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present quarter, although there has certainly been sufficient improvement in the iron industry to warrant a more hopeful feeling.

ALL THE BRAKES STUCK FAST.

Marl Train Goes Down Grade in More Than Record Time.

PILED ITSELF UP ON THE DOCK

Owen Sound's Train Runaway Sensation on Saturday—Firemen and Engineer Jumped and Were Saved—Five Marl Cars Twisted Into Indiscriminate Mass and Almost Touching the Schooner Ida Illsen.

Owen Sound, July 25.—The worst railway wreck ever experienced on the Owen Sound division of the Grand Trunk Railway, occurred at 12.35 Saturday afternoon, when locomotive No. 490 was forced over the end of the rails, plowed up three hundred feet of macadam roadbed and finally buried herself in the west side docks, almost touching the schooner Ida Illsen. Five marl cars of a train of twelve followed up the engine and piled themselves up in an indiscriminate mass of twisted trucks, broken timber and marl.

The wreck was prefaced by one of the most hair-raising runs ever experienced by a railroad crew. The train, consisting of engine 490, twelve marl cars heavily loaded and a caboose, in charge of Conductor Kee, developed a high rate of speed on the grade near Ben Allen, a station five miles out of Owen Sound.

The engineer, H. Brown of Palmerston, whistled for down brakes. The brakes would not work, and from then on the train rushed wildly and helplessly down the grade towards Owen Sound. The engineer reversed the throttle, but the weight of the train and the momentum made this utterly useless. The engine was being pushed by the train.

The train swept into the yard and flashed past the depot. Fireman Wm. Johnson jumped at the last switch. At the end of the rails the engineer jumped also and the locomotive plunged across the roadway and buried herself in the dock at the side of the big schooner Illsen.

That no one was killed is a remarkable fact.

July 25
1904
Lindsay