merritton, going East, 10.27 a.m., 6.11 p.m., 10.24 p.m.

Going West, 7.39 a.m., 10.27 a.m., 3.50 p.m., 1.44 p.m., 10.24 p.m.

THOROLD POST
November 4, 1881

Welland Railway Time Table.

GOING NORTH.

	A.M.	P.M.	P.M.	A.M.
Port Colborne.....	6 45	2 55	5 50	9 05
Humberstone.....	6 49	3 00	6 53	9 11
C. S. R. Junction....	7 00	3 14	6 02	9 23
Welland.....	7 09	3 25	6 10	9 36
Port Robinson.....	7 20	3 40	6 21	9 52
Allanburgh Junc.....	7 25	3 44	6 25	9 57
Allanburgh.....	7 28	3 47	6 28	10 01
Thorold.....	7 46	4 00	6 40	10 15
Merritton.....	7 46	4 10	6 46	10 38
St. Catharines.....	7 58	4 22	6 55	10 50
Port Dalhousie.....	8 15	4 35	7 05	

GOING SOUTH.

	A.M.	A.M.	P.M.
Port Dalhousie.....	7 25	10 05	6 20
St. Catharines.....	7 35	10 25	6 30
Merritton.....	7 46	10 38	6 45
Thorold.....	7 51	10 46	6 55
Allanburgh.....	8 07	11 00	7 05
Allanburgh Junc....	8 11	11 04	7 08
Port Robinson.....	8 16	11 08	7 12
Welland.....	8 30	11 17	7 22
C. S. R. Junction....	8 39	11 27	7 32
Humberstone.....	8 51	11 36	7 41
Port Colborne.....	8 55	11 40	7 45

G. W. R. trains leave Merritton, going east, 10:38 a.m., 6:46 p.m.; going west, 1:50 a.m., 7:46 a.m., 1:50 p.m., 4:10 p.m., 8:25 p.m.

Post-Office Time Table.

MAILS CLOSE.

	A.M.	P.M.
Welland railway, going north	7 00	3 20
going south	10 20	6 20
G. W. R., going west.....	7 00	3 20
G. W. R., going east.....	10 00	6 00

ARRIVALS:

Welland railway, from north..	11 05	7 15
from south..	7 55	4 25
G. W. R., from west.....	11 30	7 30
G. W. R., from east.....	8 20	4 40

The post-office is opened daily (Sundays excepted) from 8 a.m. to 7:30 p.m.

THOROLD POST
February 5
1886

Railway accidents in or about Thorold for the past year may reasonably be classed as rarities. But at length the spell has been ruthlessly broken, and Thorold has been chosen as the scene for the semi-occasional wreck. It happened on Monday. The Welland mail train, due to leave Thorold at 10:45 a.m. had left the station, and was proceeding at a good rate of speed towards Allanburgh. The direct cause of the accident it is likely will ever remain a mystery; at least, no one now can give anything like a plausible theory. Certainly, however, when the train was rounding the curve, near the crossing at the Allanburgh road, the rear portion of the engine tender jumped the track, and, in less time than it takes to write, the baggage car, smoker and coach that composed the train were hurled from the rails, and lay a wrecked and broken mass in the ditch along the track. The engine did not leave the rails. The three cars were all on the east side. Naturally the express and baggage car was the most badly smashed. It lay ~~some distance from the track~~ ~~entirely over, lying bottom upwards.~~ The trucks were torn off, and lay scattered about. The second and last cars lay together, nearly parallel to the track, the second car turned completely about, the rear end being foremost, it being carried forward, and the car turned around by the impetus of the last car. Both were lying on their sides, and were badly smashed. Here, ~~there~~ and everywhere were bolts, bars of iron, wheels and timbers, they with the cars forming a sorry sight indeed. It is a wonder that many of the passengers were not killed outright; as it is, several were severely hurt. Mr. Phil. Grubb of St. Catharines, express messenger, had his face and hands badly cut, besides being badly shaken. It was feared at first that he was internally injured, but such is not the case, and he is recovering nicely. Mr. Jas. Walker of Thorold had a rib broken, and his hip sprained, and is also progressing nicely. The devastator's auctioneer, Mr. Wm. Stuart, had his back strained by being knocked against a seat. He also received a blow on the head from a piece of falling debris. He is about again; and will soon be as well as ever. Besides these, there were several Thoroldites on board, who sustained only a big shaking up, among whom were Judge Baxter, Miss Abell, Mrs. Jamieson, Mrs. J. A. Thompson and Mr. A. Garner.

The only reason that can be ascribed for the accident is the spreading of the rails.

The stoves, which were bolted to the floors, kept their places. The one in the express car hung down from the floor of the overturned car, held its fire, and kept the car warm for three hours, making a comfortable room in which the injured messenger was left until two o'clock, when an auxiliary arrived and took him to St. Catharines. The ballasting at the side of the track was torn as though an implement plough had furrowed it.

A big gang of workmen were quickly on the spot, and first got the tender railed, while others were repairing the track; then the broken cars were shoved clear of the track, and traffic was soon resumed.

This part of the road was all thoroughly overhauled, reballasted, and put in splendid condition, only one or two summers back.

Stewart, the auctioneer, had been through two previous railroad accidents, at one time being on a train which had to rush through a bush fire, in which he had every hair burned from his hands and face.

Had the stove in the express car broken, Grubb must certainly have been burned to death, as he thinks he

THOROLD
JANUARY 23
1891

Grand Trunk Railway.

Trains leave Welland daily except Sundays & holidays:

4.25 a. m. Express for Port Dalhousie, Hamilton, Toronto, Woodstock, London, St. Thomas, Detroit, Port Huron, Milwaukee, Chicago and points west.

7.20 a. m. Accommodation for Port Colborne and stations west on Loop Line and Buffalo and Goderich Branch.

8.30 a. m. Mixed for Suspension Bridge, Buffalo, New York, Boston, Hamilton, Toronto, Woodstock, London, St. Thomas, Detroit, Port Huron, Chicago and points west.

11.15 a. m., Mail for Port Colborne, Fort Erie and Buffalo.

2.25 p. m., Accommodation for Port Colborne, connecting for Dunnville, Brantford, Stratford and points west.

6.44 p. m., Mail for Hamilton, Woodstock, London, Toronto, Kingston, Montreal, Quebec, Portland and other eastern points.

6.00 p. m., Accommodation for Port Dalhousie, Hamilton, Suspension Bridge, Buffalo, New York, Boston, etc.

7.34 p. m., Express for Port Colborne, Fort Erie and Buffalo.

For through tickets, time tables and any further information as to through coaches, sleeping cars, etc., apply to O. H. GANKE, Town Ticket Agent, Orient Block, Welland, Ont. I am in my office at six a. m., in time for morning trains. Call for tickets.

R. E. WAUGH,
Station Agent.

W. EDGAR,
Gen'l Pass. & F.

L. J. SEARGEANT,
Gen'l Manager.

WELLAND

July 1892.

A FRIGHTFUL ACCIDENT.

Trains on the Grand Trunk Crash Into Each Other

NEAR ST. CATHARINES

Three Men Lose Their Lives.

INDESCRIBABLE WRECK.

A Number of Hairbreadth Es- capes.

A TORONTO MAN'S NARRATIVE—LIST OF THE DEAD AND INJURED—A CONDUCTOR DISOBEYED ORDERS.

St. Catharines, July 18.—(Special.)—A terrible accident occurred about 10.30 this morning on the Welland division of the Grand Trunk about two and a half miles from here, and between this city and Merriton. The accident was at the point where the line crosses the railway from the Lincoln Paper Mills near the "crossing" road leading from the mills to the Merriton road. The train coming from Buffalo in charge of Conductor John Peckham of Niagara Falls to connect with the steamer Empress of India at Port Dalhousie met the mail train from the latter place in charge of Conductor James Boyle at Port Colborne. The collision resulted in the death of three men and the serious injury of a number of others. The trains were each running fast, but owing to a curve in the road the engines did not see each other until they were but a short distance apart. One of the trains whistled down brakes, but the speed was not even reduced. The shock was terrific. The boat train from Buffalo consisted of an engine, a baggage car, a smoking car and a passenger coach, and the other of an engine, mail car and passenger coach. Both trains were heavily loaded to pieces. The engines lay side by side, one above the other, and the passenger cars in splinters lay beside them. The coach of the boat train shot over the bank, leaving the trucks on the rails. The smoke of this train was buried into the mill race inside down. The cars are perfect wrecks. As soon as possible

the work of rescue was begun. Dr. Merritt, Father Allain, Capt. William McAvoy and Mr. P. H. McNamara were among the first from this city to arrive at the wreck and they worked like Trojans. The special from Niagara Falls brought Dr. Reid, the company's surgeon, and Dr. Campbell. The employees of the paper mills, spoke factory and other establishments also turned out in full force. Mr. Bull, division superintendent of the G. T. R., arrived from Hamilton about 2 o'clock. Auxiliary trains from the bridge arrived about 1. Mr. D. Martin, assistant superintendent, arrived from London about 7 in the evening. The water was let out of the race-way in order that the smoke might be reached. It is little short of a miracle that any of the passengers were escaped alive. Thomas H. Braden, Merriton, conductor of the boat

and then kindling wood, cushions, seats and everything else flying through the car.

Brakeman James Grooms of the boat train jumped through the door of the baggage car and escaped unhurt.

Mr. W. Jackson of Rockdale, Eng., one of the passengers on the train from the Falls, said: "How I escaped, I do not know. We had just left Merriton, and were proceeding at a speed I should say of not less than 30 miles an hour. I happened to look toward the end of the car when I saw the brakeman and another man suddenly spring for the brakes, and work it as though for life. Then both jumped, and as they did so I heard a crash, and immediately a mass of wood and stuff came rushing through the cars, glass cracked and flew around and then came terrible darkness. The car seemed to turn over twice, then stopped, and I felt the water pouring on to me. In falling the cars formed a kind of archway through which I crawled, then climbed on to the outside and to dry ground. God only knows how I escaped death. I do not. We started from the Falls about 12 minutes late, and I heard the driver say that the air brakes would not work. I escaped with a slight scratch wound."

Conductor Boyle was seen at the residence of Mr. Smyth, where he was lying on a lounge with his head bandaged up. He said: "I was on the platform taking a drink of water. When I heard the air brakes I looked out to see what was the matter, and then I was pitched out on my head and knees, washing away the same time. When I recovered most of the people were out of the wreck. He would say nothing more. He has since been removed to his home in Port Colborne.

A man named Farrow, who was in the number of the boat train, had to crawl out into the mill race to get from the wreck.

Thomas Allen of Louth, with his wife and four children, were on the boat train, but beyond a severe fright and shaking they escaped without injury, although the car in which they were left the trucks, and one end rested on the cars in the mill race.

Mrs. Stephen Bradley was going to her field close by the collision. Pieces of the wreck flew around her in all directions, but she escaped unhurt. The next thing she saw was the two trains piled up in a heap.

Charles Thomson, Niagara Falls, was sitting in the baggage car of the boat train near David Hunt when the accident occurred. Hunt was instantly killed, but Thomson escaped with a bruised back.

CAUSE OF THE DISASTER.

The cause of the disaster has not been fully ascertained yet. So far as the evidence taken at the inquest goes it would seem that Conductor Peckham was to blame. According to the evidence of Henry Davis, station master at Merriton, Conductor Peckham's train was late in arriving there, and therefore lost the right of way, and could not cross Conductor Boyle's train anywhere else without orders. Davis says that the operator at Merriton told him Peckham left that station without orders. The operator's own testimony will be heard to-morrow, and if the statement is correct then Peckham was to blame. Peckham had the privilege of leaving Merriton without orders if he could reach St. Catharines by 11.25, but as a matter of fact it was after that hour before he reached Merriton. Strange to say all the officials on Peckham's boat train except Watch, checkman, who had little to do with it, left the scene of the wreck immediately for Niagara Falls, and did not wait for the inquest.

CONDUCTOR BOYLE.

Conductor Peckham is one of the oldest on the line, and has always been regarded as a reliable man, though a little audacious. The railway company will be represented by counsel at the inquest to-morrow.

Conductor Boyle and Express Messenger Groat were in an accident about a year ago, and Groat was laid up for some weeks.

Richard Walters, operator at Merriton, was unable to leave the station to-day, but will attend the inquest to-morrow, and say whether Conductor Peckham had orders to leave there.

The loss to the company will be about \$150,000.

The truck was cleared at 10 p.m.

Conductor Peckham's train was on the way to Port Dalhousie to meet full ex-courists on the Empress of India. Fortunately these excursionists were not on the train at the time of the accident, or the catastrophe would have been much more serious. The Grand Trunk applied to the Niagara Central Railway for permission to use the latter's track between St. Catharines and the bridge. This was cheerfully granted, and the excursionists went on their way, and the excursionists.

One of the most remarkable escapes was that of Conductor Boyle's son. An hour after the wreck he was out of one of the cars alive and well, with the exception of a few bruises.

Thomas H. Braden and

TORONTO
GLOBE
JULY 19,
1892

...down brakes, but the speed was not even reduced. The shock was terrific. The boat train from Buffalo consisted of an engine, a baggage car, a smoking car and a passenger coach, and the other of an engine, mail car and passenger coach. Both trains were heavily loaded to pieces. The baggage car was... the passenger car... The coach of the boat train... over the bank, leaving the trucks on the rails. The smoker of this train was hurled into the mill race upside down. The cars are perfect wrecks. As soon as possible

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KILLED AND INJURED.
Following is the list of the dead:—
Elias Chapman, Port Dalhousie, instantly killed, head smashed.
David Hunt, Niagara Falls, baggage man on the boat train, head smashed, instantly killed.
A. H. Vanslyke, King's Iron Works, Buffalo, lying when found but died soon afterwards, head badly crushed.
The wounded will all recover, though some of the injuries are very serious. The list is as follows:—
Philip H. Grobb, St. Catharines, ex-pressman on Boyle's train, received a terrible fall over the right eye and was badly shaken up. Dr. Letch sewed up the wound and says he will be all right. He was removed to his home here.
Erin Walford, William Clark, both of London, news agents, badly cut; both were removed to the hospital here and are doing nicely.
W. Jackson, Rochdale, Lancashire, England, badly shaken up and slightly cut on the scalp.
W. Spratt, fireman, Port Colborne, had his foot badly crushed. He was removed to his sister's residence here and the foot was amputated. His brother was also injured, but slightly.
Charles H. Pheasant, night operator at Merritt, had his back badly wrench- ed. He now lies in a neighboring house, but will recover.
Brakeman... of... Conductor Boyle's train was slightly hurt about the head.
Collector Flynn of Niagara Falls, slightly injured.
Peter Welsh, Port Colborne, baggage man on Boyle's train, injured internally. He was removed to the hospital and is recovering.
Thomas Gilroy, Toronto, slightly cut about the face.
Jas. Boyle, Port Colborne, conductor, and his son, mail clerk on the other train, were seriously hurt and were removed to the residence of Mr. John B. Smith. Both will recover.
Dr. Youmann, St. Catharines, scratched and bruised.

HAIR-BREADTH ESCAPES.
Some of the scenes were hair-breadth. Mr. Thomas Hastings of this city was running down in the smoking car that plunged upside down into the mill race. He says there were probably twelve people in the car. He hardly knows how he escaped until he found himself standing on the bank without a scratch. Strange to say, his son, Hugh, was coming up on Boyle's train, and he also escaped with- out injury. Mr. Hastings says all he can remember is the shock of the collision.

...privilege of leaving Merritt without orders if he could reach St. Catharines by 10.25, but as a matter of fact it was after that hour before he reached Mer- ritt. Strange to say, all the officials on Peckham's boat train, except Welsh, Chapman, who had time to do with it, left the scene of the wreck immediately for Niagara Falls, and did not wait for the inquest.

Conductor Peckham is one of the best on the line, and has always been re- garded as a reliable man, though a little audacious. The railway company will be represented by counsel at the inquest to-morrow.

Conductor Boyle and Express Messen- ger Grobb were in an accident about a year ago, and Grobb was laid up for some weeks.

Richard Walters, operator at Merri- ton, was unable to leave the station to- day, but will attend the inquest to- morrow, and say whether Conductor Peckham had orders to leave there. The time to the company will be about \$120,000.

The track was cleared at 10 p.m. Conductor Peckham's train was on the way to Port Dalhousie to meet 601 ex- cursionists on the Niagara of India. Fortunately these excursionists were not on the train at the time of the accident or the catastrophe would have been hor- rible. The Grand Trunk applied to the Niagara Central Railway for permis- sion to use the latter's track between St. Catharines and the bridge. This was cheerfully granted, and the excursionists went on their way.

One of the most remarkable escapes was that of Conductor Boyle's son. An hour after the wreck he was cut out of one of the cars alive and well with the exception of a few bruises. Thomas Hastings and his son Hugh were on opposite trains, but unharmed.

THE INQUEST.

EVIDENCE THAT CONDUCTOR PECKHAM PRO- CEDED WITHOUT ORDERS—PROCEEDINGS ADJOURNED UNTIL THIS AFTERNOON.

An inquest was held in the Town Hall at Merritt this afternoon by Coroner Dr. E. Goodman, mayor of St. Cathar- ines. The juryman were James P. Lee, News of Merritt, foreman; Alphonse Brennan, Richard Jackson, Wm. Tremble, Richard Clark, James Cogan, H. H. Boyle, Toronto, Bramley, R. B. Hu ter, Thomas Heston, Michael De savel, Peter Flynn, Chas. A. Wilson, John R. M. Clelland, Wesley Phelps, William Niles, Patrick Disher, John Wallace, William Sanderson.

James Welsh, Niagara Falls, fireman on the boat train, and the only official on that train who was present at the inquest, said:—This morning we left the bridge at 9.50 or 9.55, and came to Merritt. Train backed up on Welland road as usual. I did not notice the time of arrival at Merritt. Cannot leave the bridge until the operator reports that Toronto express No. 9 has passed St. David's. I did not notice the time the train reached Merritt. I heard the crash fifteen or twenty minutes after leaving Merritt. I got out and helped those in the cars out on the bank. I searched around the wreck and found E. Chapman and David Hunt. They were dead when I found them. I heard some one shouting in Boyle's train, and as- sisted in getting those who were in the train out of it. The train from the bridge or from either direction does not wait the station at Merritt without orders from the train despatchers. The operator receives orders from despatchers at Hamilton and Allanburgh. These orders are given to the conductor. The con- ductor cannot leave the main line of the railway to go on a branch line without orders. The accident was on a branch line. When the conductor gets orders he can leave Merritt to meet the train from the boat at St. Catharines or Port Dalhousie. I heard a whistle before the collision for brakes, but could not fill which train whistled. The boat train was not going over fifteen miles an hour. Cross-examined, Welsh said:—I often meet the Port Dalhousie train at Merritt. Did not notice the time we reached or left Merritt.

MERRITON STATION MASTER.

Henry Davis, station master, G.T.R., at Merritt, said:—I was instructed to send a pilot engine to Port Dalhousie at 10.25 or 10.27 a.m. The boat train passed me in the port at that time. Conductor Peckham wished me to wait the driver of the pilot engine to be care- fully approached. Port Dalhousie. The boat train, Conductor Peckham, to meet from Conductor Boyle's train at Port Dalhousie at 10.25 a.m. receiving the boat train in the time. Both Conductors

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...the engine of the Erie remained stable on the track, but the coaches were hurled down a steep bank to the mill race below, a distance of 20 or 25 feet. Conductor Boyle's train was not so badly wrecked as the other, nor were the fatalities so great. The inquiry opened at Merrittton. Cyrus Chapman, engine driver of Boyle's train, and David Hunt, baggage man on the Erie, are among the dead. A mail evidently from Buffalo and whose papers indicated that he was connected with a firm there, is also dead. No one can fix the responsibility of the accident as yet, but it is said that Preckman's train was late. The usual schedule is for the train from Buffalo to get to Port Dal Housie before the steamer's passengers leave by train at 10.35 a.m. for the bridge. Sometimes they cross at St. Catharines, but to-day they met between the latter place and Merrittton. Conductor Boyle and his son, who is mail clerk of his train, are injured, but not seriously. The express messenger, P. H. Clark, on the same train is badly...

...and a man up. Our correspondent interviewed News Agent Wolfe of the Erie train. He is at the hospital badly hurt. He is the sole support of his mother and sister, who live at London, and the poor lad's affliction was far greater for them than for himself, though suffering intensely. Peter Walsh of Port Colborne, baggage man on the Erie, went down with the smoker, but escaped with slight injuries. One man was drowned when the rescuers were just wearing him, as he lay pinned in the wreck of the smoker. His head sank as the waters raised about him and the voice that had directed the workers was silenced in death. Mr. Thomas Hastings of this city was coming down in the smoking car that plunged upside down into the mill race. He says there were probably twelve people in the car. He hardly knows how he escaped, but he was standing on the bank without a scratch. He had kicked out a window and got out some way. Strange to say, his son Hugh was coming up on Boyle's train and he also escaped without injury. Mr. Hastings says all he can remember is the shock of the collision and then seeing kindling wood, cushions, seats and everything else flying through the air. The Grand Trunk trains are running via the Niagara Central until the track is cleared.

TORONTO MEN'S ESCAPE.

NARRATIVE OF ONE OF THE ESCAPERS FROM PORT DALHOUSIE—THE SCENE OF DESTRUCTION.

Dr. R. J. Wilson, one of the passengers on the local train, was seen at his residence, 8 Yorkville avenue, Toronto, to evening, and gave a graphic account of his experiences. He crossed to Dalhousie on the Garden City yesterday morning, and there took the ill-fated train, in company with Mr. W. L. Huddart, contractor, of Ketchum avenue, and Mr. Thos. Gilroy, butcher, Niagara street, as they were sitting in the smoker chatting when they heard the air brakes apply and the car slowed up with a sudden jar. That's a very quiet stop, do you see? remarked Mr. Huddart, but before any reply could be made the crash came. Instantly continued the doctor, a pine seat and portions of it were flying in every direction, but I turned in the slight air, and Mr. Gilroy escaped with a slight laceration of the face, either from the flying glass or through striking the door in getting out. We were the only occupants of the car. We at once rushed out of the car, and on getting upon the track found a large, portable water off-structure. The baggage car of the Erie never was being partially in the mill-race to the south; north of the track lay the debris of the two locomotives smashed out of all shape. I never saw such an absolute wreck, while the coaches of each train were piled alongside almost as neatly broken up. The mail and baggage car of the Erie was very much injured also. Beside the wreck lay the bodies of our driver and a passenger from Buffalo, both dead.

THE TRAIN WAS STOPPED.

We set to work at once to assist our less fortunate fellow-passengers. Mr. Huddart took charge of the operations, working himself indefatigably. After a hour's hard killing labour, the 18 men were rescued out of the baggage car, and not then we heard a voice from the de-

...the city that the women burning women had set fire to almost numberless dwellings and houses. So it proved. Your correspondent found no less than eight places on fire, but the conflagration had resulted in such an excitement that not a house or shed within a half a mile's radius was left unprotected. Water was freely used everywhere, and though many places were saved within the minute, fully a dozen were badly scorched. The fire was at its height when a large flying column entered the bay where Louis of Brunsow & Marceau. In a moment it was seen that...

ANOTHER DANGEROUS FIRE.

...was inevitable, and so it proved. This building was owned by the Allan estate and was capable of storing fully 3,000 tons of hay. It was completely filled, and as the inflammable material which the breeze it burned as only such rain. Over the river portion of the city and away over the southern districts, the thick, black smoke rolled. Up town it seemed that the city was doomed. The population turned out by thousands and the excitement grew. Hods rushed through the city for more hose, hospital ambulances carried messages from chief to sub-chief, and amid the clanging of engine bells and cries of alarm as the flames sped upwards, such a scene was witnessed as never more will again, it may be expected in this city. The result of the second fire was a total loss. As Brown & Marceau had but little insurance. Not less than \$20,000 will cover the loss of which the Allan estate will contribute about \$4,000 for the building. For hours the conflagration burned for city in the premises of Ramsay & Glendonning and the timely arrival of satisfactory district fire brigades did much towards relieving the labor of the city brigades, as they gallantly fought the flames. The entire reserve of the police force were sent to the scene, as the crowd had become so great that they impeded the work of the firemen. Towards 8 o'clock it was seen that the conflagration was under control and about the same hour the "all out" was struck for the Allan building fire. Surrounding the burned district were a number of dwellings, several of which were destroyed. These included the houses of Wm. Grayson, M. Mahoney and Z. Yverault and an English family, whose names are not known. In each of these cases the entire houses were destroyed and there is not a cent of insurance. During the progress of this fire three other alarms were struck from various portions of the city, and this fact owing to the necessary absence of part of the brigade considerably weakened the force of the great majority. The City Council turned out in great numbers, and it is more than probable that at the next meeting a sum of money will be voted the fare of the steamship Pylades.

INSURANCE.

The insurance on both fires reaches the figure of \$137,500, and was placed by Messrs. G. R. Robertson & Son. That of Messrs. Ramsay & Son had been in the hands of a New York company, but was transferred as recently as January last into the charge of the above firm. A complete list of the insurance and the companies involved is as follows:—

- Messrs. Ramsay & Son, North British, \$10,000; London Corporation, \$10,000; Western, \$10,000; Royal, \$10,000; North American, \$10,000; Liverpool, London & Globe, \$10,000; Commercial Union, \$10,000; Scotland Union, \$10,000; Quebec, \$10,000; Atlas, \$2,500; Calcuttan, \$2,500; total, \$92,500.
- W. Glendonning & Son, Scotland Union, \$10,000; North British, \$10,000; London Corporation, \$10,000; Alliance, \$10,000; Commercial Union, \$10,000; Atlas, \$12,500; Lancashire, \$10,000; Royal, \$2,500; Western, \$10,000; North American, \$10,000; Quebec, \$7,500; Scotland Union, \$10,000; Calcuttan, \$10,000; Sun, \$2,500; City of London, \$2,500; Commercial, \$2,500.

TWO BUSINESS KILLED.

12.30 p.m.—The walls of the building at the corner of Gray Nin and Wellington streets have been blown down. A woman named Samuel King has been badly injured, and two others have been killed. One of the latter is still under the mass of debris, but cannot be searched for as the other part of the building is expected to fall at any moment.

GENERAL MONTREAL NEWS.

The N. A. U. C. A. Calcuttan Convention delegates have returned. One of them in conversation with The Globe correspondent said that while in Buffalo he learned that a number of Montrealese

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Peckham registered as having arrived at Merritt on 10.27 a.m. Her time to leave Merritt for Port Dalhousie is 10.07 a.m. The boat train being late, had just her rights, as does Hoyle's train anywhere on the line without orders. Conductor Peckham had no right to leave Merritt station without orders. When I got to the station the operator asked me had the boat train left. I said "Yes." I asked the operator if Conductor Peckham's train (the boat train) got orders. The operator first said "Yes," and then said that he misunderstood—that Peckham had no orders. The operator told the despatcher at Allanburgh that the boat train had left Merritt, and I understood that the despatcher tried to stop Hoyle's train at St. Catharines to hold it there till Peckham's train arrived. It was too late; Hoyle had left. Peckham had the privilege of leaving the Merritt station without orders if he could make St. Catharines by 10.25 a.m., but he did not register at Merritt until 10.27. He could not leave Merritt without orders, as Hoyle's train leaves St. Catharines at 10.28 a.m. Conductor Peckham failed to observe the regulations laid down for his guidance, provided he got no orders. Conductor Hoyle has the right of way and does not require and so hold.

COLEMAN'S STORY.

Wm. Jackson, a chemical manufacturer, of Rochdale, Lancashire, England, said:—I was on the boat train coming from the bridge. I thought it was late. I never heard any alarm, and thought we were going very fast. I thought about 20 miles an hour. When the collision occurred I was in the smoking apartment. My head and arm were slightly injured and also my side. The car I was in was thrown into the water. The officials showed no courtesy, and gave no information or assistance. A man (David Hunt) who sat on the opposite side of the car from me was killed. I saw the brakemen put hooks on wheels all their right these or four minutes before the accident. We then went forward every until the accident occurred. The inquest was then adjourned until 2 to-morrow afternoon.

terior of the wrecked car exclaim, 'Don't leave me here.' This was Hoyle, the mail clerk, and son of the conductor, and him we also released after some further effort. Neither of these men were seriously hurt, though how they escaped is a mystery.

Dr. Youmans of St. Catharines and myself were the only physicians on board, and we did all we could to temporarily relieve the sufferings of the injured. Conveyances from St. Catharines were on hand in an incredibly short space of time, and in those the wounded were conveyed to the hospital in St. Catharines.

In the Erie baggage car, which had slipped over into the mill-race, we found a small boy of about twelve years. Fortunately he was caught in the upper end of the car, and we got him out without injury. We went through the car, but could find no others, and I do not believe any bodies will be found under that car. There was a passenger car on our train behind the smoker I was in, with possibly twenty passengers in it, but none of these sustained any injury. Of course I am unable to say who is to blame for the disaster, but I would like to add that the train hands who were not injured and the other railway employees did everything in their power to help the unfortunate wounded and alleviate their sufferings. I returned to Toronto on the afternoon train, and Mr. Gilroy came back on the Garden City at night.

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ANOTHER ACCOUNT.

INTERESTING INCIDENT IN ST. CATHARINES—
INTERVIEWS WITH THE WOUNDED—SOME
THRILLING SCENES.

St. Catharines, July 18. (Special.)—The most intense excitement was felt throughout the city today when vague rumors came that a "terrible" and fatal collision had occurred near Merritt. The wildest statements found ready credence, but fortunately the first statements of eighteen or twenty killed have to be materially discounted. But the truth is bad enough. Your correspondent at once drove to the place of the accident, where an indescribable scene was presented. The engines of two trains on the Welland division of the Grand Trunk and their full make-up of passenger coaches, etc., were piled up in wildest confusion. The engines were locked in a destructive embrace. Haggard cars and tenders were piled on top and in the ravine lay the ruins of the coaches, cut and hacked in order to rescue the ill-fated occupants. As usual the employees of the railway were dumb as to giving information and it had to be gleaned under great difficulties. It seems that the Erie train, in charge of Conductor Peckham, and the train from Port Dalhousie, in charge of Conductor Hoyle, carrying passengers from the steamer Empress of Hulls, met at a curve near Merritt. Not only is there a sharp curve at this point, but the view is further obscured by a house, barn and some scattering trees. The impact must have been one of terrible force. Fire, pain and death followed. The engine of the Erie remained beside the track, but the coaches were hurled down a steep bank to the mill race below a distance of 20 or 25 feet. Conductor Hoyle's train was not so badly wrecked as the other, nor were the fatalities so great. The inquest opened at Merritt, Cyrus Chapman, engine driver of Hoyle's train, and David Hunt, baggage man on the Erie, are among the dead. A man evidently from Buffalo and whose papers indicated that he was connected with a firm there, is also dead. No one can fix the responsibility of the accident as yet, but it is said that Peckham's train was late. The usual schedule is for the train from Buffalo to get to Port Dal.

THE COLLISION

TERRIBLE WRECK AND SAD RESULTS.

hope of recovery was abandoned long before final dissolution. Deceased leaves a widow (daughter of Mr. Edwin Smith) and one son. The funeral took place on Sunday, and the remains were interred at Doan's Ridge, the Rev. J. J. Morton conducting the services, assisted by the Order of Chosen Friends, of which organization the deceased was a member.

The news of the railway accident on Monday caused almost a panic, the vagueness and exaggeration of reports causing the greatest suspense among the families of the trainmen. The first news was a telephone message from Conductor Boyle to his wife stating that he was not seriously hurt, and that poor Chapman was killed, but it was not until late in the afternoon that any accurate details could be obtained. The news was imparted to Mrs. Chapman as gently as possible, but when the dreadful reality dawned upon her, that the husband who had left her but a few hours before was in the cold embrace of death, her grief was heartrending. Poor Chapman died at his post and fills a hero's grave, for had he not manfully remained until he had reversed his engine and applied the air brakes, the loss of life would have been appalling, but like the hero that he was, he would not jump until he had done his utmost to save his passengers. The deceased was very popular all over the county, and a man whom everyone honored and respected. He was the only son of Mr. Amos Chapman, of South Falham, and had been connected with the railway for about 18 years, commencing as a brakeman on Boyle's train; afterwards he worked in the yards, and being ambitious to become an engineer commenced firing for Joseph Smith who was then running Boyle's train. His first work as an engineer was on Powell's train where he remained until Smith left the road, and was then put on the Boyle train, where he lost his life. He was one of the most careful men on the road and looked to as one of exemplary character both in business and private life. A little over eight years ago he married a daughter of Mr. Andrew Melick, of Wainfleet, who is left a widow with two small children, 5 and 7 years of age. The remains were brought here on Tuesday and the scene at the home was heartrending. The funeral took place on Wednesday, and the remains were interred at Friend's White Church burying ground, Rev. Mr. Morris officiating. The injured men are getting along well. Mail Clerk Boyle, Fireman Spratt and Expressman Grobb are out again. Conductor Boyle and brakeman Welch are still confined to the house, but progressing nicely. Baggage man Spratt, who lost his leg is at the residence of his sister at St. Catharines and progressing favorably.

Boyle's Mail Train and the Erie Boat Train collide near Merriton with Fatal Effect
 -Sayers Chapman, of Port Colborne, and David Hunt, of Niagara Falls, Killed -
 All the Train Hands More or Less Injured.

The terrible disaster which occurred near Merriton on Monday morning is still the absorbing topic of conversation, and the horror and sadness of the catastrophe will linger long in memory. When the news reached Welland the most intense excitement prevailed, as the report was greatly exaggerated. It was said that 8 or 9 had been killed and that several Welland people were among the injured. Telephone and telegraph offices were besieged by anxious people eager for news, but it was not until the special, which had been dispatched at 12.30, that the facts of the case became known.

Briefly the following is an accurate description of the disaster: The accident occurred about 10.40, just a little north of Merriton between the regular mail train on the Welland division from Port Dalhousie in charge of Conductor Boyle and a special in charge of Conductor Peckham, running to Port Dalhousie to convey the passengers on the Empress of India, St. Vincent de Paul Society picnic, from Toronto to Niagara Falls. Both trains were fortunately running light.

The collision occurred near what is known as the Black Bridge, crossing the raceway, near the concession leading from the Lincoln Pulp Mills to the Hartzell road, and just outside the city limits of St. Catharines. A short wooden bridge crosses the water-works raceway, and the engine on the boat train had just crossed it when the trains met.

Conductor Boyle's train left the St. Catharines station on its regular time. The boat train, which was late, should have waited at Merriton until Boyle's train arrived, but instead of doing so Conductor Peckham started down to Port Dalhousie. At the spot where the collision occurred there is a slight bend in the road, and when the engineers saw each other it was impossible to stop the trains. The motors came together with a terrible crash. They were completely demolished and thrown over on the north bank. The smoking car of the boat train turned upside down and alighted on the bottom of the roadway, while the coach next to the smoker shot over the bank without its trucks and hung there suspended in midair. No one was seriously hurt in this car.

The news of the wreck soon spread and the hands from the Lincoln paper mill, spoke factory and other establishments flocked to the scene. All went to work with a will. It was thought at first that some passengers had been carried down with the smoker and were buried under the wreck, but when the water was run out of the raceway and the car raised no bodies were found. The complete list of dead and injured are as follows:

THE DEAD.

- Sayers Chapman of Port Colborne, engineer of the mail train, head smashed; instantly killed.
- David Hunt of Niagara Falls, Fireman of the boat train, head smashed.
- A. H. Van Slyke, employed in King's Iron Works, Buffalo, a passenger on the mail train, body recovered from water; terribly mangled, the right leg and arm being torn from body.

SERIOUSLY INJURED.

- William Spratt, baggage man, legs mangled; had limb amputated; will recover.
- News agent Wolfe of the Buffalo train, badly cut about the body; in St. Catharines

an order to hold him. Had no order to hold Boyle's train on Monday.

Other witnesses were examined but nothing with further bearing on the case was elicited and the inquest was adjourned until next Tuesday.

It is understood that Conductor Peckham and Engineer Hiltrop claim that they had five minutes to make St. Catharines, according to their watches.

WAINFLEET.

Service in Morgan's Point church next Sunday afternoon at 3 o'clock. Subject, "Cheerfulness." Come and bring your friends.

THE WELLAND TELEGRAPH

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